

Dedham, Massachusetts

# Town-wide Traffic Signal Evaluation

*November 2021*

## TECHNICAL MEMORANDUM

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## TECHNICAL MEMORANDUM

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Prepared for: Town of Dedham, Massachusetts

November 2021

## TABLE OF CONTENTS

1.0	Introduction .....	1
1.1	Evaluation Locations .....	1
2.0	Traffic Signal Inventory .....	4
2.1	Data Collection .....	4
2.2	Existing Issues .....	5
2.2.1	Full Intersection Signals.....	5
2.2.2	Mid-Block Crossings/Flashing Beacons .....	10
2.3	Accessible Pedestrian Signals .....	11
3.0	Existing Conditions.....	14
3.1	Traffic Control.....	14
3.2	Safety Analysis .....	14
3.2.1	Intersection Crash Analysis .....	14
3.3	Traffic Volumes.....	27
3.4	Traffic Volume Comparison .....	27
3.5	Existing Level of Service Analysis.....	32
3.6	Improvement Alternatives Level of Service Analysis.....	41
4.0	Recommended Improvements .....	48
4.1	Intersection Improvements .....	48
4.1.1	Full Intersection Signals.....	48
4.1.2	Mid-Block Crossings/Flashing Beacons .....	53
4.2	Improvement Planning and Budgeting.....	55
4.2.1	Intersection Prioritization .....	55
4.2.2	Maintenance Budgeting .....	55
4.2.3	Upgrades and Improvements Budget .....	55

## LIST OF TABLES

Table 1 – Existing APS Pushbutton Locations .....	12
Table 2 – Potential APS Pushbutton Locations .....	13
Table 3 – Intersection Crash Data Summary.....	15
Table 4 – Level of Service Criteria .....	32
Table 5 – Level of Service Results – Existing Conditions (2021).....	33
Table 6 – Level of Service Results for Improvement Alternatives – TS001.....	42
Table 7 – Level of Service Results for Improvement Alternatives – TS002.....	43
Table 8 – Level of Service Results for Improvement Alternatives – TS003.....	44
Table 9 – Level of Service Results for Improvement Alternatives – TS008.....	45
Table 10 – Level of Service Results for Improvement Alternatives – TS010.....	46
Table 11 – Intersection Prioritization Plan.....	56
Table 12 – Capital Planning Prioritization Plan .....	57

## LIST OF FIGURES

Figure 1 – Full Intersection Signal Location Map .....	2
Figure 2 – Mid-Block/Flashing Beacon Location Map.....	3
Figure 3 – Existing (2021) Peak Hour Turning Movement Volumes .....	28

## LIST OF APPENDICES

Appendix A: Crash Data
Appendix B: Traffic Volume Data
Appendix C: Traffic Volume Comparison Data
Appendix D: Intersection Capacity Analyses

## 1.0 INTRODUCTION

As requested by the Town of Dedham, BETA Group, Inc. (BETA) has completed a town-wide traffic signal evaluation for Town of Dedham owned traffic signals and flashing beacons. The evaluation included: conducting a field inventory of existing equipment and operation; peak hour turning movement counts at all signalized locations; evaluating signal phasing and timing improvements, based on analysis using collected volumes; and providing improvement recommendations, including equipment upgrades, for each location. Field data collected has been supplemented with photos and inventory report sheets. In addition to this Technical Memorandum summarizing the findings of the Traffic Signal Evaluation, a Traffic Signal Inventory Database (TSID), including all photos and reporting documentation has been provided to the Town in the form of a Geographic Information System (GIS) database through ArcGIS, with inventory forms as well as all supporting documentation and supplemental photos.

### 1.1 EVALUATION LOCATIONS

According to Town records, the Town has 15 Town-owned full intersection signals, 1 Town-owned pedestrian signal, 10 Town-owned mid-block crossings/flashing beacon locations and 12 State-owned full intersection signals. For this evaluation, the 15 Town-owned full intersections, the Town-owned pedestrian signal, and a majority of the flashing beacons were included.

A Location Map of Town-owned full intersection signals is shown in **Figure 1**. Full intersection signals included in the evaluation are as follows:

- TS001. High Street at Washington Street (Dedham Square)
- TS002. High Street at Eastern Avenue (Dedham Square)
- TS003. High Street at Ames Street/Court Street
- TS004. High Street at East Street/Harvard Street
- TS005. High Street at East Street/Harris Street
- TS006. High Street at Milton Street/Bussey Street/Sawmill Lane
- TS007. Bridge Street (Route 109) at Common Street
- TS008. West Street at Newbridge Way
- TS009. Milton Street at River Street
- TS010. East Street at Vincent Road
- TS011. East Street at Lamoine Street
- TS012. East Street at Rustcraft Road/Jefferson Street
- TS013. Washington Street at Curve Street/Lower East Street
- TS014. Washington Street at Eastbrook Road
- TS015. Washington Street at Incinerator Road/East Street

A Location Map of Town-owned pedestrian signals and beacons is shown in **Figure 2**. Evaluations at these locations included: conducting a field inventory of existing equipment and operation and providing improvement recommendations, including equipment upgrades, for each location. Similarly, field data collected will be supplemented with photos and inventory report sheets. No traffic count data was collected, or traffic analysis performed at pedestrian signals or beacon locations.



**Town-wide  
Traffic Signal Evaluation**

Dedham, MA

**Figure 1**

Full Intersection Signal  
Location Map



**Town-wide  
Traffic Signal Evaluation**

Dedham, MA

**Figure 2**

Mid-Block/Flashing Beacon  
Location Map

Mid-block crossings/flashing beacon locations in the evaluation are as follows:

TS016.	Bussey Street Fire Station Emergency Signal
TS017.	High Street/Recreation Road Pedestrian Signal
TS018.	High Street School Zone Flashing Beacon (2 beacons)
TS019.	Milton Street/Walnut Street Flashing Beacon
TS020.	Cedar Street/River Street/Sanderson Avenue/Cobbler Lane Flashing Beacon
TS021.	Cedar Street School Zone Flashing Beacon (2 beacons)
TS022.	Greenlodge Street School Zone Flashing Beacon (2 beacons)
TS023.	Needham Street School Zone Flashing Beacon (2 beacons)

The following mid-block crossing/flashing beacons have been excluded from the evaluation:

- Washington Street Fire Station Emergency Signal – This will be relocated upon completion of the Dedham Public Safety Building project.
- Bussey Street/Colburn Street Flashing Beacon – Beacon no longer exists but will be replaced under the Bussey Street Improvements project.
- Rustcraft Road Pedestrian Flashing Beacon, Rustcraft Road/Elm Street Curve Warning Flashing Beacon – These will be replaced under the Elm Street and Rustcraft Road improvement project.

## 2.0 TRAFFIC SIGNAL INVENTORY

### 2.1 DATA COLLECTION

A Traffic Signal Inventory Database (TSID) was used in the data collection to locate and catalog equipment at each intersection. The TSID includes GIS forms and reports that have been designed as tools for inventorying and maintaining signal equipment. These TSID forms utilize the Town's existing GIS database fields and data collection methods. The items included within this inventory are the following:

- Controller and cabinet, and ancillary equipment
- Vehicular and pedestrian signal heads (size, type, indication, location, and number)
- Signal posts and mast arms
- Pedestrian pushbuttons
- Accessible Pedestrian Signals (APS)
- Countdown pedestrian signals
- Associated signing
- Signal phasing and timing
- Detection
- Interconnection
- Emergency Pre-emption



## 2.2 EXISTING ISSUES

Each intersection was inventoried based on the aforementioned items and was also inspected for equipment operation and function. A summary of existing issues at each intersection is compiled below.

### 2.2.1 FULL INTERSECTION SIGNALS

#### TS001. HIGH STREET AT WASHINGTON STREET

- The Washington Street northbound optical emergency pre-emption detector on Mast Arm 2 is not working.
- Record Signal Plans do not match controller timings. Updated Signal Plans with mark ups have been provided.

#### TS002. HIGH STREET AT EASTERN AVENUE

- The mount for Pushbutton 5 on Pole 5 (SW corner) is loose and requires tightening.
- Record Signal Plans do not match controller timings. Updated Signal Plans with mark ups have been provided.

#### TS003. HIGH STREET AT AMES STREET/COURT STREET

- The base door for Pole 3 (NW corner) is broken and has exposed wires showing; recommend replacing.
- The base door for Pole 6 (NE corner) is missing fastening bolt and is being held together with electrical tape; recommend replacing bolt.
- The base door for Pole 8 (SE corner) is missing fastening bolt and is being held together with electrical tape; recommend replacing bolt.
- Signal visors for the yellow and green ball indications for Signal Head 6 on Pole 6 (NE corner) are bent; recommend replacing.
- Signal visor for the yellow ball indication for Signal Head 8 on Pole 8 (SE corner) is bent; recommend replacing.
- Pedestrian Signal Head 1 on Pole 1 (SW corner) is missing the visor and has the signal head display bent inwards; recommend repairing display and replacing missing visor.
- Don't Walk (Upraised Hand) for Pedestrian Signal Head 2 on Pole 2 (SW corner) does not illuminate; recommend repairing/replacing signal head.
- Pedestrian Signal Head 4 on Pole 4 (NW corner) has a damaged visor; recommend replacing.
- Pedestrian Signal Head 5 on Pole 5 (NE corner) is missing a visor; recommend replacing missing visor.
- Pedestrian Signal Head 6 on Pole 6 (NE corner) has a damaged visor; recommend replacing.
- Pedestrian Pushbutton 3 on Pole 3 (NW corner) has a broken sign; recommend replacing.

- All pedestrian signal heads at the intersection are older 1- or 2-section symbol type and have paint chipping around the edges of signal housing. Consider upgrading all pedestrian signal heads to countdown signal heads. (Including mounts and all necessary wiring)
- No emergency pre-emption equipment exists for this intersection; consider installing pre-emption detectors, confirmation strobe, pre-emption cards and all necessary wiring.
- The intersection has older signal equipment in the cabinet (loop detector amplifiers, controller, malfunction management unit (MMU)); consider upgrading equipment in cabinet.
- Record Signal Plans do not match controller timings. Updated Signal Plans with mark ups have been provided.

#### TS004. HIGH STREET AT EAST STREET/HARVARD STREET

- Signal visor for the green ball indication for Signal Head 2 on Mast Arm 1 (NW corner) is missing and overhead wires are crossing in front of the signal indication; recommend replacing missing signal visor if overhead wires allow.
- Pedestrian Signal Head 7 on Pole 6 (SW corner) has a damaged visor; recommend replacing.
- All pedestrian signal heads at the intersection are older 1-section symbol type and have paint chipping around the edges of signal housing. Consider upgrading all pedestrian signal heads to countdown signal heads. (Including mounts and all necessary wiring)
- Record Signal Plans do not match controller timings. Updated Signal Plans with mark ups have been provided.

#### TS005. HIGH STREET AT EAST STREET/HARRIS STREET

- Green Ball indication for Signal Head 4 on Mast Arm 2 (NW corner) is burnt out; recommend replacing signal indication.
- Pedestrian Signal Head 7 on Pole 5 (SE corner) has a damaged visor; recommend replacing.
- Emergency pre-emption cards and equipment are present in the cabinet but are not connected/working; recommend troubleshooting/replacing equipment.
- All pedestrian signal heads at the intersection are older 1-section symbol type and have paint chipping around the edges of signal housing. Consider upgrading all pedestrian signal heads to countdown signal heads. (Including mounts and all necessary wiring)
- Record Signal Plans do not match controller timings. Updated Signal Plans with mark ups have been provided.

#### TS006. HIGH STREET AT MILTON STREET/BUSSEY STREET/SAWMILL LANE

- Some of the LEDs for the Green Ball indication for Signal Head 3 on Pole 1 (SW corner) are burnt out; recommend replacing signal indication.
- Pedestrian Signal Head 3 on Pole 2 (NW corner) is missing the visor; recommend replacing missing visor.

Dedham, Massachusetts

- Pedestrian Pushbutton 4 on Pole 5 is missing the top bolt securing it to the pole; recommend replacing bolt.
- All pedestrian signal heads at the intersection are older 1-section symbol type and have paint chipping around the edges of signal housing. Consider upgrading all pedestrian signal heads to countdown signal heads. (Including mounts and all necessary wiring)
- No emergency pre-emption equipment exists for this intersection; consider installing pre-emption detectors, confirmation strobe, pre-emption cards and all necessary wiring.
- The intersection has older signal equipment in the cabinet (loop detector amplifiers, controller, malfunction management unit (MMU)); consider upgrading equipment in cabinet.
- Record Signal Plan is not present. Newly created Signal Timing Sheet has been provided.

#### TS007. BRIDGE STREET (ROUTE 109) AT COMMON STREET

- Emergency pre-emption equipment is present on signal poles, but no cards are present in the cabinet; recommend installing pre-emption cards and all necessary wiring.
- Several of the Pedestrian Pushbutton locations meet Accessible Pedestrian Signal (APS) locations but have non-APS style pushbuttons; consider upgrading all pushbuttons to APS Pushbuttons (including wiring) and relocating signal poles that do not meet locations.
- All pedestrian signal heads at the intersection are older 1-section symbol type. In conjunction with APS Pushbuttons, consider upgrading all pedestrian signal heads to countdown signal heads. (Including mounts and all necessary wiring)
- The intersection has an older signal controller in the cabinet; consider upgrading controller.
- Record Signal Plans do not match controller timings. Updated Signal Plans with mark ups have been provided.

#### TS008. WEST STREET AT NEWBRIDGE WAY

- Yellow Ball indication for Signal Head 5 on Pole 2 (SW corner) is burnt out; recommend replacing signal indication.
- The West Street eastbound and westbound optical emergency pre-emption detectors on Mast Arm 1 are not working.
- The emergency pre-emption confirmation strobe on Mast Arm 1 is not working.
- Record Signal Plan is not present. Newly created Signal Timing Sheet has been provided.

#### TS009. MILTON STREET AT RIVER STREET

- Detector Amplifier cards and card rack are present in the cabinet but are not connected/working; recommend troubleshooting/replacing/installing detection.
- Pole 5 (SE corner) paint is chipping; consider painting/replacing pole.
- Pole 6 (SW corner) is bent, with paint chipping; consider replacing pole and foundation.

- All Pedestrian Signal Heads are old 2-Section signal heads with the bottom “WALK” indication not working. Consider upgrading all pedestrian signal heads to countdown signal heads. (Including mounts and all necessary wiring)
- No emergency pre-emption equipment exists for this intersection; consider installing pre-emption detectors, confirmation strobe, pre-emption cards and all necessary wiring.
- Record Signal Plan is not present. Newly created Signal Timing Sheet has been provided.

#### TS010. EAST STREET AT VINCENT ROAD

- Grout for Pole 3 foundation (SE corner) is eroding; recommend repairing.
- Grout for Pole 6 foundation (NE corner) is eroding; recommend repairing.
- Light bulb is missing from cabinet; recommend replacing.
- All pedestrian signal heads at the intersection are older 1-section symbol type and have paint chipping around the edges of signal housing. Consider upgrading all pedestrian signal heads to countdown signal heads. (Including mounts and all necessary wiring)
- The intersection has older signal equipment in the cabinet (loop detector amplifiers, malfunction management unit (MMU)); consider upgrading equipment in cabinet.
- Record Signal Plan is not present. Newly created Signal Timing Sheet has been provided.

#### TS011. EAST STREET AT LAMOINE STREET

- Pole 1 (NW corner) is blocked by overgrown vegetation and not visible to vehicles or pedestrians; recommend trimming vegetation around pole.
- Grout for Pole 5 foundation (SW corner) is eroding; recommend repairing.
- Some of the LEDs for the Green Ball indication for Signal Head 2 on Pole 2 (NE corner) are burnt out; recommend replacing signal indication.
- Red Ball indication for Signal Head 5 on Pole 4 (SE corner) is burnt out; recommend replacing signal indication.
- Pedestrian Pushbuttons 1 and 2 call the vehicle phase for Lamoine Street, but no “WALK” or “DON’T WALK” indications function; recommend troubleshooting/replacing equipment.
- Emergency pre-emption cards and equipment are present in the cabinet but are not connected/working; recommend troubleshooting/replacing equipment.
- All pedestrian signal heads at the intersection are older 1-section symbol type and have paint chipping around the edges of signal housing. Consider upgrading all pedestrian signal heads to countdown signal heads. (Including mounts and all necessary wiring)
- The existing pavement around the loop detectors for the driveway (EB approach) is cracking and exposing the loop wires; consider repairing pavement or recutting loops.
- The intersection has older signal equipment in the cabinet (loop detector amplifiers, controller, malfunction management unit (MMU)); consider upgrading equipment in cabinet.
- Record Signal Plan is not present. Newly created Signal Timing Sheet has been provided.

**TS012. EAST STREET AT RUSTCRAFT ROAD/JEFFERSON STREET**

- The East Street northbound optical emergency pre-emption detector is missing.
- The Rustcraft Road eastbound optical emergency pre-emption detectors on Pole 4 (NE corner) is missing.
- All pedestrian signal heads at the intersection are older 1-section symbol type and have paint chipping around the edges of signal. Consider upgrading all pedestrian signal heads to countdown signal heads. (Including mounts and all necessary wiring)
- Record Signal Plans do not match controller timings. Updated Signal Plans with mark ups have been provided.

**TS013. WASHINGTON STREET AT CURVE STREET/LOWER EAST STREET**

- Pole 6 (SW corner) is blocked by overgrown vegetation and not visible to vehicles or pedestrians; recommend trimming vegetation around pole.
- All pedestrian signal heads at the intersection are older 1-section symbol type and have paint chipping around the edges of signal housing. Consider upgrading all pedestrian signal heads to countdown signal heads. (Including mounts and all necessary wiring)
- The intersection has an older signal controller in the cabinet; consider upgrading controller.
- Record Signal Plans do not match controller timings. Updated Signal Plans with mark ups have been provided.

**TS014. WASHINGTON STREET AT EASTBROOK ROAD**

- Pole 4 (SE corner) paint is chipping; consider painting/replacing pole.
- All pedestrian signal heads at the intersection are older 1-section symbol type and have paint chipping around the edges of signal housing. Consider upgrading all pedestrian signal heads to countdown signal heads. (Including mounts and all necessary wiring)
- The intersection has an older signal controller and master signal controller in the cabinet; consider upgrading controllers.
- Record Signal Plans do not match controller timings. Updated Signal Plans with mark ups have been provided.

**TS015. WASHINGTON STREET AT INCINERATOR ROAD/EAST STREET**

- The access door plate for Pole 2 (SE corner) is missing and wire are exposed; recommend replacing door plate.
- All pedestrian signal heads at the intersection are older 1-section symbol type and have paint chipping around the edges of signal housing. Consider upgrading all pedestrian signal heads to countdown signal heads. (Including mounts and all necessary wiring)
- Record Signal Plans do not match controller timings. Updated Signal Plans with mark ups have been provided.

### 2.2.2 MID-BLOCK CROSSINGS/FLASHING BEACONS

#### TS016. BUSSEY STREET FIRE STATION EMERGENCY SIGNAL

- The intersection has an older signal controller with a broken display screen and an older malfunction management unit (MMU) in the cabinet; consider upgrading equipment in cabinet.

#### TS017. HIGH STREET/RECREATION ROAD PEDESTRIAN SIGNAL

- Some of the LEDs for the Green Ball indication for Signal Head 2 on Pole 1 (NW corner) are burnt out; recommend replacing signal indication.
- Green Ball indication for Signal Head 4 on Pole 3 (SW corner) is burnt out; recommend replacing signal indication.
- Signal Head 4 on Pole 3 (SW corner) has a bent backplate; consider replacing backplate.
- All pedestrian signal heads at the intersection are older 1-section symbol type and have paint chipping around the edges of signal housing. Consider upgrading all pedestrian signal heads to countdown signal heads. (Including mounts and all necessary wiring)
- The intersection has an older signal controller and an older malfunction management unit (MMU) in the cabinet; consider upgrading equipment in cabinet.
- Record Signal Plan is not present. Newly created Signal Timing Sheet has been provided.

#### TS018. HIGH STREET SCHOOL ZONE FLASHING BEACONS

- Pole 1 (East) is missing School Zone sign; recommend replacing sign.
- Pole 1 (East) paint is chipping; consider painting/replacing pole.

#### TS019. MILTON STREET/WALNUT STREET FLASHING BEACON

- Pole 3 (North) is knocked down and only foundation is remaining with exposed wires showing; recommend replacing pole, signal head and all wiring.
- The base door for Pole 4 (NE corner) is broken and has exposed wires showing; recommend replacing.

#### TS020. CEDAR STREET/RIVER STREET/SANDERSON AVENUE/COBBLER LANE FLASHING BEACON

- No issues were seen at this flashing beacon location. The beacon is working properly, and equipment is in good condition.

#### TS021. CEDAR STREET SCHOOL ZONE FLASHING BEACONS

- Pole 1 (North) is an older School Zone Flashing Beacon Sign with incandescent bulbs for the signal indications; consider replacing entire sign assembly.

#### TS022. GREENLodge STREET SCHOOL ZONE FLASHING BEACONS

- Pole 1 (North) is an older School Zone Flashing Beacon Sign with incandescent bulbs for the signal indications; consider replacing entire sign assembly.
- Pole 2 (South) is an older School Zone Flashing Beacon Sign with incandescent bulbs for the signal indications; consider replacing entire sign assembly.

#### TS023. NEEDHAM STREET SCHOOL ZONE FLASHING BEACONS

- Pole 1 (East) is an older School Zone Flashing Beacon Sign with incandescent bulbs for the signal indications; consider replacing entire sign assembly.
- Pole 2 (West) is an older School Zone Flashing Beacon Sign with incandescent bulbs for the signal indications; consider replacing entire sign assembly.

### 2.3 ACCESSIBLE PEDESTRIAN SIGNALS

Accessible Pedestrian Signals and pedestrian pushbuttons are integrated devices that communicate information about the WALK and DON'T WALK intervals at signalized intersections in non-visual formats (i.e., audible tones and vibrotactile surfaces) to pedestrians who are blind or have low vision.

There are certain guidelines that need to be met in order to classify a pedestrian pushbutton as an APS pushbutton and are as follows:

- APS devices integral with the pushbutton
- Audible and vibrotactile indications of the WALK interval
- WALK indication by tone or speech message
- Pushbutton locator tone wherever there is a pedestrian pushbutton
- Tactile arrow indicating the direction of travel on the crosswalk

As part of the traffic signal inventory, APS pedestrian pushbuttons were identified, and all pushbuttons were inspected for APS compliance. The Manual of Uniform Traffic Control Devices (MUTCD) recommends APS pushbutton locations meet the following criteria:

- Unobstructed and adjacent to a level all-weather surface to provide access from a wheelchair;
- Where there is an all-weather surface, a wheelchair accessible route from the pushbutton to the ramp;
- Between the edge of the crosswalk line (extended) farthest from the center of the intersection and the side of a curb ramp (if present), but not greater than 5 feet from said crosswalk line;
- Between 1.5 and 6 feet from the edge of the curb, shoulder, or pavement;
- With the face of the pushbutton parallel to the crosswalk to be used; and
- At a mounting height of approximately 3.5 feet, but no more than 4 feet, above the sidewalk.

While pushbuttons themselves were classified whether they meet APS guidelines or not, their location (regardless of their classification) were inspected to identify which pushbutton locations meet APS location criteria and would simply require the installation of a new APS pushbutton to meet the APS guidelines.

General APS Pushbutton Notes:

- The inventory revealed 14 of the 81 pushbuttons were classified as APS, all of which meet the guidelines listed above and are shown in **Table 1**.
- It should also be noted that 12 non-APS pushbuttons, at five separate locations, meet APS location requirements and can be fully compliant with the installation of a new APS pushbutton. These pushbuttons are shown in **Table 2**.

**Table 1 – Existing APS Pushbutton Locations**

Pushbutton ID	APS Signal	Pushbutton Working	Pushbutton APS Location	Notes
TS001. High Street at Washington Street				
Pushbutton 1	Yes, APS	Yes	Yes	
Pushbutton 2	Yes, APS	Yes	Yes	
Pushbutton 3	Yes, APS	Yes	Yes	
Pushbutton 4	Yes, APS	Yes	Yes	
Pushbutton 5	Yes, APS	Yes	Yes	
Pushbutton 6	Yes, APS	Yes	Yes	
Pushbutton 7	Yes, APS	Yes	Yes	
Pushbutton 8	Yes, APS	Yes	Yes	
TS002. High Street at Eastern Avenue				
Pushbutton 1	Yes, APS	Yes	Yes	
Pushbutton 2	Yes, APS	Yes	Yes	
Pushbutton 3	Yes, APS	Yes	Yes	
Pushbutton 4	Yes, APS	Yes	Yes	
Pushbutton 5	Yes, APS	Yes	Yes	Pushbutton mount loose
Pushbutton 6	Yes, APS	Yes	Yes	



**Table 2 – Potential APS Pushbutton Locations**

Pushbutton ID	APS Signal	Pushbutton Working	Pushbutton APS Location	Notes
TS004. High Street at East Street/Harvard Street				
Pushbutton 1	Yes, Non-APS	Yes	Yes	
Pushbutton 2	Yes, Non-APS	Yes	Yes	
TS007. Bridge Street (Route 109) at Common Street				
Pushbutton 1	Yes, Non-APS	Yes	Yes	
Pushbutton 2	Yes, Non-APS	Yes	Yes	
Pushbutton 3	Yes, Non-APS	Yes	Yes	
Pushbutton 4	Yes, Non-APS	Yes	Yes	
Pushbutton 7	Yes, Non-APS	Yes	Yes	
Pushbutton 8	Yes, Non-APS	Yes	Yes	
TS009. Milton Street at River Street				
Pushbutton 5	Yes, Non-APS	Yes	Yes	
TS014. Washington Street at Eastbrook Road				
Pushbutton 1	Yes, Non-APS	Yes	Yes	
Pushbutton 6	Yes, Non-APS	Yes	Yes	
TS017. High Street at Recreation Road				
Pushbutton 1	Yes, Non-APS	Yes	Yes	

With various Non-APS pushbuttons meeting APS location requirements at several intersections, upgrading single pushbuttons are not cost-effective. Upgrades are recommended when most, if not all, pushbutton locations meet requirements and upgrades are relatively minor. At the intersection of Bridge Street (Route 109) and Common Street (TS007), six of the eight pushbuttons meet these requirements and only two additional pushbuttons at the intersection would need relocations to fully comply with location requirements. It is recommended that all pushbuttons at this intersection be upgraded as part of a capital improvement over the next five years. Additional intersections can be upgraded in the future; however, at this time only intersection TS007 is recommended. An intersection specific cost estimate can be provided upon request for APS pushbutton upgrades.

## 3.0 EXISTING CONDITIONS

The existing 15 Town-owned full intersection signals were further evaluated for crash history; signal phasing and timing improvements, based on analysis using collected volumes; and general improvement recommendations, that could be implemented for each location.

### 3.1 TRAFFIC CONTROL

The 15 Town-owned full intersection signals all operated under traffic signal control. Of these 15 intersections, six locations are running as “cluster” intersections where two intersections are operating under one signal controller. These intersections are the following:

- TS001. High Street at Washington Street & TS002. High Street at Eastern Avenue
- TS004. High Street at East Street/Harvard Street & TS005. High Street at East Street/Harris Street
- TS014. Washington Street at Lower East Street & TS015. Washington Street at Incinerator Road/East Street

In addition, the three intersections along Washington Street (TS013, TS014, TS015) are running under coordination patterns all seven days of the week with varying patterns during each day. The master controller for these three locations is located within the cabinet at intersection TS014.

### 3.2 SAFETY ANALYSIS

Crash data for the study area was obtained from MassDOT Highway Division for the three most recent complete years available, 2016-2018. In addition, actual crash reports for the intersections were obtained from the Dedham Police Department for further evaluation of crash trends and safety issues that exist at each intersection. A summary of the intersection crash data based on the latest three years is shown in **Table 3**. Complete crash data and crash rate worksheets are included in the Appendix.

#### 3.2.1 INTERSECTION CRASH ANALYSIS

##### TS001. HIGH STREET AT WASHINGTON STREET

The crash rate for the signalized intersection of High Street at Washington Street is 0.18 crashes per million vehicles entering (MEV), which is lower than the statewide and District 6 average for signalized intersections of 0.78 MEV and 0.71, respectively. A closer review of the crash data show four (4) crashes occurred at the intersection for the three-year period from 2016 to 2018.

The crash data show that crashes were split evenly between angle and sideswipe (same direction) crashes at the intersection. Three of the four crashes resulted from lane changes or striking parked vehicles. Parking exists on both sides of High Street, the south leg of Washington Street and on the east side of the Washington north leg, leaving little room for error for vehicles to avoid collisions. An additional crash occurred between a northbound right-turning vehicle and a bicyclist where the bicyclist was struck by the turning vehicle. This bicyclist was injured as a result of the crash and transported themselves to the hospital.

Table 3 – Intersection Crash Data Summary

Year	Collision Type							Accident Type				Ambient Light				Weather Condition					Total Crashes
	Rear End	Angle	Head On	Sideswipe (Same Direction)	Sideswipe (Opposite Direction)	Single Vehicle Crash	Not Reported	Property Damage	Non-Fatal Injury	Fatal Injury	Not Reported	Daylight	Dark Roadway	Dark Lighted Roadway	Dusk	Clear	Sleet	Rain	Snow	Cloudy	
<b>TS001. High Street at Washington Street</b>																				<b>Crash Rate: 0.18</b>	
2016	0	2	0	1	0	0	0	2	1	0	0	3	0	0	0	3	0	0	0	0	3
2017	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2018	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	1
Total	0	2	0	2	0	0	0	3	1	0	0	4	0	0	0	4	0	0	0	0	4
<b>TS002. High Street at Eastern Avenue</b>																				<b>Crash Rate: 0.13</b>	
2016	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	1
2017	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2018	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0	1
Total	0	1	0	1	0	0	0	1	1	0	0	1	0	1	0	2	0	0	0	0	2

**Table 3 – Intersection Crash Data Summary (Continued)**

Year	Collision Type							Accident Type				Ambient Light				Weather Condition					Total Crashes
	Rear End	Angle	Head On	Sideswipe (Same Direction)	Sideswipe (Opposite Direction)	Single Vehicle Crash	Not Reported	Property Damage	Non-Fatal Injury	Fatal Injury	Not Reported	Daylight	Dark Roadway	Dark Lighted Roadway	Dusk	Clear	Sleet	Rain	Snow	Cloudy	
<b>TS003. High Street at Ames Street/Court Street</b>																				<b>Crash Rate: 0.15</b>	
2016	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2018	1	2	0	0	0	0	0	2	1	0	0	2	0	1	0	2	0	0	1	0	3
<b>Total</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>
<b>TS004. High Street at East Street/Harvard Street</b>																				<b>Crash Rate: 0.57</b>	
2016	2	2	0	1	0	0	0	3	2	0	0	2	0	3	0	4	0	1	0	0	5
2017	1	1	0	0	0	0	0	1	1	0	0	2	0	0	0	1	1	0	0	0	2
2018	2	1	0	0	0	0	0	1	1	0	1	2	0	0	1	1	0	1	0	1	3
<b>Total</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>10</b>

Table 3 – Intersection Crash Data Summary (Continued)

Year	Collision Type							Accident Type				Ambient Light				Weather Condition					Total Crashes
	Rear End	Angle	Head On	Sideswipe (Same Direction)	Sideswipe (Opposite Direction)	Single Vehicle Crash	Not Reported	Property Damage	Non-Fatal Injury	Fatal Injury	Not Reported	Daylight	Dark Roadway	Dark Lighted Roadway	Dusk	Clear	Sleet	Rain	Snow	Cloudy	
<b>TS005. High Street at East Street/Harris Street</b>																				<b>Crash Rate: 0.17</b>	
2016	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	1
2017	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2018	0	1	1	0	0	0	0	1	1	0	0	1	0	1	0	2	0	0	0	0	2
Total	0	2	1	0	0	0	0	2	1	0	0	2	0	1	0	3	0	0	0	0	3
<b>TS006. High Street at Milton Street/Bussey Street/Sawmill Lane</b>																				<b>Crash Rate: 0.54</b>	
2016	2	2	0	0	0	0	0	1	3	0	0	4	0	0	0	4	0	0	0	0	4
2017	3	1	1	1	0	0	0	4	0	0	2	3	0	3	0	5	0	1	0	0	6
2018	1	3	0	0	0	0	1	4	1	0	0	4	0	1	0	3	0	1	0	1	5
Total	6	6	1	1	0	0	1	9	4	0	2	11	0	4	0	12	0	2	0	1	15

Table 3 – Intersection Crash Data Summary (Continued)

Year	Collision Type							Accident Type				Ambient Light				Weather Condition					Total Crashes
	Rear End	Angle	Head On	Sideswipe (Same Direction)	Sideswipe (Opposite Direction)	Single Vehicle Crash	Not Reported	Property Damage	Non-Fatal Injury	Fatal Injury	Not Reported	Daylight	Dark Roadway	Dark Lighted Roadway	Dusk	Clear	Sleet	Rain	Snow	Cloudy	
<b>TS007. Bridge Street (Route 109) at Common Street</b>																				<b>Crash Rate: 0.36</b>	
2016	0	1	0	0	0	2	0	3	0	0	0	2	0	1	0	2	0	1	0	0	3
2017	1	1	0	0	0	1	0	2	1	0	0	0	0	3	0	2	0	1	0	0	3
2018	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	1
Total	1	3	0	0	0	3	0	6	1	0	0	3	0	4	0	5	0	2	0	0	7
<b>TS008. West Street at Newbridge Way</b>																				<b>Crash Rate: 0.00</b>	
2016	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2018	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

Table 3 – Intersection Crash Data Summary (Continued)

Year	Collision Type							Accident Type				Ambient Light				Weather Condition					Total Crashes
	Rear End	Angle	Head On	Sideswipe (Same Direction)	Sideswipe (Opposite Direction)	Single Vehicle Crash	Not Reported	Property Damage	Non-Fatal Injury	Fatal Injury	Not Reported	Daylight	Dark Roadway	Dark Lighted Roadway	Dusk	Clear	Sleet	Rain	Snow	Cloudy	
<b>TS009. Milton Street at River Street</b>																				<b>Crash Rate: 0.92</b>	
2016	0	1	0	2	0	2	0	2	3	0	0	4	0	1	0	3	0	0	0	2	5
2017	2	3	0	0	0	0	0	4	1	0	0	2	0	3	0	3	0	0	0	2	5
2018	2	2	0	2	0	1	0	3	3	0	1	4	0	3	0	5	0	1	0	1	7
Total	4	6	0	4	0	3	0	9	7	0	1	10	0	7	0	11	0	1	0	5	17
<b>TS010. East Street at Vincent Road</b>																				<b>Crash Rate: 0.08</b>	
2016	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	1
2017	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2018	1	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0	1
Total	2	0	0	0	0	0	0	1	1	0	0	1	0	1	0	2	0	0	0	0	2

Table 3 – Intersection Crash Data Summary (Continued)

Year	Collision Type							Accident Type				Ambient Light				Weather Condition					Total Crashes
	Rear End	Angle	Head On	Sideswipe (Same Direction)	Sideswipe (Opposite Direction)	Single Vehicle Crash	Not Reported	Property Damage	Non-Fatal Injury	Fatal Injury	Not Reported	Daylight	Dark Roadway	Dark Lighted Roadway	Dusk	Clear	Sleet	Rain	Snow	Cloudy	
<b>TS011. East Street at Lamoine Road</b>																				<b>Crash Rate: 0.10</b>	
2016	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	1
2017	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	1
2018	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0	0	2
<b>TS012. East Street at Rustcraft Road/Jefferson Street</b>																				<b>Crash Rate: 0.18</b>	
2016	0	1	0	0	0	0	1	2	0	0	0	2	0	0	0	2	0	0	0	0	2
2017	1	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0	1
2018	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	0	0	1	2	1	0	0	3	0	0	0	3	0	0	0	0	3



Table 3 – Intersection Crash Data Summary (Continued)

Year	Collision Type							Accident Type				Ambient Light				Weather Condition					Total Crashes
	Rear End	Angle	Head On	Sideswipe (Same Direction)	Sideswipe (Opposite Direction)	Single Vehicle Crash	Not Reported	Property Damage	Non-Fatal Injury	Fatal Injury	Not Reported	Daylight	Dark Roadway	Dark Lighted Roadway	Dusk	Clear	Sleet	Rain	Snow	Cloudy	
<b>TS013. Washington Street at Curve Street/Lower East Street</b>																				<b>Crash Rate: 0.12</b>	
2016	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0	1
2017	1	0	0	1	0	0	0	1	0	0	1	0	0	2	0	0	0	0	2	0	2
2018	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	1	0	0	0	1	1	0	1	1	0	2	0	1	0	0	2	0	3
<b>TS014. Washington Street at Eastbrook Road</b>																				<b>Crash Rate: 0.24</b>	
2016	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	1
2017	1	0	0	1	0	1	0	3	0	0	0	2	0	1	0	1	1	0	0	1	3
2018	1	1	0	0	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0	0	2
Total	2	2	0	1	0	1	0	5	1	0	0	5	0	1	0	3	1	1	0	1	6

Table 3 – Intersection Crash Data Summary (Continued)

Year	Collision Type							Accident Type				Ambient Light				Weather Condition					Total Crashes
	Rear End	Angle	Head On	Sideswipe (Same Direction)	Sideswipe (Opposite Direction)	Single Vehicle Crash	Not Reported	Property Damage	Non-Fatal Injury	Fatal Injury	Not Reported	Daylight	Dark Roadway	Dark Lighted Roadway	Dusk	Clear	Sleet	Rain	Snow	Cloudy	
<b>TS015. Washington Street at Incinerator Road/East Street</b>																				<b>Crash Rate: 0.54</b>	
2016	1	2	0	1	0	2	1	5	1	0	1	3	0	3	1	3	0	1	1	2	7
2017	2	1	0	2	0	1	0	3	3	0	0	2	0	2	2	2	0	1	1	2	6
2018	0	1	0	0	0	1	0	1	1	0	0	1	0	1	0	2	0	0	0	0	2
<b>Total</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>15</b>

#### TS002. HIGH STREET AT EASTERN AVENUE

The crash rate for the signalized intersection of High Street at Eastern Avenue is 0.13 crashes per million vehicles entering (MEV), which is lower than the statewide and District 6 average for signalized intersections of 0.78 MEV and 0.71, respectively. A closer review of the crash data show two (2) crashes occurred at the intersection for the three-year period from 2016 to 2018.

Of the two crashes reported at the intersection, one crash involved a parked vehicle whose door was struck by another vehicle when it opened into traffic. The second crash involved a vehicle that had begun to enter High Street and was struck by a vehicle traveling on High Street.

#### TS003. HIGH STREET AT AMES STREET/COURT STREET

The crash rate for the signalized intersection of High Street at Ames Street and Court Street is 0.15 crashes per million vehicles entering (MEV), which is lower than the statewide and District 6 average for signalized intersections of 0.78 MEV and 0.71, respectively. A closer review of the crash data show three (3) crashes occurred at the intersection for the three-year period from 2016 to 2018.

Of the two angle crashes that occurred at the intersection, one occurred during a brief power outage where the signal was not functioning. The other angle crash resulted between a southbound vehicle and an eastbound vehicle, while the lone rear-end crash occurred eastbound when a vehicle stopped for a red light and was struck by the trailing vehicle.

#### TS004. HIGH STREET AT EAST STREET/HARVARD STREET

The crash rate for the signalized intersection of High Street at East Street and Harvard Street is 0.57 crashes per million vehicles entering (MEV), which is lower than the statewide and District 6 average for signalized intersections of 0.78 MEV and 0.71, respectively. A closer review of the crash data show ten (10) crashes occurred at the intersection for the three-year period from 2016 to 2018.

Crashes at the intersection were mostly rear-end and angle, with a few crashes of particular note. An angle crash between a northbound vehicle and a westbound vehicle resulted from the westbound vehicle failing to stop at the red light. One rear-end crash occurred eastbound where the leading vehicle was cut-off, stopped short and was rear-ended by the trailing vehicle. A crash involving a medical issue resulted in the vehicle striking two parked vehicles and the driver was transported to the hospital. Lastly, an angle crash involving a northbound left-turning vehicle and a parked vehicle on the north side of High Street resulted in the vehicles being pushed into the adjacent store front.

#### TS005. HIGH STREET AT EAST STREET/HARRIS STREET

The crash rate for the signalized intersection of High Street at East Street and Harris Street is 0.17 crashes per million vehicles entering (MEV), which is lower than the statewide and District 6 average for signalized intersections of 0.78 MEV and 0.71, respectively. A closer review of the crash data show three (3) crashes occurred at the intersection for the three-year period from 2016 to 2018.

The two angle crashes at the intersection occurred between a westbound left-turning vehicle and an eastbound through vehicles. In both crashes the left-turning vehicle failed to yield to the through traffic. Both crashes also resulted in injuries and transportation to the hospital. The third crash at the

intersection resulted in a head-on collision between a southbound vehicle and a northbound left-turning vehicle.

#### TS006. HIGH STREET AT MILTON STREET/BUSSEY STREET/SAWMILL LANE

The crash rate for the signalized intersection of High Street at Milton Street, Bussey Street and Sawmill Lane is 0.54 crashes per million vehicles entering (MEV), which is lower than the statewide and District 6 average for signalized intersections of 0.78 MEV and 0.71, respectively. A closer review of the crash data show fifteen (15) crashes occurred at the intersection for the three-year period from 2016 to 2018.

The crash data show six angle crashes occurred at the intersections with three involving a left-turning vehicle from the East Dedham Plaza driveway. Three additional angle crashes occurred between a left-turning vehicle that failed to yield to a through vehicle. These crashes occurred between a northbound left and southbound through; an eastbound left and a westbound through; and a westbound left and an eastbound through. In addition, was a crash resulting from a medical seizure for a vehicle traveling northbound on Milton Street causing the vehicle to cross the intersection and strike a southbound vehicle at the stop-bar. The driver was transported to the hospital as a result of the seizure.

Six rear-end crashes also occurred at the intersection: three northbound, one eastbound, one southbound and one additional unknown rear-end crash. Of note is a rear-end crash where the vehicle struck a perked landscaping trailer and was transported to the hospital.

#### TS007. BRIDGE STREET (ROUTE 109) AT COMMON STREET

The crash rate for the signalized intersection of Bridge Street (Route 109) at Common Street is 0.36 crashes per million vehicles entering (MEV), which is lower than the statewide and District 6 average for signalized intersections of 0.78 MEV and 0.71, respectively. A closer review of the crash data show seven (7) crashes occurred at the intersection for the three-year period from 2016 to 2018.

The crash data show three crashes involving a vehicle striking a utility pole or traffic signal pole on the side of the road: one traveling eastbound, one southbound and one northbound. Two angle crashes between a northbound left-turning vehicle and a southbound through vehicle occurred at the intersection. One of these two crashes involved a motorcycle in which the operator of the motorcycle was transported to the hospital for injuries. One additional angle crash involved a northbound through vehicle being struck by an eastbound vehicle that failed to stop at the red light.

#### TS008. WEST STREET AT NEWBRIDGE WAY

No crashes occurred at the signalized intersection of West Street at Newbridge Way.

#### TS009. MILTON STREET AT RIVER STREET

The crash rate for the signalized intersection of Milton Street at River Street is 0.92 crashes per million vehicles entering (MEV), which is higher than the statewide and District 6 average for signalized intersections of 0.78 MEV and 0.71, respectively. A closer review of the crash data show seventeen (17) crashes occurred at the intersection for the three-year period from 2016 to 2018.

The crash data show that six angle crashes occurred at the intersection with four occurring in the intersection and an additional two occurring at driveways within close proximity of the intersection. Two crashes involved a southbound left-turning vehicle and a northbound through vehicle. An additional angle crash resulted from a westbound vehicle failing to stop at the red light and striking a southbound through vehicle. Three crashes involved a vehicle striking a utility/traffic signal pole on the side of the road, with one resulting in the operator being transported to the hospital. Lastly, three crashes resulted from the westbound channelized right-turn lane: two vehicles that failed to yield to oncoming traffic northbound and one involving a vehicle that stopped to wait for a gap in traffic and was struck from behind.

#### TS010. EAST STREET AT VINCENT ROAD

The crash rate for the signalized intersection of East Street at Vincent Road is 0.08 crashes per million vehicles entering (MEV), which is lower than the statewide and District 6 average for signalized intersections of 0.78 MEV and 0.71, respectively. A closer review of the crash data show two (2) crashes occurred at the intersection for the three-year period from 2016 to 2018.

Two rear-end crashes occurred on the westbound approach at this intersection. The first involved a vehicle slowing to turn left onto Vincent Road and was struck by a through vehicle and a second crash where the light turned green, and a vehicle started to proceed and struck the vehicle in front of them.

#### TS011. EAST STREET AT LAMOINE STREET

The crash rate for the signalized intersection of East Street at Lamoine Street is 0.10 crashes per million vehicles entering (MEV), which is lower than the statewide and District 6 average for signalized intersections of 0.78 MEV and 0.71, respectively. A closer review of the crash data show two (2) crashes occurred at the intersection for the three-year period from 2016 to 2018.

Two rear-end crashes occurred on the at this intersection: one northbound and one southbound. The northbound crash involved a vehicle stopped at the red light and being struck from behind, while the southbound crash occurred between a vehicle slowing to turn right into the driveway and was struck by a through vehicle.

#### TS012. EAST STREET AT RUSTCRAFT ROAD/JEFFERSON STREET

The crash rate for the signalized intersection of East Street at Rustcraft Road and Jefferson Street is 0.18 crashes per million vehicles entering (MEV), which is lower than the statewide and District 6 average for signalized intersections of 0.78 MEV and 0.71, respectively. A closer review of the crash data show three (3) crashes occurred at the intersection for the three-year period from 2016 to 2018.

Two crashes involved vehicles turning left onto Rustcraft Road from East Street: one involving a southbound right-turning vehicle and the other involving a northbound vehicle that rear-ended a third vehicle, pushing it into the vehicle waiting to turn left onto Rustcraft Road. Lastly, a rear-end crash occurred between two vehicles on Rustcraft Road where the second vehicle beeped once the light turned green and the lead vehicle reversed into the second vehicle, then fled the scene.

**TS013. WASHINGTON STREET AT CURVE STREET/LOWER EAST STREET**

The crash rate for the signalized intersection of Washington Street at Curve Street and Lower East Street is 0.12 crashes per million vehicles entering (MEV), which is lower than the statewide and District 6 average for signalized intersections of 0.78 MEV and 0.71, respectively. A closer review of the crash data show three (3) crashes occurred at the intersection for the three-year period from 2016 to 2018.

An angle crash occurred between a vehicle traveling westbound on Curve Street and a vehicle reversing southbound on Washington Street, striking the westbound vehicle. A rear-end crash occurred between a southbound vehicle that was traveling too fast for the weather conditions and struck a vehicle stopped at the red light. Lastly, a sideswipe crash occurred between a southbound through vehicle and a right-turning vehicle from Lower East Street.

**TS014. WASHINGTON STREET AT EASTBROOK ROAD**

The crash rate for the signalized intersection of Washington Street at Eastbrook Road is 0.24 crashes per million vehicles entering (MEV), which is lower than the statewide and District 6 average for signalized intersections of 0.78 MEV and 0.71, respectively. A closer review of the crash data show six (6) crashes occurred at the intersection for the three-year period from 2016 to 2018.

Two crashes occurred on the northbound approach as well as a single vehicle crash occurring on the eastbound approach. A rear end crash occurred between a vehicle stopped at the red light northbound and a vehicle that was distracted, striking the stopped vehicle. Another crash occurred where a vehicle attempted to take a left-turn onto Eastbrook Road from the right-hand lane, colliding with a through vehicle. Lastly, a crash involving a tractor-trailer backing up on Eastbrook Road struck a utility pole.

**TS015. WASHINGTON STREET AT INCINERATOR ROAD/EAST STREET**

The crash rate for the signalized intersection of Washington Street at Incinerator Road and East Street is 0.54 crashes per million vehicles entering (MEV), which is lower than the statewide and District 6 average for signalized intersections of 0.78 MEV and 0.71, respectively. A closer review of the crash data show fifteen (15) crashes occurred at the intersection for the three-year period from 2016 to 2018.

Four single vehicle crashes involved vehicles running off the road: two involved slippery roadway conditions and two involved dry roadway conditions with the vehicles each striking a utility pole. Three sideswipe crashes occurred at the intersection: one southbound, one northbound and one eastbound. Of note is the eastbound crash where a vehicle crossed into the oncoming travel lane to pass a disabled vehicle and when swerving back to avoid an oncoming car, the vehicle struck the disabled vehicle. Four rear-end crashes occurred on the eastbound approach, including one where a vehicle was backing up after stopping too far into the intersection. One angle crash occurred between a vehicle attempting to make a U-turn southbound and struck a northbound through vehicle. It should be noted that a no U-turn sign is posted for this approach. Lastly, an angle crash between two eastbound right-turning vehicles occurred. A tractor trailer was in the left turn lane but turning right and struck the vehicle in the right lane.

### 3.3 TRAFFIC VOLUMES

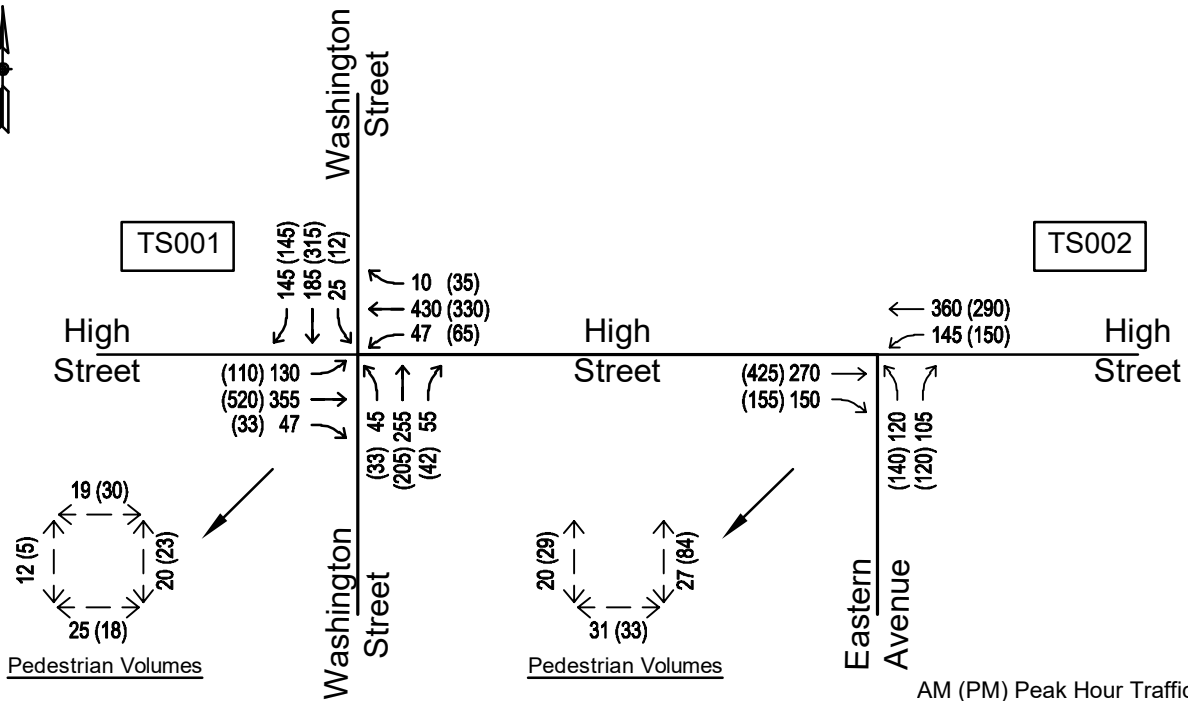
To assess existing traffic conditions at the 15 Town-owned full intersection signals within the evaluation, manual turning movement counts (TMC's) were collected at each intersection on Wednesday, May 19, 2021. The intersections were counted for four hours, from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM. Passenger cars, heavy vehicles, pedestrians and bicycles were counted. For intersections located within close proximity of each other, a common peak hour for both the morning and evening peak hours were chosen. For isolated intersections that were not part of a corridor, the individual intersection peak hours were used. Peak hours for each intersection are shown in **Figure 3**. Full traffic volume summaries are included in the Appendix.

### 3.4 TRAFFIC VOLUME COMPARISON

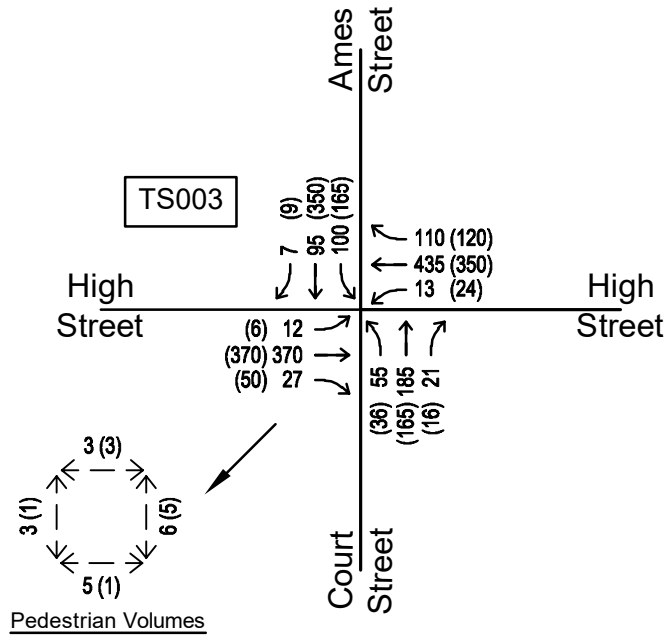
Due to the ongoing COVID-19 Pandemic, traffic volumes were impacted during the data collection period of this model. Considering the pandemic, the Massachusetts Department of Transportation (MassDOT) released the *Guidance on Traffic Count Data*, dated April 2020, allowing the use of historical traffic count data, and providing annual growth factors for traffic counts taken from 2014 to 2019. The intersections within this evaluation required a separate adjustment from MassDOT's guide. This adjustment focused on comparisons of intersections with recent count data to the same intersection that had historical count data to develop a growth factor for the newly obtained traffic counts.

Traffic volume data were previously collected in Dedham Square (High Street with Washington Street & Eastern Avenue) in 2018 for the pedestrian signal evaluation. TMC counts from the study have been compared to recently collected 2021 TMC data to determine the change in average volume in and entering Dedham Square over the three-year period from the pedestrian signal evaluation study to the present year. In addition, traffic volume data at the intersection of Washington Street at Incinerator Road and East Street was previously collected for the expansion of the transfer facility update in 2018. Similarly, TMC counts from this previous study have been compared to recently collected 2021 TMC data to determine the change in average volume at the intersection over the three-year period.

In Dedham Square, the May 2021 TMC data were compared to the September 2018 TMC data to determine volume trends over the three-year period. For the purpose of comparison, May 2021, July 2018 (Transfer Study) and September 2018 (Pedestrian Study) data were adjusted using seasonal adjustment factors maintained by MassDOT Highway Division. September is approximately 5% higher than the average-month volume, while July is approximately 8% higher. The seasonally adjusted volumes were then grown to 2019 (factor 0.4%) volumes using the guidance from MassDOT to represent the "present year." These 2019 volumes were then compared to the unadjusted 2021 volumes to determine the need for a COVID adjustment factor. The results of the comparison for seasonally adjusted AM and PM peak hour vehicular volumes are included in the appendix.



Count Date: Wednesday, May 19, 2021



Count Date: Wednesday, May 19, 2021



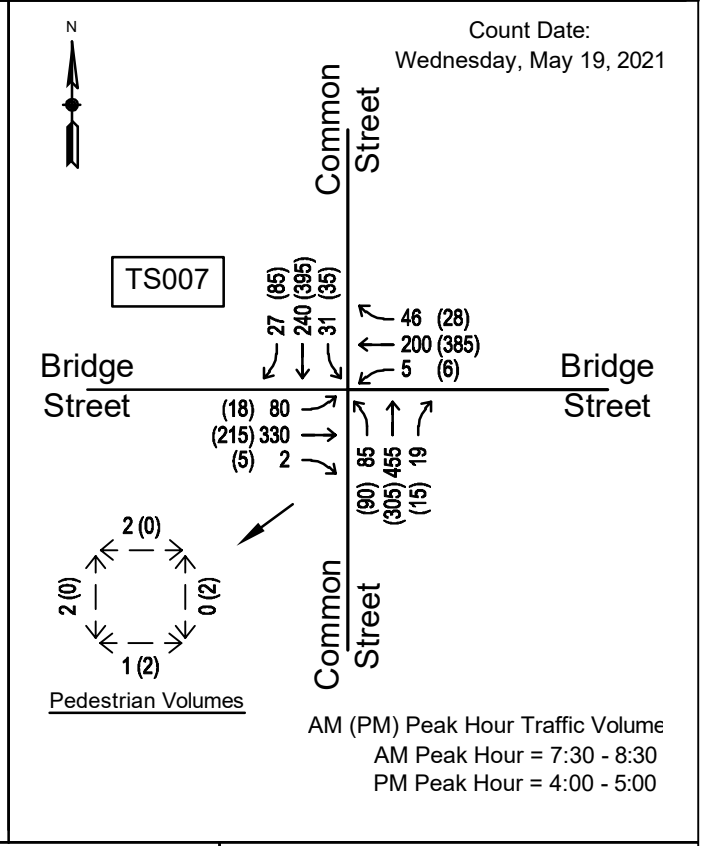
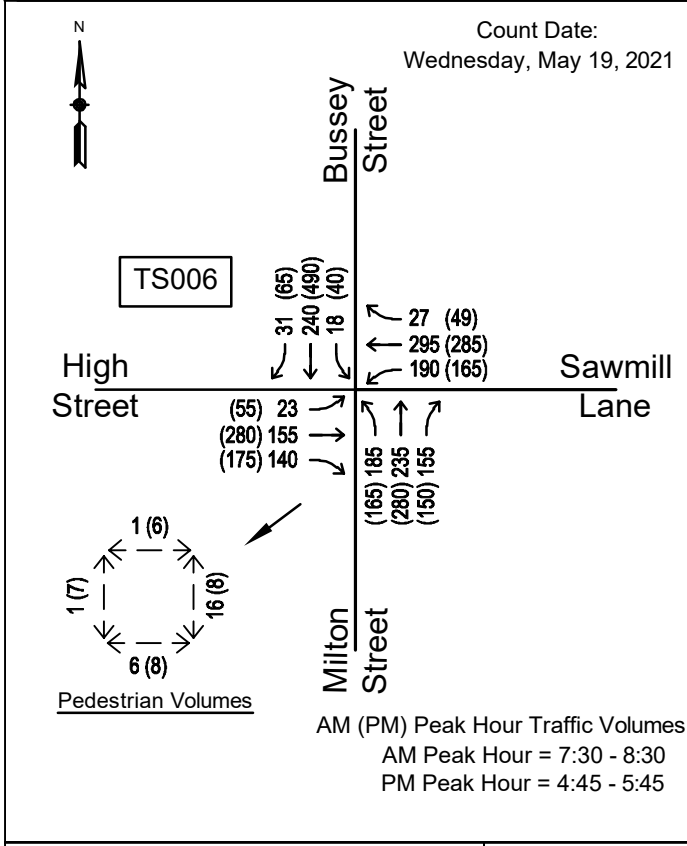
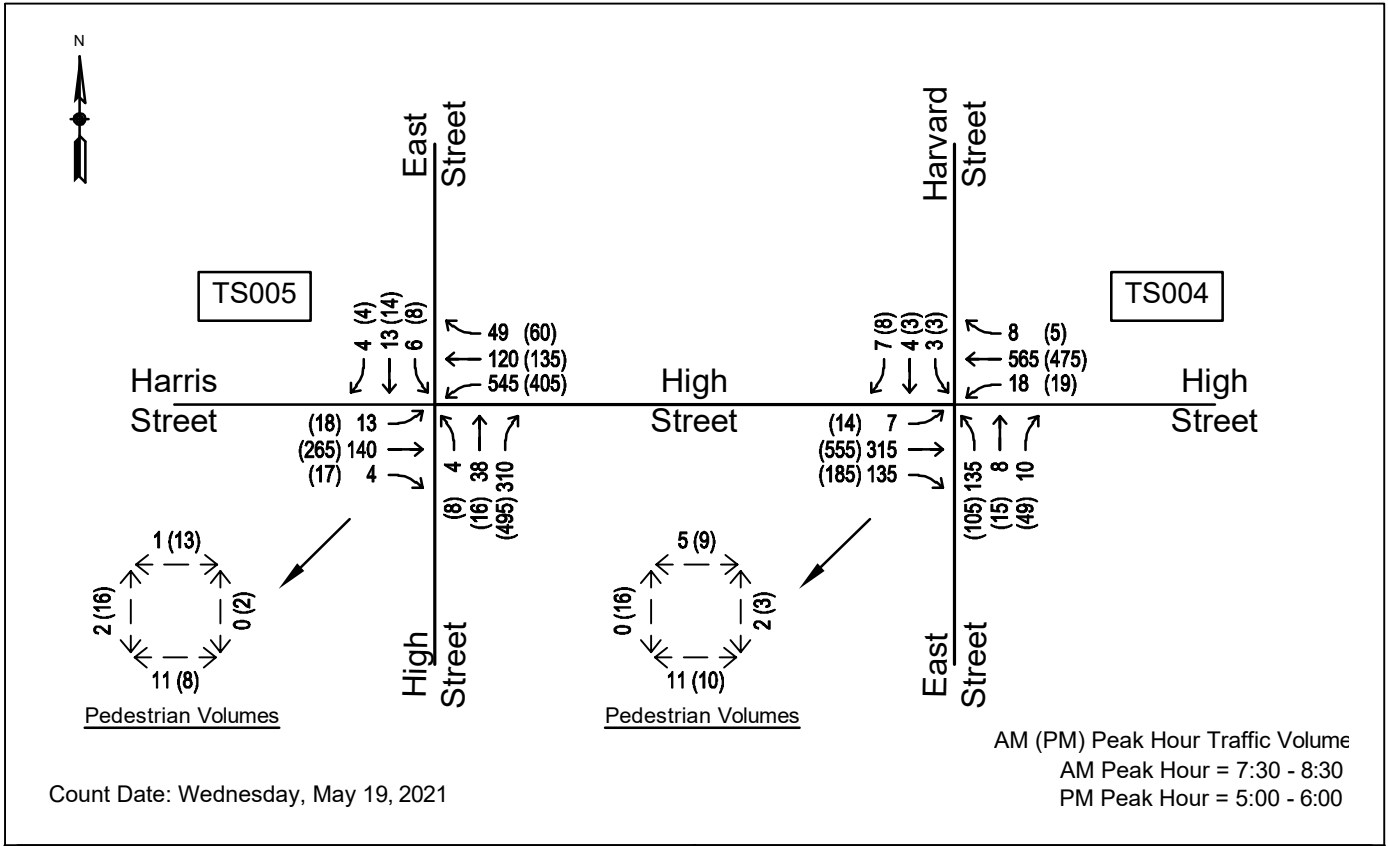
**Town-wide  
Traffic Signal Evaluation**

Dedham, MA

**Figure 3**

Existing (2021) Peak Hour  
Turning Movement Volumes  
(Sheet 1 of 4)



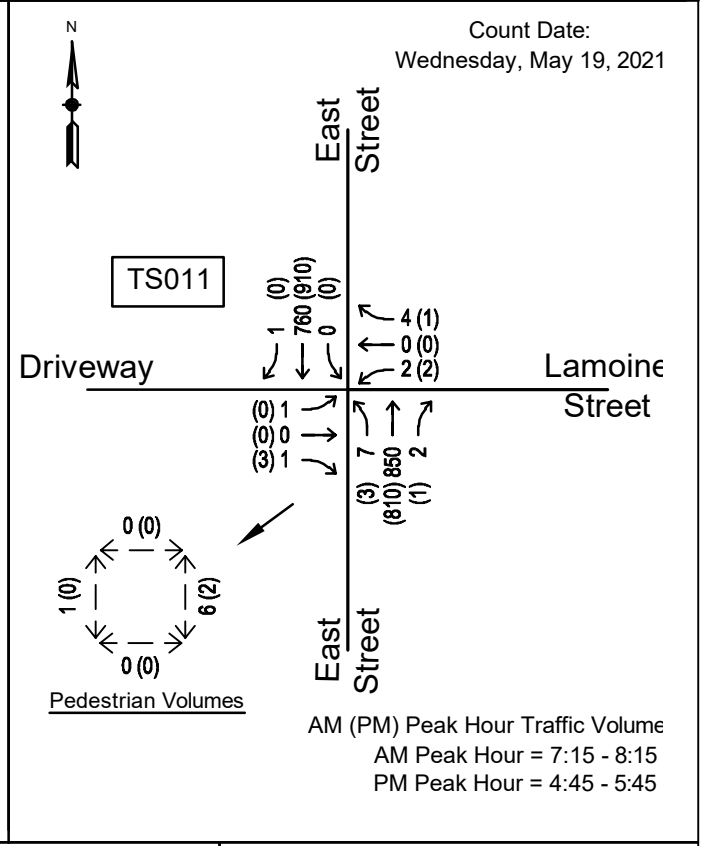
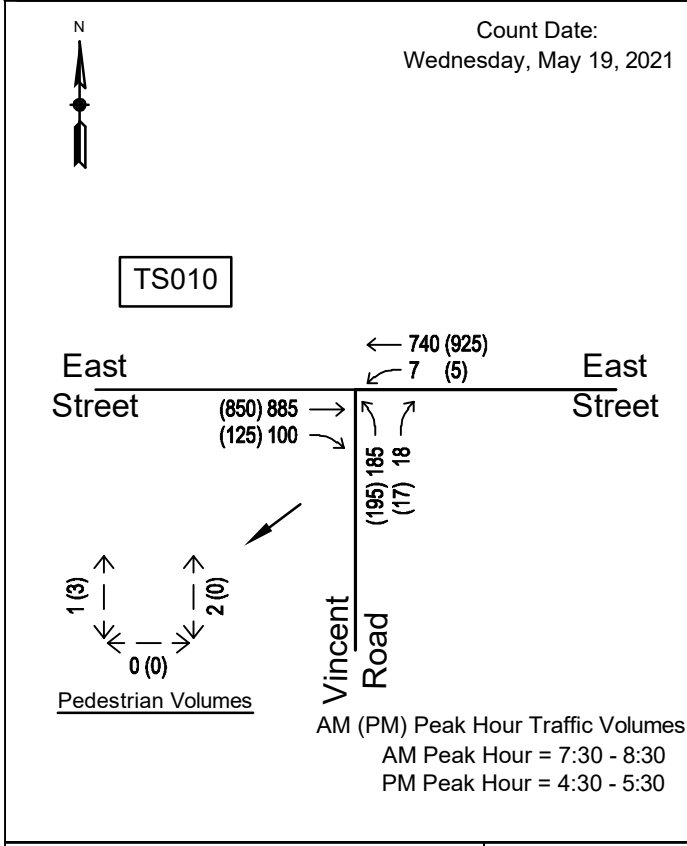
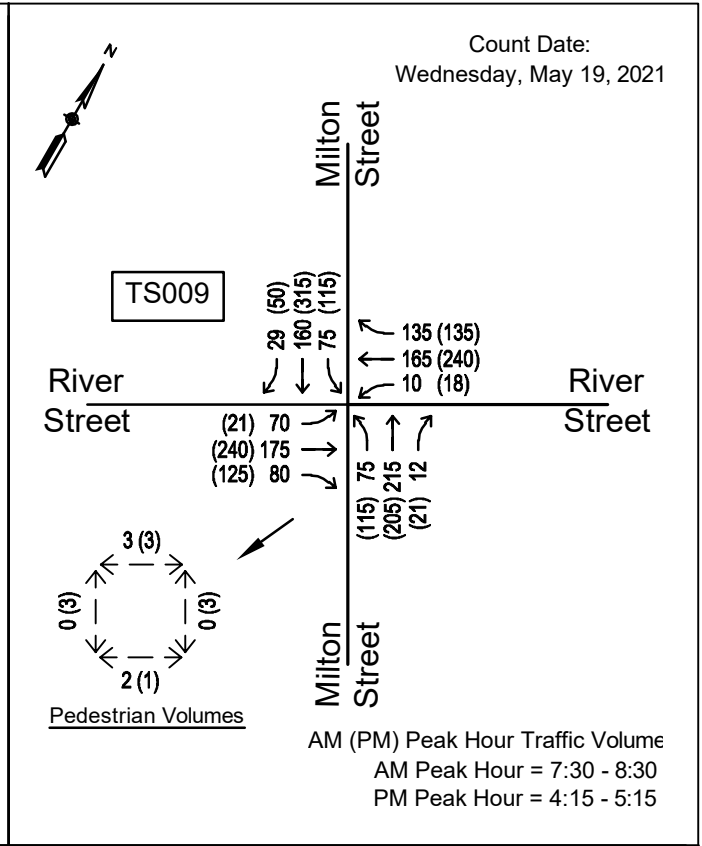
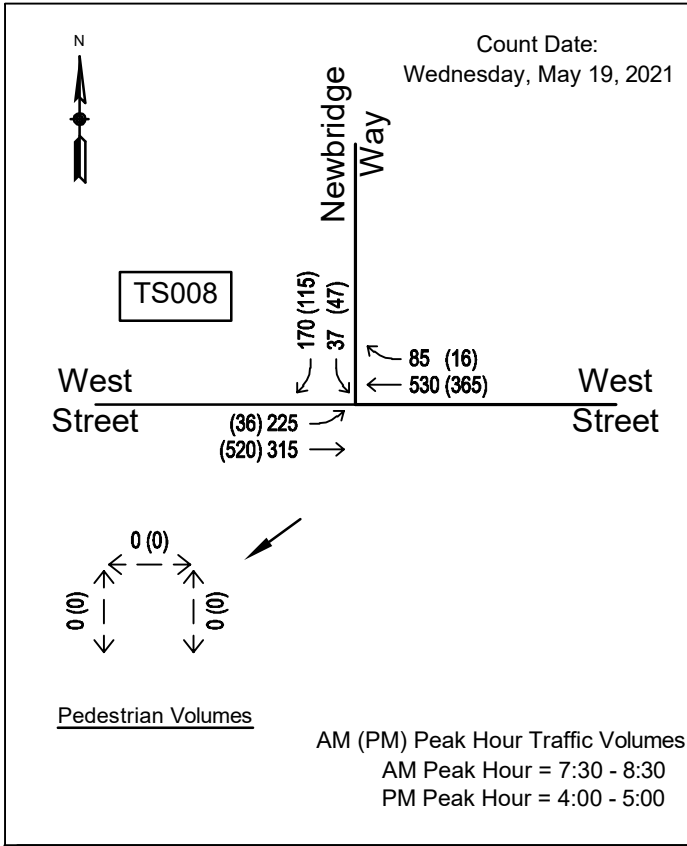


**Town-wide  
Traffic Signal Evaluation**

Dedham, MA

**Figure 3**

Existing (2021) Peak Hour  
Turning Movement Volumes  
(Sheet 2 of 4)

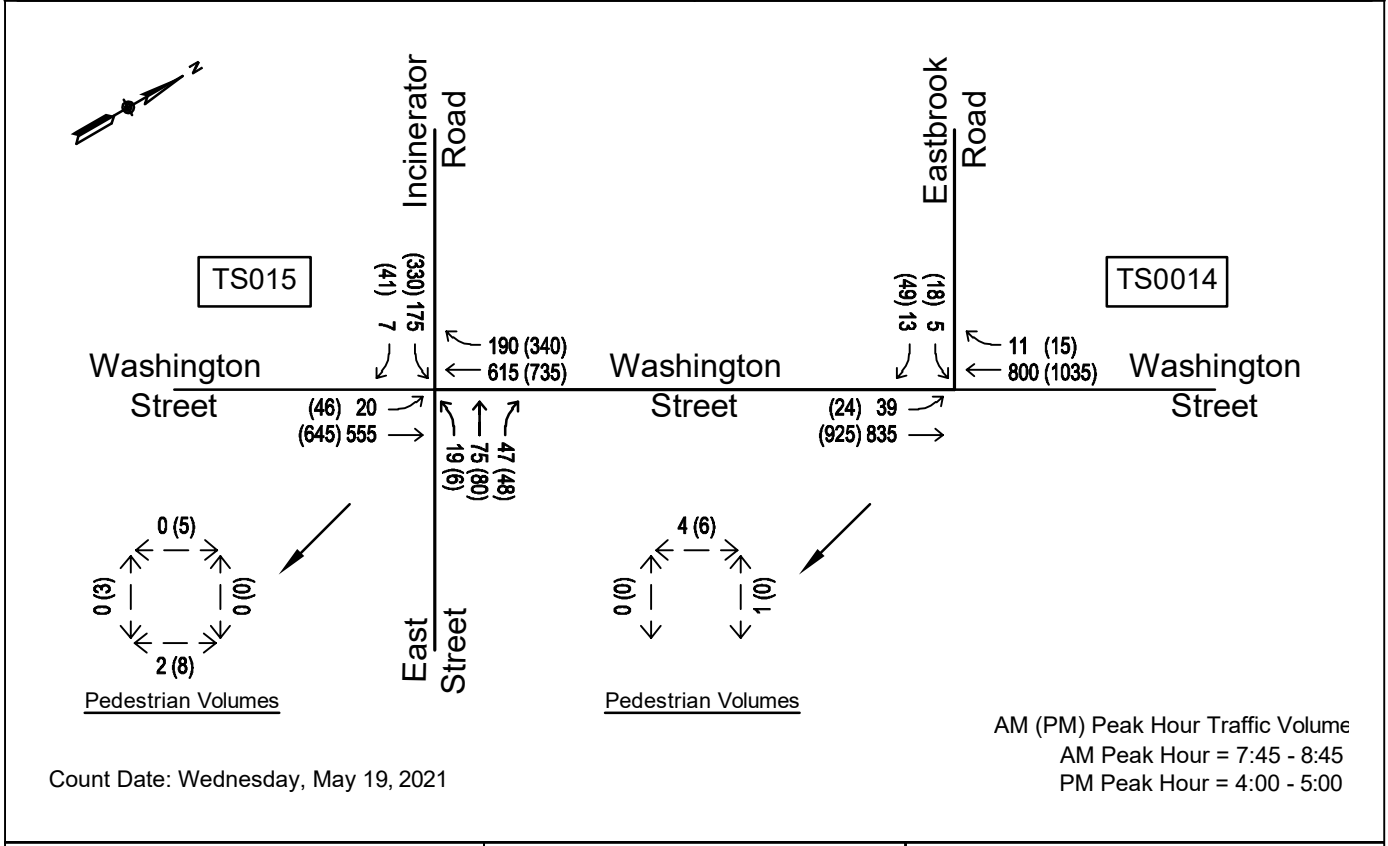
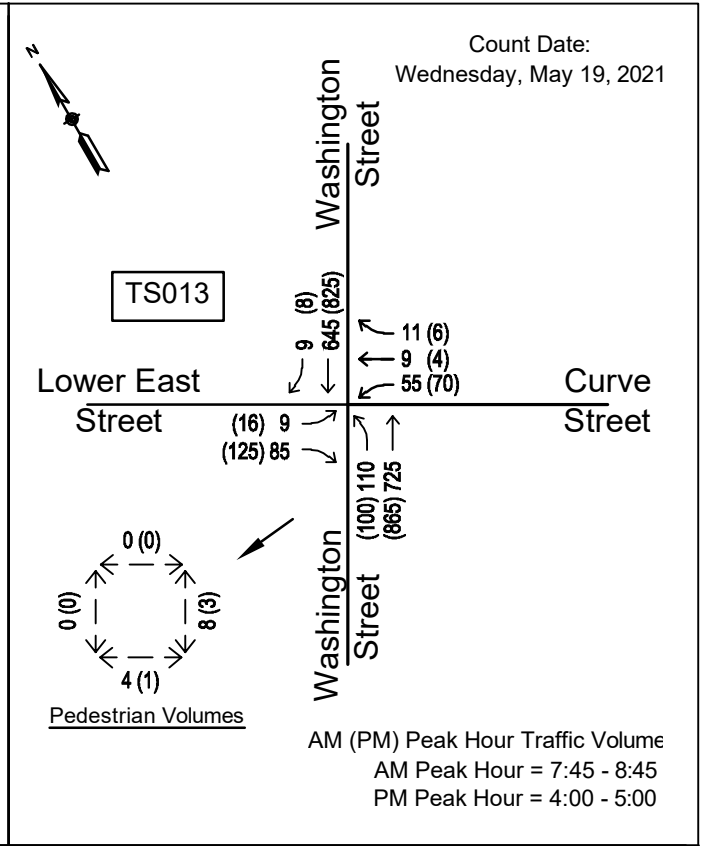
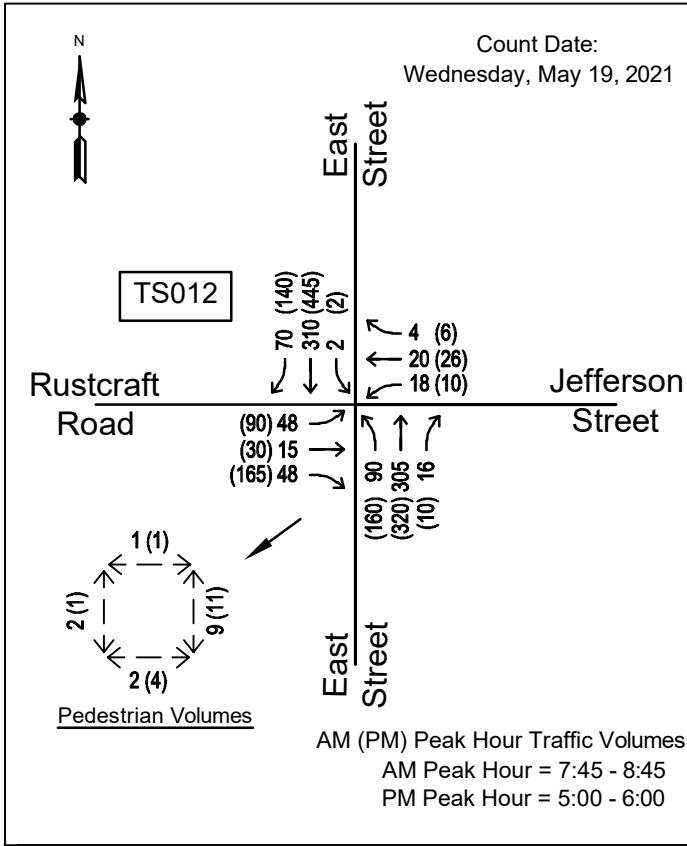


**Town-wide  
Traffic Signal Evaluation**

Dedham, MA

**Figure 3**

Existing (2021) Peak Hour  
Turning Movement Volumes  
(Sheet 3 of 4)



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**Town-wide  
Traffic Signal Evaluation**

Dedham, MA

**Figure 3**

Existing (2021) Peak Hour  
Turning Movement Volumes  
(Sheet 4 of 4)

The comparison of collected and seasonally adjusted data from 2021 and 2018 revealed a decrease in traffic over the three-year period. The comparison of May 2021 data to September 2018 data in Dedham Square revealed decreases of 7.5% (Washington Street) and 3.8% (Eastern Avenue) over the three-year period in the morning peak period. In the evening peak period, decreases of 2.9% (Washington Street) and 6.2% (Eastern Avenue) over the three-year period were revealed. The comparison of May 2021 data to September 2018 data at the intersection of Washington Street at Incinerator Road and East Street revealed increases of 1.2% in the morning peak hour and 8.3% in the evening peak hour over the three-year period. To remain conservative in the analysis, the Washington Street at Incinerator Road and East Street intersection was disregarded, and the two Dedham Square intersections were utilized. These two intersections were then averaged based upon peak period and applied to the May 2021 data. For the purposes of this evaluation, an average growth factor of 6% was applied to the May 2021 TMC volumes for the AM peak hour volumes and 5% to the PM peak hour volumes to account for the COVID-19 Pandemic.

### 3.5 EXISTING LEVEL OF SERVICE ANALYSIS

In order to evaluate existing traffic conditions, a capacity (level of service) analysis was performed. This analysis was performed using methods of the 2000 *Highway Capacity Manual* published by the Transportation Research Board for the 15 Town-owned full intersection signals within the evaluation. For intersections, six levels of service, "A"- "F", have been established with "A" representing very good operation and "F" representing very poor operation. For signalized intersections, level of service is defined in terms of total delay and is computed for individual intersection turning movements. Delay is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. Level of service criteria for signalized and unsignalized intersections has been defined as shown in **Table 4**.

**Table 4 – Level of Service Criteria**

LOS	<u>Signalized</u> Delay (Sec/Veh)	General Description
A	≤ 10	Free flow
B	> 10 and ≤ 20	Stable flow (slight delays)
C	> 20 and ≤ 35	Stable flow (acceptable delays)
D	> 35 and ≤ 55	Approaching unstable flow (tolerable delay)
E	> 55 and ≤ 80	Unstable flow (intolerable delay)
F	> 80	Forced flow (jammed)

A level of service analysis was performed for the existing signalized Town-owned full intersections using Synchro 11 and a summary of the results is shown in **Table 5**. Complete analysis results are included in the Appendix.

Table 5 – Level of Service Results – Existing Conditions (2021)

INTERSECTION	AM Peak Hour					PM Peak Hour				
	LOS	Delay*	v/c	50th % Queue	95th % Queue	LOS	Delay*	v/c	50th % Queue	95th % Queue
<b>TS001. High Street at Washington Street</b>										
High Street EB L/TH/R	F	108.8	1.09	351'	#426'	F	155.7	1.20	403'	#530'
High Street WB L/TH/R	E	72.0	1.10	576	#718	F	184.0	1.35	535	#730
Washington Street NB L	D	53.3	0.61	40	#110	E	55.6	0.63	31	#86
Washington Street NB TH/R	F	81.7	0.94	305	#508	D	47.0	0.69	241	321
Washington Street SB L	D	40.3	0.27	21	51	D	35.1	0.07	9	27
Washington Street SB TH/R	F	88.6	0.98	358	#542	F	101.2	1.04	486	#707
<b>Overall</b>	<b>F</b>	<b>87.5</b>	<b>1.00</b>			<b>F</b>	<b>130.2</b>	<b>1.11</b>		
<b>TS002. High Street at Eastern Avenue</b>										
High Street EB TH/R	C	21.1	0.69	172'	m158'	C	26.4	0.97	312'	m232'
High Street WB L	D	46.1	0.71	119	#177	E	63.1	0.81	126	#218
High Street WB TH	D	54.6	0.86	370	#501	D	53.3	0.79	282	#407
Eastern Avenue NB L	D	48.8	0.48	107	168	D	48.8	0.49	126	194
Eastern Avenue NB R	C	32.7	0.30	77	125	C	32.7	0.31	88	141
<b>Overall</b>	<b>D</b>	<b>38.4</b>	<b>0.58</b>			<b>D</b>	<b>40.1</b>	<b>0.57</b>		
<b>TS003. High Street at Ames Street/Court Street</b>										
High Street EB L/TH/R	C	28.2	0.74	234'	#427'	D	36.4	0.80	240'	#519'
High Street WB L/TH/R	D	49.9	0.94	342	#722	D	53.5	0.93	289	#629
Court Street NB L/TH/R	E	68.2	0.93	193	#364	D	47.0	0.79	150	#283
Ames Street SB L/TH/R	C	25.5	0.47	79	172	D	44.5	0.91	235	#582
<b>Overall</b>	<b>D</b>	<b>44.1</b>	<b>0.85</b>			<b>D</b>	<b>45.4</b>	<b>0.89</b>		
* Delay is expressed in seconds per vehicle										
m – Queue is metered by upstream signal										
# - 95 <sup>th</sup> percentile volume exceeds capacity; queue may be longer. Queue shown is maximum after 2 cycles.										

Table 5 – Level of Service Results – Existing Conditions (2021) (Continued)

INTERSECTION	AM Peak Hour					PM Peak Hour				
	LOS	Delay*	v/c	50th % Queue	95th % Queue	LOS	Delay*	v/c	50th % Queue	95th % Queue
<b>TS004. High Street at East Street/Harvard Street</b>										
High Street EB L/TH	A	6.6	0.36	47'	58'	A	8.4	0.58	81'	402'
High Street EB R	A	0.1	0.10	0	1	A	0.5	0.13	0	1
High Street WB L/TH/R	C	31.7	0.80	300	#769	C	25.7	0.64	217	547
East Street NB L	D	47.4	0.69	86	#200	D	53.3	0.67	76	150
East Street NB TH/R	C	34.9	0.04	5	29	D	41.4	0.12	10	45
Harvard Street SB L/TH/R	C	35.0	0.05	6	19	D	40.8	0.05	5	18
<b>Overall</b>	<b>C</b>	<b>23.8</b>	<b>0.73</b>			<b>B</b>	<b>19.4</b>	<b>0.63</b>		
<b>TS005. High Street at Harris Street/East Street</b>										
Harris Street EB L/TH/R	D	42.1	0.43	57'	102'	D	38.0	0.44	89'	180'
High Street WB L	A	1.9	0.54	7	40	A	2.2	0.43	14	30
High Street WB TH/R	A	0.7	0.16	0	m1	A	0.7	0.18	1	1
High Street NB L/TH	D	43.3	0.26	25	74	D	46.6	0.18	15	52
High Street NB R	C	24.0	0.22	0	43	C	32.2	0.35	0	56
East Street SB L/TH/R	D	42.7	0.18	16	39	D	46.8	0.20	17	46
<b>Overall</b>	<b>B</b>	<b>15.5</b>	<b>0.55</b>			<b>C</b>	<b>22.1</b>	<b>0.44</b>		
* Delay is expressed in seconds per vehicle										
m – Queue is metered by upstream signal										
# - 95 <sup>th</sup> percentile volume exceeds capacity; queue may be longer. Queue shown is maximum after 2 cycles.										

Table 5 – Level of Service Results – Existing Conditions (2021) (Continued)

INTERSECTION	AM Peak Hour					PM Peak Hour				
	LOS	Delay*	v/c	50th % Queue	95th % Queue	LOS	Delay*	v/c	50th % Queue	95th % Queue
<b>TS006. High Street at Milton Street/Bussey Street/Sawmill Lane</b>										
High Street EB L	C	30.7	0.13	9'	42'	C	30.4	0.25	27'	84'
High Street EB T	C	33.8	0.51	66	187	D	39.5	0.72	155	#373
High Street EB R	D	36.1	0.58	60	177	C	34.1	0.56	93	222
Sawmill Lane WB L	C	25.2	0.48	55	182	D	37.3	0.79	95	#251
Sawmill Lane WB TH	C	23.1	0.48	90	279	C	22.3	0.45	118	288
Sawmill Lane WB R	C	21.9	0.05	7	37	C	21.4	0.09	17	60
Milton Street NB L	C	22.9	0.54	56	175	C	22.9	0.54	56	152
Milton Street NB TH/R	C	22.0	0.41	66	176	C	21.7	0.36	84	185
Bussey Street SB L	C	27.4	0.14	9	32	C	27.5	0.21	19	63
Bussey Street SB TH/R	C	30.0	0.49	77	140	C	33.2	0.68	155	300
<b>Overall</b>	<b>C</b>	<b>26.5</b>	<b>0.49</b>			<b>C</b>	<b>29.8</b>	<b>0.67</b>		
<b>TS007. Bridge Street (Route 109) at Common Street</b>										
Bridge Street EB L/TH/R	C	28.6	0.82	148'	307'	B	18.0	0.51	77'	155'
Bridge Street WB L/TH/R	B	17.1	0.49	84	150	C	24.6	0.76	129	280
Common Street NB L/TH/R	D	37.7	0.92	186	#678	C	22.6	0.80	119	#452
Common Street SB L/TH/R	B	16.3	0.56	93	#269	C	20.2	0.78	146	#525
<b>Overall</b>	<b>C</b>	<b>27.0</b>	<b>0.85</b>			<b>C</b>	<b>21.6</b>	<b>0.75</b>		
* Delay is expressed in seconds per vehicle										
# - 95 <sup>th</sup> percentile volume exceeds capacity; queue may be longer. Queue shown is maximum after 2 cycles.										

Table 5 – Level of Service Results – Existing Conditions (2021) (Continued)

INTERSECTION	AM Peak Hour					PM Peak Hour				
	LOS	Delay*	v/c	50th % Queue	95th % Queue	LOS	Delay*	v/c	50th % Queue	95th % Queue
<b>TS008. West Street at Newbridge Way</b>										
West Street EB L	E	58.4	0.92	193'	#238'	B	19.9	0.17	10'	36'
West Street EB TH	A	4.3	0.37	79	89	A	5.3	0.49	71	143
West Street WB TH/R	C	31.9	0.88	328	487	B	14.1	0.59	92	186
Newbridge Way SB L	C	34.2	0.34	39	44	C	20.2	0.24	14	43
Newbridge Way SB R	B	17.2	0.36	54	22	B	10.0	0.09	0	21
<b>Overall</b>	<b>C</b>	<b>27.2</b>	<b>0.82</b>			<b>A</b>	<b>10.0</b>	<b>0.55</b>		
<b>TS009. Milton Street at River Street</b>										
River Street EB L/TH/R	C	22.1	0.56	104'	183'	C	23.5	0.63	130'	222'
River Street WB L/TH	B	17.6	0.32	61	106	C	20.1	0.48	99	155
River Street WB R	B	15.4	0.10	0	32	B	15.4	0.10	0	30
Milton Street NB L	B	10.0	0.15	18	41	B	11.8	0.29	31	63
Milton Street NB TH	B	10.9	0.27	57	97	B	10.6	0.25	54	91
Milton Street NB R	A	8.8	0.01	0	4	A	8.9	0.02	0	9
Milton Street SB L	B	10.4	0.18	21	40	B	10.8	0.22	29	59
Milton Street SB TH	B	10.5	0.23	45	71	B	12.2	0.39	89	144
Milton Street SB R	A	8.9	0.02	0	11	A	9.0	0.03	0	15
<b>Overall</b>	<b>B</b>	<b>14.9</b>	<b>0.39</b>			<b>B</b>	<b>15.9</b>	<b>0.49</b>		
<b>TS010. East Street at Vincent Road</b>										
East Street EB TH/R	D	50.0	1.03	248'	#907'	D	52.9	1.04	250'	#893'
East Street WB TH/L	F	86.6	1.12	278	#757	F	220.4	1.44	440	#988
Vincent Road NB L/R	C	26.2	0.65	58	150	C	26.8	0.70	70	155
<b>Overall</b>	<b>E</b>	<b>61.8</b>	<b>0.96</b>			<b>F</b>	<b>125.9</b>	<b>1.18</b>		
* Delay is expressed in seconds per vehicle										
# - 95 <sup>th</sup> percentile volume exceeds capacity; queue may be longer. Queue shown is maximum after 2 cycles.										



Table 5 – Level of Service Results – Existing Conditions (2021) (Continued)

INTERSECTION	AM Peak Hour					PM Peak Hour				
	LOS	Delay*	v/c	50th % Queue	95th % Queue	LOS	Delay*	v/c	50th % Queue	95th % Queue
<b>TS011. East Street at Lamoine Street/Driveway</b>										
Driveway EB L/TH/R	C	22.4	0.00	0'	0'	C	24.8	0.00	0'	0'
Lamoine Street WB L/TH/R	C	22.4	0.01	0	0	C	24.8	0.00	0	0
East Street NB L/TH/R	A	3.8	0.65	0	450	A	2.9	0.58	0	373
East Street SB L/TH/R	A	3.3	0.61	0	374	A	4.0	0.68	0	520
<b>Overall</b>	<b>A</b>	<b>3.8</b>	<b>0.62</b>			<b>A</b>	<b>3.6</b>	<b>0.64</b>		
<b>TS012. East Street at Rustcraft Road/Jefferson Street</b>										
Rustcraft Road EB L/TH/R	B	15.1	0.42	16'	57'	D	38.2	0.81	157'	193'
Jefferson Street WB L/TH/R	B	14.2	0.19	8	29	C	22.3	0.16	27	34
East Street NB L/TH/R	A	7.2	0.56	62	165	C	27.2	0.88	248	#445
East Street SB L/TH/R	A	6.2	0.43	49	127	B	12.0	0.62	211	328
<b>Overall</b>	<b>A</b>	<b>8.2</b>	<b>0.66</b>			<b>C</b>	<b>23.6</b>	<b>0.94</b>		
<b>TS013. Washington Street at Curve Street/Lower East Street</b>										
Lower East Street EB L/R	D	44.5	0.07	0'	0'	D	48.3	0.12	0'	29'
Curve Street WB L/TH/R	D	49.4	0.61	56	93	D	54.7	0.64	66	110
Washington Street NB L	D	42.2	0.72	72	#152	D	45.7	0.71	73	#148
Washington Street NB TH	A	2.7	0.37	25	76	A	3.0	0.42	35	87
Washington Street SB TH/R	B	19.4	0.45	130	#325	C	21.6	0.56	192	#478
<b>Overall</b>	<b>B</b>	<b>16.9</b>	<b>0.45</b>			<b>B</b>	<b>18.9</b>	<b>0.52</b>		
* Delay is expressed in seconds per vehicle										
# - 95 <sup>th</sup> percentile volume exceeds capacity; queue may be longer. Queue shown is maximum after 2 cycles.										

Table 5 – Level of Service Results – Existing Conditions (2021) (Continued)

INTERSECTION	AM Peak Hour					PM Peak Hour				
	LOS	Delay*	v/c	50th % Queue	95th % Queue	LOS	Delay*	v/c	50th % Queue	95th % Queue
<b>TS014. Washington Street at Eastbrook Road</b>										
Eastbrook Road EB L/R	D	38.4	0.06	5'	16'	D	45.5	0.22	19'	34
Washington Street NB L	C	30.1	0.11	23	39	C	34.2	0.07	16	m34
Washington Street NB TH	A	3.2	0.42	25	48	A	3.1	0.43	24	57
Washington Street SB TH/R	C	27.4	0.77	108	#530	D	39.9	0.95	403	#731
<b>Overall</b>	<b>B</b>	<b>16.0</b>	<b>0.54</b>			<b>C</b>	<b>24.2</b>	<b>0.68</b>		
<b>TS015. Washington Street at East Street/Incinerator Road</b>										
Incinerator Road EB L/LR	D	44.9	0.21	14'	37'	D	49.5	0.07	5'	20'
East Street WB L/TH	D	44.4	0.09	0	0	D	49.6	0.09	0	0
East Street WB R	D	46.1	0.25	14	38	D	51.6	0.49	35	74
Washington Street NB L	B	19.3	0.40	113	227	B	19.0	0.41	141	271
Washington Street NB TH	B	11.3	0.42	10	123	A	6.1	0.29	9	m41
Washington Street SB TH	B	10.0	0.13	0	m12	C	28.7	0.24	0	m102
Washington Street SB R	D	44.0	0.06	0	12	D	52.5	0.66	64	112
<b>Overall</b>	<b>C</b>	<b>20.7</b>	<b>0.36</b>			<b>C</b>	<b>27.2</b>	<b>0.40</b>		
* Delay is expressed in seconds per vehicle										
m – Queue is metered by upstream signal										
# - 95 <sup>th</sup> percentile volume exceeds capacity; queue may be longer. Queue shown is maximum after 2 cycles.										

As seen in **Table 5**, several movements across the existing 15 Town-owned full intersection signals operate with unacceptable Level of Service (LOS), delay, and volume to capacity ratios. In addition, some movements also experience significant queuing, extending back on these approaches and individual lanes. A summary of these movements is detailed below:

**TS001. HIGH STREET AT WASHINGTON STREET**

- The intersection operates at overall LOS F in both the AM and PM peak hours.
- Several individual movements operate at LOS E or worse in both the AM and PM peak hours.
- Volume to capacity ratios of greater than 1.0, signifying that the movements are over capacity exist on multiple movements.
- Significant queues on most movements, with some queues greater than 700 feet.

**TS002. HIGH STREET AT EASTERN AVENUE**

- The High Street westbound left-turn movement operates at LOS E during the PM peak hour.
- Longer queues are observed on both westbound movements during both peak hours.

**TS003. HIGH STREET AT AMES STREET/COURT STREET**

- The Court Street northbound approach operates at LOS E during the AM peak hour.
- Longer queues exist on all approaches in both peak hours with the exception of the Ames Street southbound approach in the AM peak hour.

**TS004. HIGH STREET AT EAST STREET/HARVARD STREET**

- Longer queues exist on the High Street westbound approach and on the East Street northbound left-turn movement in the AM peak hour.

**TS005. HIGH STREET AT EAST STREET/HARRIS STREET**

- This intersection operates with acceptable Level of Service, delays and volume to capacity ratios during both peak hours. Queuing is contained within all movement lanes.

**TS006. HIGH STREET AT MILTON STREET/BUSSEY STREET/SAWMILL LANE**

- Longer queues exist on the High Street eastbound through and Sawmill Lane westbound left-turn movements in the PM peak hour.

**TS007. BRIDGE STREET (ROUTE 109) AT COMMON STREET**

- Longer queues exist on the Common Street northbound and southbound approaches in both peak hours.

**TS008. WEST STREET AT NEWBRIDGE WAY**

- The West Street eastbound left-turn movement operates at LOS E during the AM peak hour.
- Longer queues exist on the West Street eastbound left-turn movement in the AM peak hour.

**TS009. MILTON STREET AT RIVER STREET**

- This intersection operates with acceptable Level of Service, delays and volume to capacity ratios during both peak hours. Queuing is contained within all movement lanes.

**TS010. EAST STREET AT VINCENT ROAD**

- The intersection operates at overall LOS E in the AM peak hour and LOS F in the PM peak hour.
- The East Street westbound approach operates at LOS F during both peak hours.
- Both East Street approaches operate with volume to capacity ratios of greater than 1.0.
- Significant queues exist on both East Street approaches, with some queues greater than 900 feet.

**TS011. EAST STREET AT LAMOINE STREET**

- This intersection operates with acceptable Level of Service, delays and volume to capacity ratios during both peak hours. Queuing is contained within all movement lanes.

**TS012. EAST STREET AT RUSTCRAFT ROAD/JEFFERSON STREET**

- Longer queues exist on the East Street northbound approach in the PM peak hour.

**TS013. WASHINGTON STREET AT CURVE STREET/LOWER EAST STREET**

- Longer queues exist on the Washington Street northbound left-turn and the Washington Street southbound movements in both peak hours.

**TS014. WASHINGTON STREET AT EASTBROOK ROAD**

- Longer queues exist on the Washington Street southbound approach in both peak hours.

**TS015. WASHINGTON STREET AT INCINERATOR ROAD/EAST STREET**

- This intersection operates with acceptable Level of Service, delays and volume to capacity ratios during both peak hours. Queuing is contained within all movement lanes.

### 3.6 IMPROVEMENT ALTERNATIVES LEVEL OF SERVICE ANALYSIS

Improvement Alternatives were developed for intersections that operate with unacceptable Level of Service (LOS), delay, and volume to capacity ratios or experience significant queuing. Alternatives included phasing/timing changes, removal/addition of vehicle phases and signal coordination efforts among others. At intersections with minor issues such as a single movement operating poorly or experiencing longer queues, Improvement Alternatives were analyzed and tested; however, at some locations improvements resulted in more significant impacts to the intersection, and improvements were not recommended. A summary of the recommended Improvement Alternatives is listed below along with comparison tables with the previously reported Existing (2021) analysis results. Complete analysis results are included in the Appendix.

#### TS001. HIGH STREET AT WASHINGTON STREET

The intersection of High Street at Washington Street is a complex intersection operating under the same signal controller with High Street at Eastern Avenue (TS002). Improvements at this intersection were tested for signal timing optimization, lane configuration changes and signal phasing alternations. Under the signal phasing and lane configuration alternatives, the intersection operations degraded significantly. Under the signal timing optimization alternative, slight overall improvements were realized at the intersection; however, where some movements reduced delays, queuing and volume to capacity, others increased significantly. Comparison results between the Existing (2021) and the signal optimization alternative are shown in **Table 6**.

#### TS002. HIGH STREET AT EASTERN AVENUE

The intersection of High Street at Eastern Avenue is a complex intersection operating under the same signal controller with High Street at Washington Street (TS001). Improvements at this intersection were tested for signal timing optimization, lane configuration changes and signal phasing alternations. Under the signal phasing and lane configuration alternatives, the intersection operations degraded significantly. Under the signal timing optimization alternative, slight overall improvements were realized at the intersection; however, where some movements reduced delays, queuing and volume to capacity, others increased significantly. Comparison results between the Existing (2021) and the signal optimization alternative are shown in **Table 7**.

**Table 6 – Level of Service Results for Improvement Alternatives – TS001**

TS001. High Street at Washington Street										
INTERSECTION	Existing (2021)					Signal Timing Optimization (2021)				
	LOS	Delay*	v/c	50th % Queue	95th % Queue	LOS	Delay*	v/c	50th % Queue	95th % Queue
<b>AM Peak Hour</b>										
High Street EB L/TH/R	F	108.8	1.09	351'	#426'	E	59.9	0.92	317'	#396'
High Street WB L/TH/R	E	72.0	1.10	576	#718	C	34.3	0.97	545	#698
Washington Street NB L	D	53.3	0.61	40	#110	F	116.1	0.84	47	#136
Washington Street NB TH/R	F	81.7	0.94	305	#508	F	111.5	1.02	362	#565
Washington Street SB L	D	40.3	0.27	21	51	D	47.1	0.35	23	58
Washington Street SB TH/R	F	88.6	0.98	358	#542	F	119.9	1.06	414	#601
<b>Overall</b>	<b>F</b>	<b>87.5</b>	<b>1.00</b>			<b>E</b>	<b>73.6</b>	<b>0.95</b>		
<b>PM Peak Hour</b>										
High Street EB L/TH/R	F	155.7	1.20	403'	#530'	E	67.4	0.95	345'	#482'
High Street WB L/TH/R	F	184.0	1.35	535	#730	E	77.6	1.07	333	#705
Washington Street NB L	E	55.6	0.63	31	#86	F	126.3	0.85	37	#106
Washington Street NB TH/R	D	47.0	0.69	241	321	E	60.3	0.78	271	357
Washington Street SB L	D	35.1	0.07	9	27	D	41.5	0.09	10	30
Washington Street SB TH/R	F	101.2	1.04	486	#707	F	157.0	1.18	574	#799
<b>Overall</b>	<b>F</b>	<b>130.2</b>	<b>1.11</b>			<b>F</b>	<b>91.7</b>	<b>1.02</b>		
* Delay is expressed in seconds per vehicle										
# - 95 <sup>th</sup> percentile volume exceeds capacity; queue may be longer. Queue shown is maximum after 2 cycles.										

**Table 7 – Level of Service Results for Improvement Alternatives – TS002**

TS002. High Street at Eastern Avenue										
INTERSECTION	Existing (2021)					Signal Timing Optimization (2021)				
	LOS	Delay*	v/c	50th % Queue	95th % Queue	LOS	Delay*	v/c	50th % Queue	95th % Queue
<b>AM Peak Hour</b>										
High Street EB TH/R	C	21.1	0.69	172'	m158'	C	27.0	0.69	220'	m232'
High Street WB L	D	46.1	0.71	119	#177	D	36.6	0.54	119	168
High Street WB TH	D	54.6	0.86	370	#501	D	43.3	0.75	370	464
Eastern Avenue NB L	D	48.8	0.48	107	168	D	54.6	0.51	119	184
Eastern Avenue NB R	C	32.7	0.30	77	125	C	32.1	0.27	79	128
<b>Overall</b>	<b>D</b>	<b>38.4</b>	<b>0.58</b>			<b>D</b>	<b>36.4</b>	<b>0.56</b>		
<b>PM Peak Hour</b>										
High Street EB TH/R	C	26.4	0.97	312'	m232'	B	20.0	0.75	228'	m256'
High Street WB L	E	63.1	0.81	126	#218	E	55.9	0.79	123	#204
High Street WB TH	D	53.3	0.79	282	#407	D	42.2	0.65	276	376
Eastern Avenue NB L	D	48.8	0.49	126	194	D	54.2	0.52	138	211
Eastern Avenue NB R	C	32.7	0.31	88	141	D	37.6	0.33	98	155
<b>Overall</b>	<b>D</b>	<b>40.1</b>	<b>0.57</b>			<b>C</b>	<b>34.9</b>	<b>0.53</b>		
* Delay is expressed in seconds per vehicle m – Queue is metered by upstream signal # - 95 <sup>th</sup> percentile volume exceeds capacity; queue may be longer. Queue shown is maximum after 2 cycles.										

**TS003. HIGH STREET AT AMES STREET/COURT STREET**

The intersection of High Street at Ames Street and Court Street is a four-legged intersection just west of Dedham Square and is a “gateway” signalized intersection into the downtown of Dedham. The intersection experiences high vehicular and pedestrian traffic due to the proximity of the downtown and the multiple courthouses along High Street. Improvements at this intersection were tested for signal timing optimization, lane configuration changes and signal phasing alternations. Improvements were realized with the optimization of signal timings during the AM peak hour. The PM peak is recommended to remain unchanged. Comparison results between the Existing (2021) and the signal optimization alternative are shown in **Table 8**.

**Table 8 – Level of Service Results for Improvement Alternatives – TS003**

TS003. High Street at Ames Street/Court Street										
INTERSECTION	Existing (2021)					Signal Timing Optimization (2021)				
	LOS	Delay*	v/c	50th % Queue	95th % Queue	LOS	Delay*	v/c	50th % Queue	95th % Queue
<b>AM Peak Hour</b>										
High Street EB L/TH/R	C	28.2	0.74	234'	#427'	C	26.1	0.73	214'	399'
High Street WB L/TH/R	D	49.9	0.94	342	#722	D	44.5	0.93	313	#687
Court Street NB L/TH/R	E	68.2	0.93	193	#364	D	50.4	0.86	175	#331
Ames Street SB L/TH/R	C	25.5	0.47	79	172	C	26.2	0.51	78	171
<b>Overall</b>	<b>D</b>	<b>44.1</b>	<b>0.85</b>			<b>D</b>	<b>38.0</b>	<b>0.84</b>		
* Delay is expressed in seconds per vehicle										
# - 95 <sup>th</sup> percentile volume exceeds capacity; queue may be longer. Queue shown is maximum after 2 cycles.										

**TS004. HIGH STREET AT EAST STREET/HARVARD STREET**

The intersection of High Street at East Street and Harvard Street currently operates with acceptable LOS, delays and volume to capacity ratios. Minor queuing exists on the High Street westbound approach and the East Street northbound left-turn lane in the AM peak hour; however, given the complexity of the intersection (operating under the same signal controller as TS005) it is recommended the intersection remain unchanged.

**TS005. HIGH STREET AT EAST STREET/HARRIS STREET**

The intersection of High Street at East Street and Harris Street currently operates with acceptable LOS, delays, volume to capacity ratios and queuing.

**TS006. HIGH STREET AT MILTON STREET/BUSSEY STREET/SAWMILL LANE**

The intersection of High Street at Milton Street, Bussey Street and Sawmill Lane currently operates with acceptable LOS, delays and volume to capacity ratios. Minor queuing exists on the High Street eastbound through and Sawmill Lane westbound left-turn movements in the PM peak hour; however, this queuing is relatively minor, and it is recommended the intersection remain unchanged.



**TS007. BRIDGE STREET (ROUTE 109) AT COMMON STREET**

The intersection of Bridge Street (Route 109) at Common Street currently operates with acceptable LOS, delays and volume to capacity ratios. Minor queuing exists on the Common Street approaches in both peak hours; however, this queuing is relatively minor, and it is recommended the intersection remain unchanged.

**TS008. WEST STREET AT NEWBRIDGE WAY**

The intersection of West Street at Newbridge Way currently operates with acceptable LOS, delays and volume to capacity ratios, with the exception of the West Street eastbound left-turn movement in the AM peak hour. Minor queuing exists on the West Street westbound approach in the AM peak hour. Improvements were realized with the optimization of signal timings alone during the AM peak hour. While queuing still exists under the optimized condition, improvements were realized in the AM peak for the eastbound left-turn movement. The PM peak is recommended to remain unchanged. Comparison results between the Existing (2021) and the signal optimization alternative are shown in **Table 9**.

**Table 9 – Level of Service Results for Improvement Alternatives – TS008**

TS008. West Street at Newbridge Way										
INTERSECTION	Existing (2021)					Signal Timing Optimization (2021)				
	LOS	Delay*	v/c	50th % Queue	95th % Queue	LOS	Delay*	v/c	50th % Queue	95th % Queue
<b>AM Peak Hour</b>										
West Street EB L	E	58.4	0.92	193'	#238'	D	44.1	0.87	159'	165'
West Street EB TH	A	4.3	0.37	79	89	A	3.3	0.36	56	54
West Street WB TH/R	C	31.9	0.88	328	487	C	31.7	0.90	280	#453
Newbridge Way SB L	C	34.2	0.34	39	44	C	32.1	0.50	35	39
Newbridge Way SB R	B	17.2	0.36	54	22	B	15.4	0.38	53	26
<b>Overall</b>	<b>C</b>	<b>27.2</b>	<b>0.82</b>			<b>C</b>	<b>24.0</b>	<b>0.86</b>		
* Delay is expressed in seconds per vehicle										
# - 95 <sup>th</sup> percentile volume exceeds capacity; queue may be longer. Queue shown is maximum after 2 cycles.										

**TS009. MILTON STREET AT RIVER STREET**

The intersection of Milton Street at River Street currently operates with acceptable LOS, delays, volume to capacity ratios and queuing.

**TS010. EAST STREET AT VINCENT ROAD**

The intersection of East Street at Vincent Road is a T-intersection just east of Interstate 95 and is a “gateway” signalized intersection into the East Street neighborhoods. The intersection experiences high traffic volumes due to the proximity of Interstate 95. Improvements were realized with the optimization of signal timings alone. While eastbound and westbound queues remain relatively unchanged in both peak hours, a majority of the approaches and the overall intersection improve under both peak hours including the reduction of volume to capacity ratios to less than 1.0, signifying capacity is still available at the intersection. Comparison results between the Existing (2021) and the signal optimization alternative are shown in **Table 10**.

**Table 10 – Level of Service Results for Improvement Alternatives – TS010**

TS010. East Street at Vincent Road										
INTERSECTION	Existing (2021)					Signal Timing Optimization (2021)				
	LOS	Delay*	v/c	50th % Queue	95th % Queue	LOS	Delay*	v/c	50th % Queue	95th % Queue
<b>AM Peak Hour</b>										
East Street EB TH/R	D	50.0	1.03	248'	#907'	B	19.9	0.89	307'	#886'
East Street WB TH/L	F	86.6	1.12	278	#757	B	10.7	0.71	189	#572
Vincent Road NB L/R	C	26.2	0.65	58	150	D	45.7	0.79	93	#239
<b>Overall</b>	<b>E</b>	<b>61.8</b>	<b>0.96</b>			<b>B</b>	<b>19.0</b>	<b>0.84</b>		
<b>PM Peak Hour</b>										
East Street EB TH/R	D	52.9	1.04	250'	#893'	B	18.8	0.86	321'	#889'
East Street WB TH/L	F	220.4	1.44	440	#988	B	19.9	0.88	346	#905
Vincent Road NB L/R	C	26.8	0.70	70	155	D	52.4	0.83	127	#263
<b>Overall</b>	<b>F</b>	<b>125.9</b>	<b>1.18</b>			<b>C</b>	<b>23.0</b>	<b>0.84</b>		
* Delay is expressed in seconds per vehicle										
# - 95 <sup>th</sup> percentile volume exceeds capacity; queue may be longer. Queue shown is maximum after 2 cycles.										

**TS011. EAST STREET AT LAMOINE STREET**

The intersection of East Street at Lamoine Street currently operates with acceptable LOS, delays, volume to capacity ratios and queuing.

**TS012. EAST STREET AT RUSTCRAFT ROAD/JEFFERSON STREET**

The intersection of East Street at Lamoine Street currently operates with acceptable LOS, delays, volume to capacity ratios and queuing.

**TS013. WASHINGTON STREET AT CURVE STREET/LOWER EAST STREET**

The intersection of Washington Street at Curve Street and Lower East Street currently operates with acceptable LOS, delays and volume to capacity ratios. Minor queuing exists on the Washington Street northbound left-turn movement and the Washington Street southbound approach in both peak hours; however, this queuing is relatively minor, and it is recommended the intersection remain unchanged.

**TS014. WASHINGTON STREET AT EASTBROOK ROAD**

The intersection of Washington Street at Eastbrook Road currently operates with acceptable LOS, delays and volume to capacity ratios. Minor queuing exists on the Washington Street southbound approach; however, given the complexity of the intersection (operating under the same signal controller as TS015) it is recommended the intersection remain unchanged.

**TS015. WASHINGTON STREET AT INCINERATOR ROAD/EAST STREET**

The intersection of Washington Street at Incinerator Road and East Street currently operates with acceptable LOS, delays, volume to capacity ratios and queuing.

## 4.0 RECOMMENDED IMPROVEMENTS

Equipment issues at the inventory intersections can be addressed with short-term maintenance for smaller, low-cost improvement such as signal visors, burnt out signal indications or broken base plates. Additional medium-cost improvements such as equipment upgrades, and replacements could be included as part of a yearly maintenance budget and programmed over the next five years. For each of the recommended improvements, an approximate cost estimate has been provided, including the cost of equipment, installation/implementation, and all necessary wiring/testing.

### 4.1 INTERSECTION IMPROVEMENTS

#### 4.1.1 FULL INTERSECTION SIGNALS

##### TS001. HIGH STREET AT WASHINGTON STREET

- Repair/replace broken optical emergency pre-emption detection for the Washington Street northbound approach. \$1,000

*Short-term Maintenance Total: \$1,000*

##### TS002. HIGH STREET AT EASTERN AVENUE

- Repair loose mount for Pushbutton 5. \$250

*Short-term Maintenance Total: \$250*

##### TS003. HIGH STREET AT AMES STREET/COURT STREET

- Replace base door for Pole 3. \$250
- Replace missing fastening bolt for Pole 6 or replace entire base door if necessary. \$250
- Replace missing fastening bolt for Pole 8 or replace entire base door if necessary. \$250
- Replace bent signal visors for yellow and green ball indications for Signal Head 6. \$500
- Replace bent signal visor for yellow ball indication for Signal Head 8. \$250
- Repair/replace display for Pedestrian Signal Head 1 and replace missing visor. \$2,000
- Repair/replace broken Don't Walk (Upraised Hand) display for Pedestrian Signal Head 2. \$2,000
- Replace damaged signal visor for Pedestrian Signal Head 4. \$250
- Replace missing signal visor for Pedestrian Signal Head 5. \$250
- Replace damaged signal visor for Pedestrian Signal Head 6. \$250
- Repair/replace broken sign for Pushbutton 3. \$500

*Short-term Maintenance Total: \$6,750*

## TS003. HIGH STREET AT AMES STREET/COURT STREET (CONTINUED)

- Consider upgrading all pedestrian signal heads to countdown signal heads. \$22,000
- Consider installing pre-emption at the intersection including detectors, confirmation strobe, pre-emption cards and all necessary wiring. \$9,000
- Consider upgrading cabinet equipment including loop detector amplifiers, controller, malfunction management unit and all necessary wiring. \$11,500

*Upgrades/Improvements Total: \$42,500*

## TS004. HIGH STREET AT EAST STREET/HARVARD STREET

- Replace missing signal visor for green ball indication for Signal Head 2 and investigate if overhead wires allow for it. \$250
- Replace damaged signal visor for Pedestrian Signal Head 7. \$250

*Short-term Maintenance Total: \$500*

- Consider upgrading all pedestrian signal heads to countdown signal heads. \$22,000

*Upgrades/Improvements Total: \$22,000*

## TS005. HIGH STREET AT EAST STREET/HARRIS STREET

- Replace burnt out green ball indication for Signal Head 4. \$400
- Replace damaged signal visor for Pedestrian Signal Head 7. \$250
- Troubleshoot emergency pre-emption equipment in cabinet. \$5,000

*Short-term Maintenance Total: \$5,650*

- Consider upgrading all pedestrian signal heads to countdown signal heads. \$22,000

*Upgrades/Improvements Total: \$22,000*

## TS006. HIGH STREET AT MILTON STREET/BUSSEY STREET/SAWMILL LANE

- Replace green ball indication for Signal Head 3. \$400
- Replace missing signal visor for Pedestrian Signal Head 3. \$250
- Replace missing fastening bolt for Pushbutton 4. \$250

*Short-term Maintenance Total: \$900*

**TS006. HIGH STREET AT MILTON STREET/BUSSEY STREET/SAWMILL LANE (CONTINUED)**

- Consider adding R10-12 (Left Turn Yield on Green Ball) sign on Mast Arm 2 (EB) and Mast Arm 3 (NB) to the right of left-turn signal heads to help alert driver to yield condition. \$2,000
- Consider upgrading all pedestrian signal heads to countdown signal heads. \$22,000
- Consider installing pre-emption at the intersection including detectors, confirmation strobe, pre-emption cards and all necessary wiring. \$9,000
- Consider upgrading cabinet equipment including loop detector amplifiers, controller, malfunction management unit and all necessary wiring. \$13,500

*Upgrades/Improvements Total: \$46,500*

**TS007. BRIDGE STREET (ROUTE 109) AT COMMON STREET**

- Troubleshoot emergency pre-emption equipment in cabinet. \$5,000
- Consider upgrading all pedestrian signal heads to countdown signal heads. \$22,000
- Consider upgrading all pushbuttons to APS pushbuttons, relocating two pole to meet APS locations (including pole and foundation) and all necessary wiring. \$20,000
- Consider installing pre-emption at the intersection including detectors, confirmation strobe, pre-emption cards and all necessary wiring. \$9,000
- Consider upgrading controller in cabinet. \$6,000

*Upgrades/Improvements Total: \$57,000*

**TS008. WEST STREET AT NEWBRIDGE WAY**

- Repair/replace broken optical emergency pre-emption detectors for the West Street eastbound and westbound approaches. \$2,000
- Repair/replace broken emergency pre-emption confirmation strobe. \$1,000
- Replace yellow ball indication for Signal Head 5. \$400

*Short-term Maintenance Total: \$3,400*

**TS009. MILTON STREET AT RIVER STREET**

- Troubleshoot vehicle detection equipment in cabinet. \$5,000  
*Short-term Maintenance Total: \$5,000*
- Consider replacing/installing larger R1-2 (Yield) sign for the channelized right-turn lane westbound and adding a yield line (shark teeth) to help alert drivers to the yield condition. \$500
- Consider painting/replacing Pole 5. \$2,500
- Consider replacing bent Pole 6 and foundation. \$5,000
- Consider upgrading all pedestrian signal heads to countdown signal heads. \$22,000
- Consider installing pre-emption at the intersection including detectors, confirmation strobe, pre-emption cards and all necessary wiring. \$9,000  
*Upgrades/Improvements Total: \$39,000*

**TS010. EAST STREET AT VINCENT ROAD**

- Repair eroding grout for Pole 3 foundation. \$2,500
- Repair eroding grout for Pole 6 foundation. \$2,500
- Replace missing lightbulb in cabinet. \$25  
*Short-term Maintenance Total: \$5,025*
- Consider upgrading all pedestrian signal heads to countdown signal heads. \$16,500
- Consider installing pre-emption at the intersection including detectors, confirmation strobe, pre-emption cards and all necessary wiring. \$7,500
- Consider upgrading cabinet equipment including loop detector amplifiers, malfunction management unit and all necessary wiring. \$9,000  
*Upgrades/Improvements Total: \$33,000*

**TS011. EAST STREET AT LAMOINE STREET**

- Trim back overgrown vegetation for Pole 1. \$500
- Repair eroding grout for Pole 5 foundation. \$2,500
- Replace burnt out green ball indication for Signal Head 2. \$400
- Replace burnt out red ball indication for Signal Head 5. \$400
- Troubleshoot Pushbuttons 1 and 2 calling Lamoine Street Phase. \$5,000
- Troubleshoot emergency pre-emption equipment in cabinet. \$5,000  
*Short-term Maintenance Total: \$13,800*

TS011. EAST STREET AT LAMOINE STREET (CONTINUED)

- Consider upgrading all pedestrian signal heads to countdown signal heads. \$5,500
  - Consider repairing pavement or recutting loops for driveway (EB approach) \$2,000
  - Consider upgrading cabinet equipment including loop detector amplifiers, controller, malfunction management unit and all necessary wiring. \$13,500
- Upgrades/Improvements Total:* \$21,000

TS012. EAST STREET AT RUSTCRAFT ROAD/JEFFERSON STREET

- Replace broken optical emergency pre-emption detector for the Rustcraft Road eastbound approach. \$1,000
  - Install missing optical emergency pre-emption detector for the East Street northbound approach. \$1,000
- Short-term Maintenance Total:* \$2,000
- Consider adding R10-12 (Left Turn Yield on Green Ball) sign on Pole 3 to help alert driver to yield condition. \$250
  - Consider upgrading all pedestrian signal heads to countdown signal heads. \$22,000
- Upgrades/Improvements Total:* \$22,250

TS013. WASHINGTON STREET AT CURVE STREET/LOWER EAST STREET

- Trim back overgrown vegetation for Pole 6. \$500
- Short-term Maintenance Total:* \$500
- Consider upgrading all pedestrian signal heads to countdown signal heads. \$16,500
  - Consider upgrading controller in cabinet. \$6,000
- Upgrades/Improvements Total:* \$22,500

TS014. WASHINGTON STREET AT EASTBROOK ROAD

- No outstanding equipment issues at this intersection.
  - Consider painting/replacing Pole 4. \$2,500
  - Consider upgrading all pedestrian signal heads to countdown signal heads. \$11,000
  - Consider upgrading controller and master controller in cabinet. \$12,000
- Upgrades/Improvements Total:* \$25,500



## TS015. WASHINGTON STREET AT INCINERATOR ROAD/EAST STREET

- Replace access door plate for Pole 2. \$400  
*Short-term Maintenance Total: \$400*
- Consider upgrading all pedestrian signal heads to countdown signal heads. \$16,500  
*Upgrades/Improvements Total: \$16,500*

## 4.1.2 MID-BLOCK CROSSINGS/FLASHING BEACONS

## TS016. BUSSEY STREET FIRE STATION EMERGENCY SIGNAL

- No outstanding equipment issues at this intersection.
- Consider upgrading cabinet equipment including controller, malfunction management unit and all necessary wiring. \$7,000  
*Upgrades/Improvements Total: \$7,000*

## TS017. HIGH STREET/RECREATION ROAD PEDESTRIAN SIGNAL

- Replace burnt out green ball indication for Signal Head 2. \$400
- Replace burnt out green ball indication for Signal Head 4. \$400  
*Short-term Maintenance Total: \$800*
- Consider replacing backplate for Signal Head 4. \$400
- Consider upgrading all pedestrian signal heads to countdown signal heads. \$5,500
- Consider upgrading cabinet equipment including controller, malfunction management unit and all necessary wiring. \$7,000  
*Upgrades/Improvements Total: \$12,900*

## TS018. HIGH STREET SCHOOL ZONE FLASHING BEACONS

- Replace missing school zone sign on Pole 1. \$250  
*Short-term Maintenance Total: \$250*
- Consider painting/replacing Pole 1. \$3,500  
*Upgrades/Improvements Total: \$3,500*

TS019. MILTON STREET/WALNUT STREET FLASHING BEACON

- Replace knocked-down Pole 3, signal head and all necessary wiring. \$5,000
  - Replace base door for Pole 4. \$250
- Short-term Maintenance Total: \$5,250*

TS020. CEDAR STREET/RIVER STREET/SANDERSON AVENUE/COBBLER LANE FLASHING BEACON

- No outstanding equipment issues at this intersection.

TS021. CEDAR STREET SCHOOL ZONE FLASHING BEACONS

- No outstanding equipment issues at this intersection.
  - Consider upgrading entire School Zone Flashing Beacon sign assembly on Pole 1 (North). \$7,500
- Upgrades/Improvements Total: \$7,500*

TS022. GREENLODGE STREET SCHOOL ZONE FLASHING BEACONS

- No outstanding equipment issues at this intersection.
  - Consider upgrading entire School Zone Flashing Beacon sign assembly on Pole 1 (North). \$7,500
  - Consider upgrading entire School Zone Flashing Beacon sign assembly on Pole 2 (South). \$7,500
- Upgrades/Improvements Total: \$15,000*

TS023. NEEDHAM STREET SCHOOL ZONE FLASHING BEACONS

- No outstanding equipment issues at this intersection.
  - Consider upgrading entire School Zone Flashing Beacon sign assembly on Pole 1 (East). \$7,500
  - Consider upgrading entire School Zone Flashing Beacon sign assembly on Pole 2 (West). \$7,500
- Upgrades/Improvements Total: \$15,000*

## 4.2 IMPROVEMENT PLANNING AND BUDGETING

Based upon the Intersection Improvements, recommended repairs and maintenance that can be addressed in the short-term are given a priority over the longer-term annual maintenance and upgrades listed for each intersection. Recommended repairs at the 23 locations (15 Town-owned full intersection signals, 1 Town-owned pedestrian signal, 7 Town-owned mid-block crossings/flashing beacon locations) approximately total over \$56,000. In addition, suggested upgrades and improvements at these same locations total approximately \$430,000. Budgeting for these improvements is paramount to ensure that maintenance and improvements are continually happening to reduce significant intersection issues in the future.

### 4.2.1 INTERSECTION PRIORITIZATION

Each intersection evaluated has been examined for the prioritization of the maintenance repairs, improvements and upgrades and has been shown in **Table 11**. This table summarizes intersection prioritization based upon the need for improvements and lists key improvements that contribute to the ranking.

### 4.2.2 MAINTENANCE BUDGETING

With 23 intersections under the Town's jurisdiction, yearly maintenance costs within the budget are recommended for such repairs as burnt-out signal indications, repairs to damaged equipment, replacement of knocked down or broken equipment and overall service of the existing infrastructure. While the initial repairs after the signal inventory are listed as approximately \$56,000, a general guide of \$1,000 for each full signalized intersection, \$500 for each flashing beacon location, and \$250 for each school zone location is a relatively conservative budgeting number for maintenance. This would result in an approximate \$18,000 to \$20,000 annual maintenance budget. This annual maintenance budget is intended to keep up with additional repairs outside of the ones listed in this evaluation, it is also recommended that additional money be programmed for the recommended short-term maintenance improvements detailed previously.

### 4.2.3 UPGRADES AND IMPROVEMENTS BUDGET

For intersection upgrades and improvements, additional funding is recommended to be proactive rather than reactive to aging signal equipment within the Town. By programming funding for signal improvements and upgrades on an annual basis, smaller localized improvements can be completed each year, helping alleviate the need for larger intersection reconstruction projects that require significant planning, design and funding. Given the approximately \$430,000 in improvements and upgrades to be considered, a five-year planning horizon is suggested. This five-year horizon would result in approximately \$100,000 a year to incorporate all the improvements and update the signal infrastructure over time. Table 12 groups intersection together based upon prioritization and cost for upgrades/improvements over the 5-year planning horizon. The entire improvement plan for budgeting purposes will result in a six-year outlook, with Year 1 devoted to the short-term maintenance at each intersection and the remaining Year 2 through Year 6 focused on the upgrades and improvements at each intersection, with each yearly total amounting to approximately \$100,000. Inflation has also been accounted for and is estimated at 3% per year (compounded annually) for Year 2 through Year 6.

**Table 11 – Intersection Prioritization Plan**

Prioritization No.	Intersection ID	Key Notes
1	TS003	Several equipment issues; Lack of pre-emption; Older equipment
2	TS009	Lack of detection; Lack of pre-emption; Older equipment
3	TS011	Broken pre-emption; Pushbutton issues
4	TS006	Lack of pre-emption; Older equipment
5	TS010	Lack of pre-emption; Older equipment
6	TS004 & TS005	Broken pre-emption; Pushbutton issues
7	TS007	Broken pre-emption; APS Pushbuttons
8	TS019	Knocked-down pole; Older equipment
9	TS013	Vegetation; Older equipment
10	TS014 & TS015	Older Equipment
11	TS008	Burnt-out indications
12	TS017	Burnt-out indications; Older equipment
13	TS022	Older School Zone Flashing Beacons
14	TS023	Older School Zone Flashing Beacons
15	TS021	Older School Zone Flashing Beacon
16	TS016	Older Equipment
17	TS018	Missing school zone sign
18	TS012	Pedestrian signal heads
19	TS001 & TS002	Pushbutton mount
20	TS020	No outstanding issues

Table 12 – Capital Planning Prioritization Plan

Prioritization No.	Intersection ID	Short-term Maintenance	Upgrades/Improvements				
		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6
1	TS003	\$6,750	\$42,500				
2	TS009	\$5,000	\$39,000				
3	TS011	\$13,800		\$21,000			
4	TS006	\$900		\$46,500			
5	TS010	\$5,025			\$33,000		
6	TS004	\$500			\$22,000		
	TS005	\$5,650			\$22,000		
7	TS007	\$5,000				\$57,000	
8	TS019	\$5,250					
9	TS013	\$500				\$22,500	
10	TS014						\$25,500
	TS015	\$400					\$16,500
11	TS008	\$3,400					
12	TS017	\$800	\$12,900				
13	TS022			\$15,000			
14	TS023						\$15,000
15	TS021			\$7,500			

Table 12 – Capital Planning Prioritization Plan (Continued)

Prioritization No.	Intersection ID	Short-term Maintenance	Upgrades/Improvements				
		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6
16	TS016				\$7,000		
17	TS018	\$250			\$3,500		
18	TS012	\$2,000					\$22,250
22	TS001	\$1,000					
	TS002	\$250					
23	TS020						
Subtotal		\$56,475.00	\$94,400	\$90,000	\$87,500	\$79,500	\$79,250
Inflation (@3%/year)		-	\$5,750	\$8,350	\$10,980	\$12,660	\$15,380
Construction Cost Total		\$56,475.00	\$100,150	\$98,350	\$98,480	\$92,160	\$94,630
Design Services (12%)			\$12,050	\$11,850	\$11,850	\$11,100	\$11,400
Resident Engineering (\$3,000/Intersection)			\$9,000	\$12,000	\$15,000	\$6,000	\$12,000
Engineering Services Total			\$21,050	\$23,850	\$26,850	\$17,100	\$23,400
Total (Design + Construction)		\$56,475.00	\$121,200	\$122,200	\$125,330	\$109,260	\$118,030

# **APPENDIX A – CRASH DATA**

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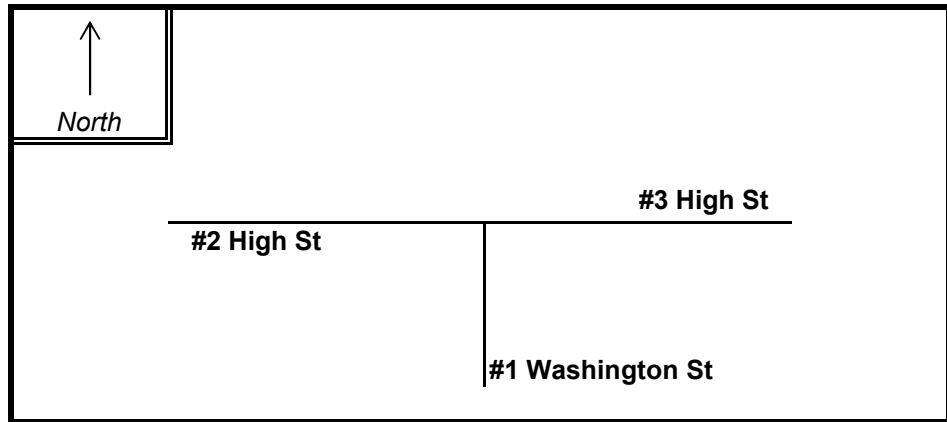
## INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Dedham COUNT DATE : May-21  
 DISTRICT : 6 UNSIGNALIZED :  SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : High Street  
 MINOR STREET(S) : Eastern Avenue

**INTERSECTION  
 DIAGRAM**  
 (Label Approaches)



**PEAK HOUR VOLUMES**

APPROACH :	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>Total Peak Hourly Approach Volume</b>
DIRECTION :	NB	EB	WB			
PEAK HOURLY VOLUMES (AM/PM) :	260	580	440			<b>1,280</b>

" K " FACTOR :  INTERSECTION ADT ( V ) = TOTAL DAILY APPROACH VOLUME :

TOTAL # OF CRASHES :  # OF YEARS :  AVERAGE # OF CRASHES PER YEAR ( A ) :

**CRASH RATE CALCULATION :**  RATE =  $\frac{(A * 1,000,000)}{(V * 365)}$

Comments : District 6 Average Crash Rate for signalized intersections is 0.71. Statewide = 0.78.

Project Title & Date: Town-wide Traffic Signal Evaluation - Dedham, MA

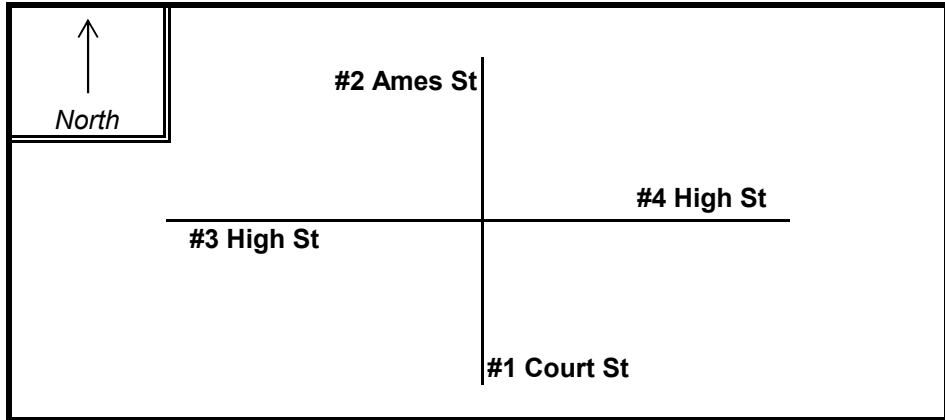
## INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Dedham                      COUNT DATE : May-21  
 DISTRICT : 6                      UNSIGNALIZED :                       SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : High Street  
 MINOR STREET(S) : Ames Street  
Court Street

**INTERSECTION  
 DIAGRAM**  
 (Label Approaches)



**PEAK HOUR VOLUMES**

APPROACH :	1	2	3	4	5	<b>Total Peak Hourly Approach Volume</b>
DIRECTION :	NB	SB	EB	WB		
PEAK HOURLY VOLUMES (AM/PM) :	217	484	426	494		<b>1,621</b>

" K " FACTOR :                       INTERSECTION ADT ( V ) = TOTAL DAILY APPROACH VOLUME :

TOTAL # OF CRASHES :                       # OF YEARS :                       AVERAGE # OF CRASHES PER YEAR ( A ) :

**CRASH RATE CALCULATION :**                                            RATE =  $\frac{( A * 1,000,000 )}{( V * 365 )}$

Comments : District 6 Average Crash Rate for signalized intersections is 0.71. Statewide = 0.78.

Project Title & Date : Town-wide Traffic Signal Evaluation - Dedham, MA

## INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Dedham COUNTY : \_\_\_\_\_ COUNT DATE : May-21

DISTRICT : 6 UNSIGNALIZED :  SIGNALIZED :

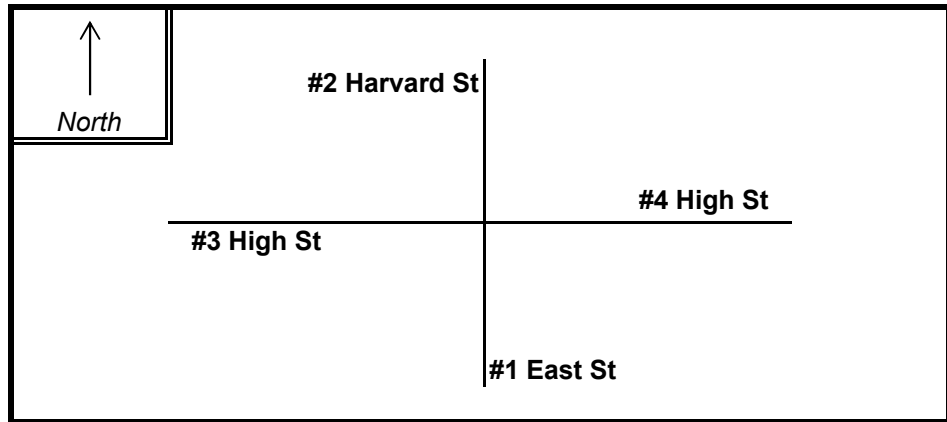
~ INTERSECTION DATA ~

MAJOR STREET : High Street

MINOR STREET(S) : East Street

Harvard Street

INTERSECTION  
 DIAGRAM  
 (Label Approaches)



**PEAK HOUR VOLUMES**

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	NB	SB	EB	WB		
PEAK HOURLY VOLUMES (AM/PM) :	169	14	754	499		1,436

" K " FACTOR :  INTERSECTION ADT ( V ) = TOTAL DAILY APPROACH VOLUME :

TOTAL # OF CRASHES :  # OF YEARS :  AVERAGE # OF CRASHES PER YEAR ( A ) :

CRASH RATE CALCULATION :  RATE = 
$$\frac{(A * 1,000,000)}{(V * 365)}$$

Comments : District 6 Average Crash Rate for signalized intersections is 0.71. Statewide = 0.78.

Project Title & Date: Town-wide Traffic Signal Evaluation - Dedham, MA

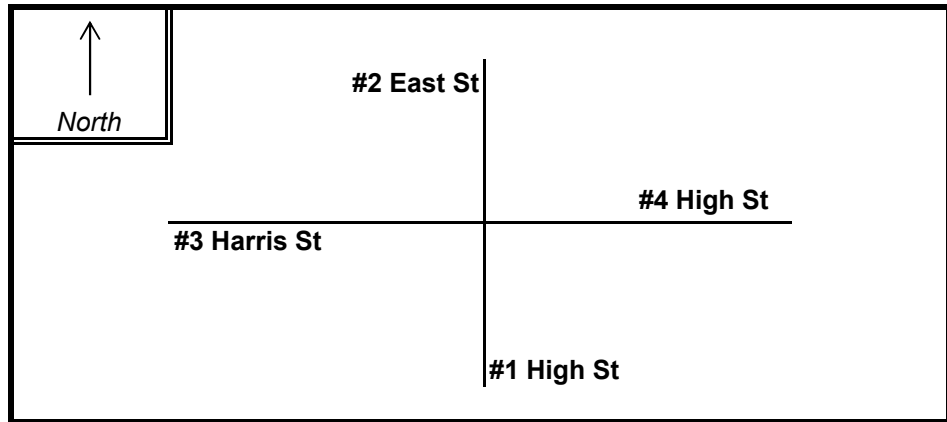
## INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Dedham COUNTY : \_\_\_\_\_ COUNT DATE : May-21  
 DISTRICT : 6 UNSIGNALIZED :  SIGNALIZED :

### ~ INTERSECTION DATA ~

MAJOR STREET : High Street  
 MINOR STREET(S) : East Street  
Harris Street

**INTERSECTION  
 DIAGRAM  
 (Label Approaches)**



### PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	NB	SB	EB	WB		
PEAK HOURLY VOLUMES (AM/PM) :	519	26	300	604		1,449

" K " FACTOR :  INTERSECTION ADT ( V ) = TOTAL DAILY APPROACH VOLUME :

TOTAL # OF CRASHES :  # OF YEARS :  AVERAGE # OF CRASHES PER YEAR ( A ) :

**CRASH RATE CALCULATION :**  RATE = 
$$\frac{(A * 1,000,000)}{(V * 365)}$$

Comments : District 6 Average Crash Rate for signalized intersections is 0.71. Statewide = 0.78.

Project Title & Date: Town-wide Traffic Signal Evaluation - Dedham, MA



## INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Dedham COUNT DATE : May-21

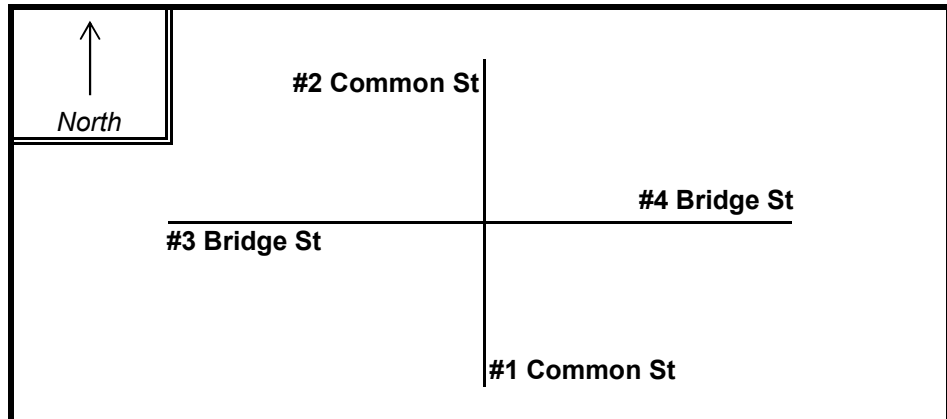
DISTRICT : 6 UNSIGNALIZED :  SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : Bridge Street (Route 109)

MINOR STREET(S) : Common Street

INTERSECTION  
 DIAGRAM  
 (Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	NB	SB	EB	WB		
PEAK HOURLY VOLUMES (AM/PM) :	410	515	238	419		1,582

" K " FACTOR :  INTERSECTION ADT ( V ) = TOTAL DAILY APPROACH VOLUME :

TOTAL # OF CRASHES :  # OF YEARS :  AVERAGE # OF CRASHES PER YEAR ( A ) :

CRASH RATE CALCULATION :  RATE =  $\frac{( A * 1,000,000 )}{( V * 365 )}$

Comments : District 6 Average Crash Rate for signalized intersections is 0.71. Statewide = 0.78.

Project Title & Date: Town-wide Traffic Signal Evaluation - Dedham, MA



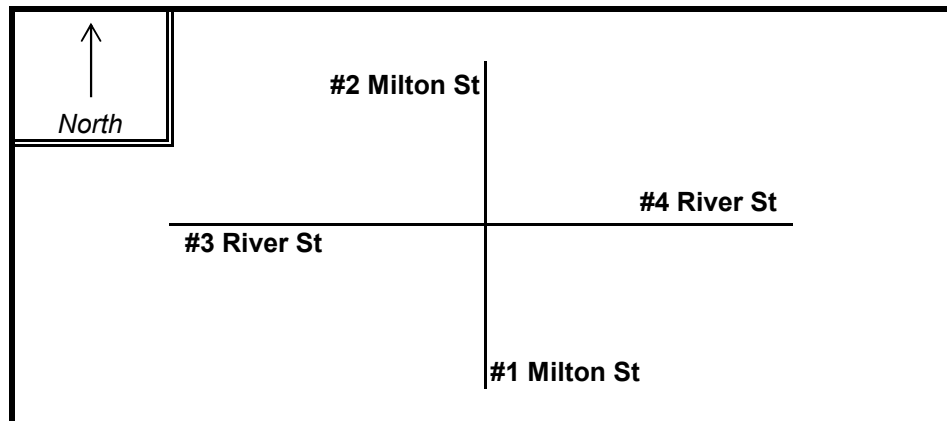
# INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Dedham COUNTY : \_\_\_\_\_ COUNT DATE : May-21  
DISTRICT : 6 UNSIGNALIZED :  SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : Milton Street  
MINOR STREET(S) : River Street

INTERSECTION  
DIAGRAM  
(Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	NB	SB	EB	WB		
PEAK HOURLY VOLUMES (AM/PM) :	341	480	306	393		1,520

" K " FACTOR :

<b>0.090</b>	INTERSECTION ADT ( V ) = TOTAL DAILY APPROACH VOLUME :	<b>16,889</b>
--------------	--------------------------------------------------------	---------------

TOTAL # OF CRASHES :

<b>17</b>	# OF YEARS :	<b>3</b>	AVERAGE # OF CRASHES PER YEAR ( A ) :	<b>5.67</b>
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CRASH RATE CALCULATION :

$$\text{RATE} = \frac{(A * 1,000,000)}{(V * 365)}$$

Comments : District 6 Average Crash Rate for signalized intersections is 0.71. Statewide = 0.78.

Project Title & Date : Town-wide Traffic Signal Evaluation - Dedham, MA



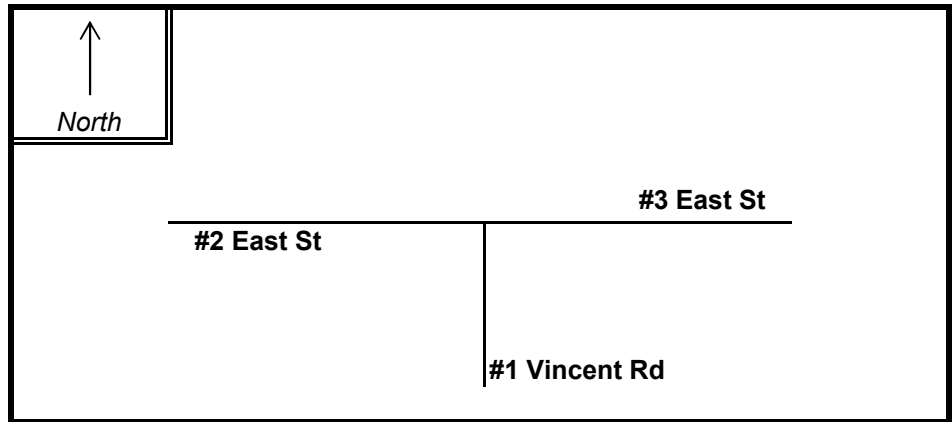
## INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Dedham                                                  COUNT DATE : May-21  
 DISTRICT : 6                  UNSIGNALIZED :                   SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : East Street  
 MINOR STREET(S) : Vincent Road  
 \_\_\_\_\_  
 \_\_\_\_\_

**INTERSECTION  
 DIAGRAM  
 (Label Approaches)**



**PEAK HOUR VOLUMES**

APPROACH :	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>Total Peak Hourly Approach Volume</b>
DIRECTION :	NB	EB	WB			
PEAK HOURLY VOLUMES (AM/PM) :	212	975	930			

" K " FACTOR : **0.090**                  INTERSECTION ADT ( V ) = TOTAL DAILY APPROACH VOLUME : **23,522**

TOTAL # OF CRASHES : **2**                  # OF YEARS : **3**                  AVERAGE # OF CRASHES PER YEAR ( A ) : **0.67**

**CRASH RATE CALCULATION :**                  **0.08**                  RATE =  $\frac{( A * 1,000,000 )}{( V * 365 )}$

Comments : District 6 Average Crash Rate for signalized intersections is 0.71. Statewide = 0.78.

Project Title & Date: Town-wide Traffic Signal Evaluation - Dedham, MA

## INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Dedham COUNT DATE : May-21

DISTRICT : 6 UNSIGNALIZED :  SIGNALIZED :

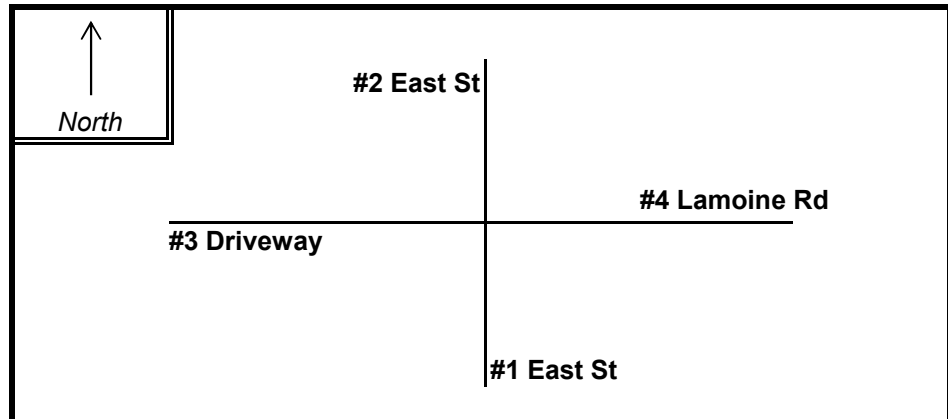
~ INTERSECTION DATA ~

MAJOR STREET : East Street

MINOR STREET(S) : Lamoine Road

Driveway

**INTERSECTION  
 DIAGRAM**  
 (Label Approaches)



**PEAK HOUR VOLUMES**

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	NB	SB	EB	WB		
PEAK HOURLY VOLUMES (AM/PM) :	814	910	3	3		1,730

" K " FACTOR :

<b>0.090</b>	INTERSECTION ADT ( V ) = TOTAL DAILY APPROACH VOLUME :	<b>19,222</b>
--------------	-----------------------------------------------------------	---------------

TOTAL # OF CRASHES :

2	# OF YEARS :	3	AVERAGE # OF CRASHES PER YEAR ( A ) :	<b>0.67</b>
---	-----------------	---	------------------------------------------	-------------

**CRASH RATE CALCULATION :**

**0.10**

RATE =  $\frac{(A * 1,000,000)}{(V * 365)}$

Comments : District 6 Average Crash Rate for signalized intersections is 0.71. Statewide = 0.78.

Project Title & Date: Town-wide Traffic Signal Evaluation - Dedham, MA

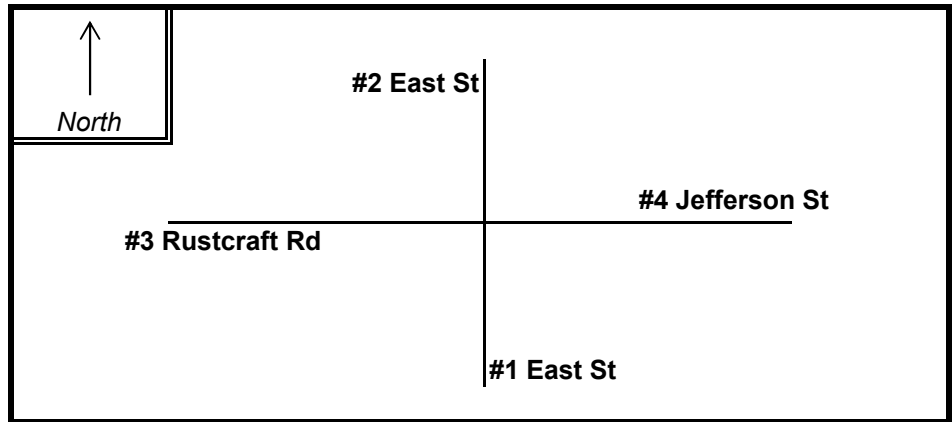
# INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Dedham COUNTY : \_\_\_\_\_ COUNT DATE : May-21  
 DISTRICT : 6 UNSIGNALIZED :  SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : East Street  
 MINOR STREET(S) : Rustcraft Road  
Jefferson Street

**INTERSECTION  
 DIAGRAM**  
 (Label Approaches)



**PEAK HOUR VOLUMES**

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	NB	SB	EB	WB		
PEAK HOURLY VOLUMES (AM/PM) :	490	587	285	42		1,404

" K " FACTOR : **0.090** INTERSECTION ADT ( V ) = TOTAL DAILY APPROACH VOLUME : **15,600**

TOTAL # OF CRASHES : **3** # OF YEARS : **3** AVERAGE # OF CRASHES PER YEAR ( A ) : **1.00**

**CRASH RATE CALCULATION :**

**0.18**

$$RATE = \frac{(A * 1,000,000)}{(V * 365)}$$

Comments : District 6 Average Crash Rate for signalized intersections is 0.71. Statewide = 0.78.

Project Title & Date: Town-wide Traffic Signal Evaluation - Dedham, MA

## INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Dedham COUNT DATE : May-21

DISTRICT : 6 UNSIGNALIZED :  SIGNALIZED :

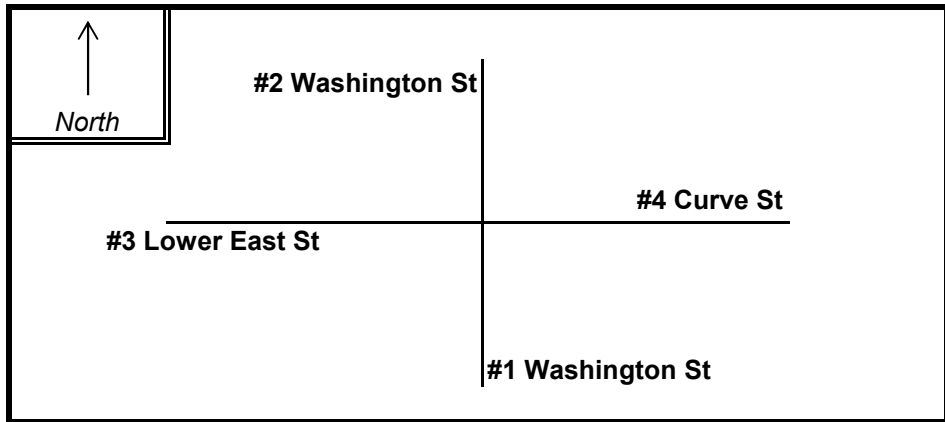
~ INTERSECTION DATA ~

MAJOR STREET : Washington Street

MINOR STREET(S) : Curve Street

Lower East Street

**INTERSECTION  
 DIAGRAM**  
 (Label Approaches)



**PEAK HOUR VOLUMES**

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	NB	SB	EB	WB		
PEAK HOURLY VOLUMES (AM/PM) :	965	834	141	80		2,020

"K" FACTOR :  INTERSECTION ADT ( V ) = TOTAL DAILY APPROACH VOLUME :

TOTAL # OF CRASHES :  # OF YEARS :  AVERAGE # OF CRASHES PER YEAR ( A ) :

**CRASH RATE CALCULATION :**  RATE = 
$$\frac{( A * 1,000,000 )}{( V * 365 )}$$

Comments : District 6 Average Crash Rate for signalized intersections is 0.71. Statewide = 0.78.

Project Title & Date : Town-wide Traffic Signal Evaluation - Dedham, MA



# INTERSECTION CRASH RATE WORKSHEET

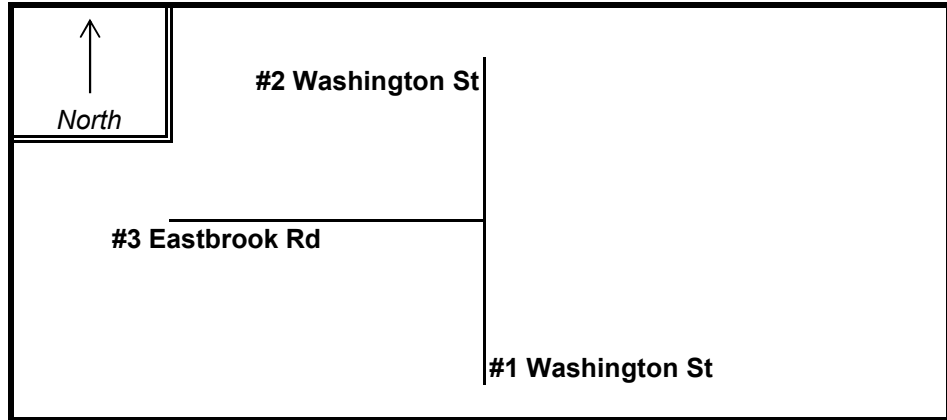
CITY/TOWN : Dedham COUNT DATE : May-21

DISTRICT : 6 UNSIGNALIZED :  SIGNALIZED :

**~ INTERSECTION DATA ~**

MAJOR STREET : Washington Street  
MINOR STREET(S) : Eastbrook Road

**INTERSECTION  
DIAGRAM  
(Label Approaches)**



**PEAK HOUR VOLUMES**

APPROACH :	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>Total Peak Hourly Approach Volume</b>
DIRECTION :	NB	SB	EB			
PEAK HOURLY VOLUMES (AM/PM) :	949	1,050	67			

"K" FACTOR :

<b>0.090</b>	INTERSECTION ADT ( V ) = TOTAL DAILY APPROACH VOLUME :	<b>22,956</b>
--------------	--------------------------------------------------------	---------------

TOTAL # OF CRASHES :

<b>6</b>	# OF YEARS :	<b>3</b>	AVERAGE # OF CRASHES PER YEAR ( A ) :	<b>2.00</b>
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**CRASH RATE CALCULATION :**

**0.24**

$$\text{RATE} = \frac{(A * 1,000,000)}{(V * 365)}$$

Comments : District 6 Average Crash Rate for signalized intersections is 0.71. Statewide = 0.78.

Project Title & Date: Town-wide Traffic Signal Evaluation - Dedham, MA

## INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Dedham COUNT DATE : May-21

DISTRICT : 6 UNSIGNALIZED :  SIGNALIZED :

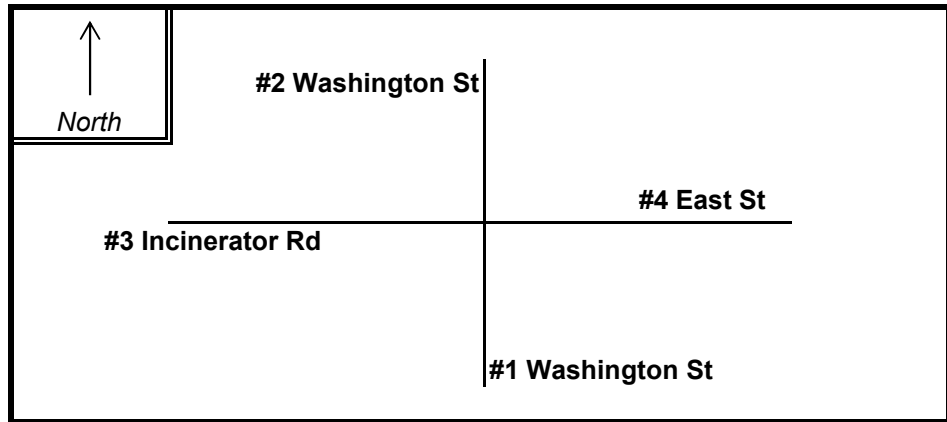
### ~ INTERSECTION DATA ~

MAJOR STREET : Washington Street

MINOR STREET(S) : Incinerator Road

East Street

**INTERSECTION  
 DIAGRAM**  
 (Label Approaches)



### PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	NB	SB	EB	WB		
PEAK HOURLY VOLUMES (AM/PM) :	691	1,075	371	134		<b>2,271</b>

" K " FACTOR :

<b>0.090</b>	INTERSECTION ADT ( V ) = TOTAL DAILY APPROACH VOLUME :	<b>25,233</b>
--------------	--------------------------------------------------------	---------------

TOTAL # OF CRASHES :

<b>15</b>	# OF YEARS :	<b>3</b>	AVERAGE # OF CRASHES PER YEAR ( A ) :	<b>5.00</b>
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**CRASH RATE CALCULATION :**

**0.54**

$$\text{RATE} = \frac{(A * 1,000,000)}{(V * 365)}$$

Comments : District 6 Average Crash Rate for signalized intersections is 0.71. Statewide = 0.78.

Project Title & Date: Town-wide Traffic Signal Evaluation - Dedham, MA

## **APPENDIX B – TRAFFIC VOLUME DATA**

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PDI File #: **217946 (1)**  
 Location: **N: Washington Street S: Washington Street**  
 Location: **E: High Street W: High Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Cars and Heavy Vehicles (Combined)**

	Washington Street					High Street					Washington Street					High Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	26	19	6	0	51	1	82	7	0	90	5	58	4	0	67	7	54	12	0	73	281
7:15 AM	36	35	1	0	72	2	74	4	0	80	4	75	8	0	87	3	54	21	0	78	317
7:30 AM	29	35	6	0	70	1	106	18	0	125	12	62	10	0	84	10	74	24	0	108	387
7:45 AM	25	56	2	0	83	5	107	11	0	123	6	61	16	0	83	8	71	31	0	110	399
Total	116	145	15	0	276	9	369	40	0	418	27	256	38	0	321	28	253	88	0	369	1384
8:00 AM	32	43	4	0	79	3	101	7	0	111	11	73	6	0	90	10	81	31	0	122	402
8:15 AM	27	43	7	0	77	3	123	11	0	137	9	58	16	1	84	10	79	27	0	116	414
8:30 AM	40	38	5	0	83	1	105	10	1	117	13	48	8	0	69	12	72	29	0	113	382
8:45 AM	39	52	5	0	96	3	76	16	0	95	16	61	3	0	80	11	102	36	0	149	420
Total	138	176	21	0	335	10	405	44	1	460	49	240	33	1	323	43	334	123	0	500	1618
Grand Total	254	321	36	0	611	19	774	84	1	878	76	496	71	1	644	71	587	211	0	869	3002
Approach %	41.6	52.5	5.9	0.0		2.2	88.2	9.6	0.1		11.8	77.0	11.0	0.2		8.2	67.5	24.3	0.0		
Total %	8.5	10.7	1.2	0.0	20.4	0.6	25.8	2.8	0.0	29.2	2.5	16.5	2.4	0.0	21.5	2.4	19.6	7.0	0.0	28.9	
Exiting Leg Total	726					700					477					1099					3002
Cars	243	307	35	0	585	16	743	74	1	834	74	471	69	1	615	67	557	201	0	825	2859
% Cars	95.7	95.6	97.2	0.0	95.7	84.2	96.0	88.1	100.0	95.0	97.4	95.0	97.2	100.0	95.5	94.4	94.9	95.3	0.0	94.9	95.2
Exiting Leg Total	688					667					449					1055					2859
Heavy Vehicles	11	14	1	0	26	3	31	10	0	44	2	25	2	0	29	4	30	10	0	44	143
% Heavy Vehicles	4.3	4.4	2.8	0.0	4.3	15.8	4.0	11.9	0.0	5.0	2.6	5.0	2.8	0.0	4.5	5.6	5.1	4.7	0.0	5.1	4.8
Exiting Leg Total	38					33					28					44					143

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

8:00 AM	Washington Street					High Street					Washington Street					High Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	32	43	4	0	79	3	101	7	0	111	11	73	6	0	90	10	81	31	0	122	402
8:15 AM	27	43	7	0	77	3	123	11	0	137	9	58	16	1	84	10	79	27	0	116	414
8:30 AM	40	38	5	0	83	1	105	10	1	117	13	48	8	0	69	12	72	29	0	113	382
8:45 AM	39	52	5	0	96	3	76	16	0	95	16	61	3	0	80	11	102	36	0	149	420
Total Volume	138	176	21	0	335	10	405	44	1	460	49	240	33	1	323	43	334	123	0	500	1618
% Approach Total	41.2	52.5	6.3	0.0		2.2	88.0	9.6	0.2		15.2	74.3	10.2	0.3		8.6	66.8	24.6	0.0		
PHF	0.863	0.846	0.750	0.000	0.872	0.833	0.823	0.688	0.250	0.839	0.766	0.822	0.516	0.250	0.897	0.896	0.819	0.854	0.000	0.839	0.963
Cars	131	169	21	0	321	9	396	40	1	446	48	226	33	1	308	41	322	118	0	481	1556
Cars %	94.9	96.0	100.0	0.0	95.8	90.0	97.8	90.9	100.0	97.0	98.0	94.2	100.0	100.0	95.4	95.3	96.4	95.9	0.0	96.2	96.2
Heavy Vehicles	7	7	0	0	14	1	9	4	0	14	1	14	0	0	15	2	12	5	0	19	62
Heavy Vehicles %	5.1	4.0	0.0	0.0	4.2	10.0	2.2	9.1	0.0	3.0	2.0	5.8	0.0	0.0	4.6	4.7	3.6	4.1	0.0	3.8	3.8
Cars Enter Leg	131	169	21	0	321	9	396	40	1	446	48	226	33	1	308	41	322	118	0	481	1556
Heavy Enter Leg	7	7	0	0	14	1	9	4	0	14	1	14	0	0	15	2	12	5	0	19	62
Total Entering Leg	138	176	21	0	335	10	405	44	1	460	49	240	33	1	323	43	334	123	0	500	1618
Cars Exiting Leg	353					392					251					560					1556
Heavy Exiting Leg	20					13					13					16					62
Total Exiting Leg	373					405					264					576					1618



PDI File #: **217946 (1)**  
 Location: **N: Washington Street S: Washington Street**  
 Location: **E: High Street W: High Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Cars**

	Washington Street					High Street					Washington Street					High Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	25	18	6	0	49	1	75	6	0	82	5	55	4	0	64	6	51	12	0	69	264
7:15 AM	35	33	1	0	69	2	68	4	0	74	4	74	8	0	86	2	51	20	0	73	302
7:30 AM	28	33	5	0	66	0	104	14	0	118	11	57	10	0	78	10	66	21	0	97	359
7:45 AM	24	54	2	0	80	4	100	10	0	114	6	59	14	0	79	8	67	30	0	105	378
<b>Total</b>	<b>112</b>	<b>138</b>	<b>14</b>	<b>0</b>	<b>264</b>	<b>7</b>	<b>347</b>	<b>34</b>	<b>0</b>	<b>388</b>	<b>26</b>	<b>245</b>	<b>36</b>	<b>0</b>	<b>307</b>	<b>26</b>	<b>235</b>	<b>83</b>	<b>0</b>	<b>344</b>	<b>1303</b>
8:00 AM	29	42	4	0	75	3	99	6	0	108	11	71	6	0	88	9	80	29	0	118	389
8:15 AM	27	41	7	0	75	3	118	11	0	132	9	55	16	1	81	9	77	26	0	112	400
8:30 AM	38	37	5	0	80	1	104	9	1	115	12	46	8	0	66	12	69	28	0	109	370
8:45 AM	37	49	5	0	91	2	75	14	0	91	16	54	3	0	73	11	96	35	0	142	397
<b>Total</b>	<b>131</b>	<b>169</b>	<b>21</b>	<b>0</b>	<b>321</b>	<b>9</b>	<b>396</b>	<b>40</b>	<b>1</b>	<b>446</b>	<b>48</b>	<b>226</b>	<b>33</b>	<b>1</b>	<b>308</b>	<b>41</b>	<b>322</b>	<b>118</b>	<b>0</b>	<b>481</b>	<b>1556</b>
Grand Total	243	307	35	0	585	16	743	74	1	834	74	471	69	1	615	67	557	201	0	825	2859
Approach %	41.5	52.5	6.0	0.0		1.9	89.1	8.9	0.1		12.0	76.6	11.2	0.2		8.1	67.5	24.4	0.0		
Total %	8.5	10.7	1.2	0.0	20.5	0.6	26.0	2.6	0.0	29.2	2.6	16.5	2.4	0.0	21.5	2.3	19.5	7.0	0.0	28.9	
Exiting Leg Total	688					667					449					1055					2859

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

	Washington Street					High Street					Washington Street					High Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	29	42	4	0	75	3	99	6	0	108	11	71	6	0	88	9	80	29	0	118	389
8:15 AM	27	41	7	0	75	3	118	11	0	132	9	55	16	1	81	9	77	26	0	112	400
8:30 AM	38	37	5	0	80	1	104	9	1	115	12	46	8	0	66	12	69	28	0	109	370
8:45 AM	37	49	5	0	91	2	75	14	0	91	16	54	3	0	73	11	96	35	0	142	397
<b>Total Volume</b>	<b>131</b>	<b>169</b>	<b>21</b>	<b>0</b>	<b>321</b>	<b>9</b>	<b>396</b>	<b>40</b>	<b>1</b>	<b>446</b>	<b>48</b>	<b>226</b>	<b>33</b>	<b>1</b>	<b>308</b>	<b>41</b>	<b>322</b>	<b>118</b>	<b>0</b>	<b>481</b>	<b>1556</b>
% Approach Total	40.8	52.6	6.5	0.0		2.0	88.8	9.0	0.2		15.6	73.4	10.7	0.3		8.5	66.9	24.5	0.0		
PHF	0.862	0.862	0.750	0.000	0.882	0.750	0.839	0.714	0.250	0.845	0.750	0.796	0.516	0.250	0.875	0.854	0.839	0.843	0.000	0.847	0.973
Entering Leg	131	169	21	0	321	9	396	40	1	446	48	226	33	1	308	41	322	118	0	481	1556
Exiting Leg	353					392					251					560					1556
<b>Total</b>	<b>674</b>					<b>838</b>					<b>559</b>					<b>1041</b>					<b>3112</b>

PDI File #: **217946 (1)**  
 Location: **N: Washington Street S: Washington Street**  
 Location: **E: High Street W: High Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**



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

	Washington Street					High Street					Washington Street					High Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	1	1	0	0	2	0	7	1	0	8	0	3	0	0	3	1	3	0	0	4	17
7:15 AM	1	2	0	0	3	0	6	0	0	6	0	1	0	0	1	1	3	1	0	5	15
7:30 AM	1	2	1	0	4	1	2	4	0	7	1	5	0	0	6	0	8	3	0	11	28
7:45 AM	1	2	0	0	3	1	7	1	0	9	0	2	2	0	4	0	4	1	0	5	21
<b>Total</b>	<b>4</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>2</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>30</b>	<b>1</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>2</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>25</b>	<b>81</b>
8:00 AM	3	1	0	0	4	0	2	1	0	3	0	2	0	0	2	1	1	2	0	4	13
8:15 AM	0	2	0	0	2	0	5	0	0	5	0	3	0	0	3	1	2	1	0	4	14
8:30 AM	2	1	0	0	3	0	1	1	0	2	1	2	0	0	3	0	3	1	0	4	12
8:45 AM	2	3	0	0	5	1	1	2	0	4	0	7	0	0	7	0	6	1	0	7	23
<b>Total</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>1</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>14</b>	<b>1</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>2</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>19</b>	<b>62</b>
Grand Total	11	14	1	0	26	3	31	10	0	44	2	25	2	0	29	4	30	10	0	44	143
Approach %	42.3	53.8	3.8	0.0		6.8	70.5	22.7	0.0		6.9	86.2	6.9	0.0		9.1	68.2	22.7	0.0		
Total %	7.7	9.8	0.7	0.0	18.2	2.1	21.7	7.0	0.0	30.8	1.4	17.5	1.4	0.0	20.3	2.8	21.0	7.0	0.0	30.8	
Exiting Leg Total	38					33					28					44					143
Buses	4	8	0	0	12	0	12	1	0	13	1	9	0	0	10	1	17	1	0	19	54
% Buses	36.4	57.1	0.0	0.0	46.2	0.0	38.7	10.0	0.0	29.5	50.0	36.0	0.0	0.0	34.5	25.0	56.7	10.0	0.0	43.2	37.8
Exiting Leg Total	10					18					10					16					54
Single-Unit Trucks	6	6	1	0	13	3	17	9	0	29	1	12	2	0	15	3	12	8	0	23	80
% Single-Unit	54.5	42.9	100.0	0.0	50.0	100.0	54.8	90.0	0.0	65.9	50.0	48.0	100.0	0.0	51.7	75.0	40.0	80.0	0.0	52.3	55.9
Exiting Leg Total	23					14					18					25					80
Articulated Trucks	1	0	0	0	1	0	2	0	0	2	0	4	0	0	4	0	1	1	0	2	9
% Articulated	9.1	0.0	0.0	0.0	3.8	0.0	6.5	0.0	0.0	4.5	0.0	16.0	0.0	0.0	13.8	0.0	3.3	10.0	0.0	4.5	6.3
Exiting Leg Total	5					1					0					3					9

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

	Washington Street					High Street					Washington Street					High Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	1	1	0	0	2	0	7	1	0	8	0	3	0	0	3	1	3	0	0	4	17
7:15 AM	1	2	0	0	3	0	6	0	0	6	0	1	0	0	1	1	3	1	0	5	15
7:30 AM	1	2	1	0	4	1	2	4	0	7	1	5	0	0	6	0	8	3	0	11	28
7:45 AM	1	2	0	0	3	1	7	1	0	9	0	2	2	0	4	0	4	1	0	5	21
<b>Total Volume</b>	<b>4</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>2</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>30</b>	<b>1</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>2</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>25</b>	<b>81</b>
% Approach Total	33.3	58.3	8.3	0.0		6.7	73.3	20.0	0.0		7.1	78.6	14.3	0.0		8.0	72.0	20.0	0.0		
PHF	1.000	0.875	0.250	0.000	0.750	0.500	0.786	0.375	0.000	0.833	0.250	0.550	0.250	0.000	0.583	0.500	0.563	0.417	0.000	0.568	0.723
Buses	3	5	0	0	8	0	11	0	0	11	1	3	0	0	4	1	10	1	0	12	35
Buses %	75.0	71.4	0.0	0.0	66.7	0.0	50.0	0.0	0.0	36.7	100.0	27.3	0.0	0.0	28.6	50.0	55.6	20.0	0.0	48.0	43.2
Single-Unit Trucks	1	2	1	0	4	2	9	6	0	17	0	6	2	0	8	1	7	4	0	12	41
Single-Unit %	25.0	28.6	100.0	0.0	33.3	100.0	40.9	100.0	0.0	56.7	0.0	54.5	100.0	0.0	57.1	50.0	38.9	80.0	0.0	48.0	50.6
Articulated Trucks	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	0	1	0	0	1	5
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	9.1	0.0	0.0	6.7	0.0	18.2	0.0	0.0	14.3	0.0	5.6	0.0	0.0	4.0	6.2
Buses	3	5	0	0	8	0	11	0	0	11	1	3	0	0	4	1	10	1	0	12	35
Single-Unit Trucks	1	2	1	0	4	2	9	6	0	17	0	6	2	0	8	1	7	4	0	12	41
Articulated Trucks	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	0	1	0	0	1	5
<b>Total Entering Leg</b>	<b>4</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>2</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>30</b>	<b>1</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>2</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>25</b>	<b>81</b>
Buses	4					11					6					14					35
Single-Unit Trucks	12					8					9					12					41
Articulated Trucks	2					1					0					2					5
<b>Total Exiting Leg</b>	<b>18</b>					<b>20</b>					<b>15</b>					<b>28</b>					<b>81</b>

PDI File #: **217946 (1)**  
 Location: **N: Washington Street S: Washington Street**  
 Location: **E: High Street W: High Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Buses**

	Washington Street					High Street					Washington Street					High Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	1	0	0	1	0	4	0	0	4	0	1	0	0	1	1	3	0	0	4	10
7:15 AM	1	2	0	0	3	0	6	0	0	6	0	1	0	0	1	0	2	0	0	2	12
7:30 AM	1	0	0	0	1	0	0	0	0	0	1	1	0	0	2	0	4	1	0	5	8
7:45 AM	1	2	0	0	3	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	5
<b>Total</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>35</b>
8:00 AM	1	0	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
8:30 AM	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	4
8:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	6	0	0	6	8
<b>Total</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>19</b>
Grand Total	4	8	0	0	12	0	12	1	0	13	1	9	0	0	10	1	17	1	0	19	54
Approach %	33.3	66.7	0.0	0.0		0.0	92.3	7.7	0.0		10.0	90.0	0.0	0.0		5.3	89.5	5.3	0.0		
Total %	7.4	14.8	0.0	0.0	22.2	0.0	22.2	1.9	0.0	24.1	1.9	16.7	0.0	0.0	18.5	1.9	31.5	1.9	0.0	35.2	
Exiting Leg Total	10					18					10					16					54

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

	Washington Street					High Street					Washington Street					High Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	1	0	0	1	0	4	0	0	4	0	1	0	0	1	1	3	0	0	4	10
7:15 AM	1	2	0	0	3	0	6	0	0	6	0	1	0	0	1	0	2	0	0	2	12
7:30 AM	1	0	0	0	1	0	0	0	0	0	1	1	0	0	2	0	4	1	0	5	8
7:45 AM	1	2	0	0	3	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	5
<b>Total Volume</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>35</b>
% Approach Total	37.5	62.5	0.0	0.0		0.0	100.0	0.0	0.0		25.0	75.0	0.0	0.0		8.3	83.3	8.3	0.0		
PHF	0.750	0.625	0.000	0.000	0.667	0.000	0.458	0.000	0.000	0.458	0.250	0.750	0.000	0.000	0.500	0.250	0.625	0.250	0.000	0.600	0.729
Entering Leg	3	5	0	0	8	0	11	0	0	11	1	3	0	0	4	1	10	1	0	12	35
Exiting Leg	4					11					6					14					35
<b>Total</b>	<b>12</b>					<b>22</b>					<b>10</b>					<b>26</b>					<b>70</b>

PDI File #: **217946 (1)**  
 Location: **N: Washington Street S: Washington Street**  
 Location: **E: High Street W: High Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Single-Unit Trucks**

	Washington Street					High Street					Washington Street					High Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	1	0	0	0	1	0	2	1	0	3	0	1	0	0	1	0	0	0	0	0	5
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	3	3
7:30 AM	0	2	1	0	3	1	1	4	0	6	0	3	0	0	3	0	4	2	0	6	18
7:45 AM	0	0	0	0	0	1	6	1	0	8	0	2	2	0	4	0	2	1	0	3	15
<b>Total</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>41</b>
8:00 AM	1	1	0	0	2	0	2	0	0	2	0	1	0	0	1	1	1	1	0	3	8
8:15 AM	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	1	2	1	0	4	10
8:30 AM	2	0	0	0	2	0	0	1	0	1	1	1	0	0	2	0	2	1	0	3	8
8:45 AM	2	2	0	0	4	1	1	2	0	4	0	4	0	0	4	0	0	1	0	1	13
<b>Total</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>39</b>
Grand Total	6	6	1	0	13	3	17	9	0	29	1	12	2	0	15	3	12	8	0	23	80
Approach %	46.2	46.2	7.7	0.0		10.3	58.6	31.0	0.0		6.7	80.0	13.3	0.0		13.0	52.2	34.8	0.0		
Total %	7.5	7.5	1.3	0.0	16.3	3.8	21.3	11.3	0.0	36.3	1.3	15.0	2.5	0.0	18.8	3.8	15.0	10.0	0.0	28.8	
Exiting Leg Total	23					14					18					25					80

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

	Washington Street					High Street					Washington Street					High Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:30 AM	0	2	1	0	3	1	1	4	0	6	0	3	0	0	3	0	4	2	0	6	18
7:45 AM	0	0	0	0	0	1	6	1	0	8	0	2	2	0	4	0	2	1	0	3	15
8:00 AM	1	1	0	0	2	0	2	0	0	2	0	1	0	0	1	1	1	1	0	3	8
8:15 AM	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	1	2	1	0	4	10
Total Volume	1	4	1	0	6	2	14	5	0	21	0	6	2	0	8	2	9	5	0	16	51
% Approach Total	16.7	66.7	16.7	0.0		9.5	66.7	23.8	0.0		0.0	75.0	25.0	0.0		12.5	56.3	31.3	0.0		
PHF	0.250	0.500	0.250	0.000	0.500	0.500	0.583	0.313	0.000	0.656	0.000	0.500	0.250	0.000	0.500	0.500	0.563	0.625	0.000	0.667	0.708
Entering Leg	1	4	1	0	6	2	14	5	0	21	0	6	2	0	8	2	9	5	0	16	51
Exiting Leg	13					10					11					17					51
Total	19					31					19					33					102

PDI File #: **217946 (1)**  
 Location: **N: Washington Street S: Washington Street**  
 Location: **E: High Street W: High Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Articulated Trucks**

	Washington Street					High Street					Washington Street					High Street					Total		
	from North					from East					from South					from West							
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total			
7:00 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1		
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>5</b>		
8:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	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		
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	2	0	0	2	0	0	0	0	0	2		
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>4</b>		
Grand Total	1	0	0	0	1	0	2	0	0	2	0	4	0	0	4	0	1	1	0	2	9		
Approach %	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	50.0	50.0	0.0				
Total %	11.1	0.0	0.0	0.0	11.1	0.0	22.2	0.0	0.0	22.2	0.0	44.4	0.0	0.0	44.4	0.0	11.1	11.1	0.0	22.2			
Exiting Leg Total						5					1					0					3		9

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

	Washington Street					High Street					Washington Street					High Street					Total		
	from North					from East					from South					from West							
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total			
7:00 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1		
Total Volume	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	0	1	0	0	1	5		
% Approach 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	100.0	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	0.500	0.000	0.000	0.500	0.000	0.250	0.000	0.000	0.250	0.625		
Entering Leg	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	0	1	0	0	1	5		
Exiting Leg						2					1					0					2		5
Total						2					3					2					3		10

PDI File #: 217946 (1)  
 Location: N: Washington Street S: Washington Street  
 Location: E: High Street W: High Street  
 City, State: Dedham, MA  
 Client: BETA/ J. Curewitz  
 Site Code: 7588  
 Count Date: Wednesday, May 19, 2021  
 Start Time: 7:00 AM  
 End Time: 9:00 AM  
 Class:



**Bicycles (on Roadway and Crosswalks)**

	Washington Street								High Street								Washington Street								High Street								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2		
7:15 AM	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	0	0	2		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	2		
<b>Total</b>	0	1	0	0	0	0	1	0	2	0	0	0	0	2	1	2	0	0	0	0	0	3	0	1	0	0	0	0	0	1	7		
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		
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	1	0	0	0	0	1	2	2		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	1	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	0	0		
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	1	2	4		
<b>Grand Total</b>	0	1	0	0	0	0	1	0	2	0	0	0	1	3	1	3	0	0	0	0	0	4	0	2	0	0	0	0	1	3	11		
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		0.0	66.7	0.0	0.0	0.0	33.3		25.0	75.0	0.0	0.0	0.0	0.0		0.0	66.7	0.0	0.0	0.0	33.3						
Total %	0.0	9.1	0.0	0.0	0.0	0.0	9.1	0.0	18.2	0.0	0.0	0.0	9.1	27.3	9.1	27.3	0.0	0.0	0.0	0.0	36.4	0.0	18.2	0.0	0.0	0.0	9.1	27.3					
Exiting Leg Total	3							4							1							3							11				

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

7:00 AM	Washington Street								High Street								Washington Street								High Street								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2		
7:15 AM	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	0	0	2		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	2		
<b>Total Volume</b>	0	1	0	0	0	0	1	0	2	0	0	0	0	2	1	2	0	0	0	0	0	3	0	1	0	0	0	0	0	1	7		
% 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		33.3	66.7	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0						
PHF	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.250	0.250	0.500	0.000	0.000	0.000	0.000	0.750	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.875					
Entering Leg	0	1	0	0	0	0	1	0	2	0	0	0	0	2	1	2	0	0	0	0	3	0	1	0	0	0	0	0	1	7			
Exiting Leg	2							2							1							2							7				
<b>Total</b>	3							4							4							3							14				

PDI File #: **217946 (1)**  
 Location: **N: Washington Street S: Washington Street**  
 Location: **E: High Street W: High Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Pedestrians**

	Washington Street								High Street								Washington Street								High Street								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	1	1	2		0	0	0	0	1	0	1		0	0	0	0	1	0	1		0	0	0	0	0	1	1		5
7:15 AM	0	0	0	0	0	3	3		0	0	0	0	1	1	2		0	0	0	0	1	2	3		0	0	0	0	1	1	2		10
7:30 AM	0	0	0	0	1	2	3		0	0	0	0	1	0	1		0	0	0	0	5	4	9		0	0	0	0	2	2	4		17
7:45 AM	0	0	0	0	4	2	6		0	0	0	0	5	2	7		0	0	0	0	2	0	2		0	0	0	0	0	0	0		15
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>8</b>	<b>14</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>3</b>	<b>11</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>6</b>	<b>15</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>7</b>		<b>47</b>
8:00 AM	0	0	0	0	4	1	5		0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	1	0	1		6
8:15 AM	0	0	0	0	3	3	6		0	0	0	0	3	4	7		0	0	0	0	1	4	5		0	0	0	0	2	1	3		21
8:30 AM	0	0	0	0	2	4	6		0	0	0	0	1	2	3		0	0	0	0	2	4	6		0	0	0	0	3	1	4		19
8:45 AM	0	0	0	0	2	0	2		0	0	0	0	5	4	9		0	0	0	0	1	13	14		0	0	0	0	1	2	3		28
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>8</b>	<b>19</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>10</b>	<b>19</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>21</b>	<b>25</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>4</b>	<b>11</b>		<b>74</b>
Grand Total	0	0	0	0	17	16	33		0	0	0	0	17	13	30		0	0	0	0	13	27	40		0	0	0	0	10	8	18		121
Approach %	0	0	0	0	51.5	48.5			0	0	0	0	56.7	43.3			0	0	0	0	32.5	67.5			0	0	0	0	55.6	44.4			
Total %	0	0	0	0	14	13.2	27.3		0	0	0	0	14	10.7	24.8		0	0	0	0	10.7	22.3	33.1		0	0	0	0	8.26	6.61	14.9		
Exiting Leg Total	33								30								40								18	121							

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

	Washington Street								High Street								Washington Street								High Street								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
8:00 AM	0	0	0	0	4	1	5		0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	1	0	1		6
8:15 AM	0	0	0	0	3	3	6		0	0	0	0	3	4	7		0	0	0	0	1	4	5		0	0	0	0	2	1	3		21
8:30 AM	0	0	0	0	2	4	6		0	0	0	0	1	2	3		0	0	0	0	2	4	6		0	0	0	0	3	1	4		19
8:45 AM	0	0	0	0	2	0	2		0	0	0	0	5	4	9		0	0	0	0	1	13	14		0	0	0	0	1	2	3		28
Total Volume	0	0	0	0	11	8	19		0	0	0	0	9	10	19		0	0	0	0	4	21	25		0	0	0	0	7	4	11		74
% Approach Total	0.0	0.0	0.0	0.0	57.9	42.1			0.0	0.0	0.0	0.0	47.4	52.6			0.0	0.0	0.0	0.0	16.0	84.0			0.0	0.0	0.0	0.0	63.6	36.4			
PHF	0.000	0.000	0.000	0.000	0.688	0.500	0.792		0.000	0.000	0.000	0.000	0.450	0.625	0.528		0.000	0.000	0.000	0.000	0.500	0.404	0.446		0.000	0.000	0.000	0.000	0.583	0.500	0.688		0.661
Entering Leg	0	0	0	0	11	8	19		0	0	0	0	9	10	19		0	0	0	0	4	21	25		0	0	0	0	7	4	11		74
Exiting Leg	19								19								25								11	74							
<b>Total</b>	<b>38</b>								<b>38</b>								<b>50</b>								<b>22</b>	<b>148</b>							

PDI File #: **217946 (1)**  
 Location: **N: Washington Street S: Washington Street**  
 Location: **E: High Street W: High Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Cars and Heavy Vehicles (Combined)**

	Washington Street					High Street					Washington Street					High Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	32	76	2	0	110	14	72	16	0	102	12	53	10	0	75	5	102	31	0	138	425
4:15 PM	34	77	3	0	114	2	82	17	0	101	22	45	10	0	77	7	104	26	0	137	429
4:30 PM	34	80	4	0	118	9	86	18	0	113	13	58	8	0	79	7	124	29	0	160	470
4:45 PM	32	74	3	0	109	9	73	16	0	98	8	41	5	0	54	8	125	29	0	162	423
<b>Total</b>	132	307	12	0	451	34	313	67	0	414	55	197	33	0	285	27	455	115	0	597	1747
5:00 PM	38	76	3	0	117	10	82	13	0	105	10	52	5	0	67	5	122	22	0	149	438
5:15 PM	34	69	2	0	105	6	75	15	0	96	9	42	14	0	65	12	123	24	0	159	425
5:30 PM	24	86	2	0	112	4	90	10	0	104	9	57	10	0	76	12	113	26	0	151	443
5:45 PM	31	59	5	0	95	7	88	11	0	106	11	40	13	0	64	7	119	29	0	155	420
<b>Total</b>	127	290	12	0	429	27	335	49	0	411	39	191	42	0	272	36	477	101	0	614	1726
Grand Total	259	597	24	0	880	61	648	116	0	825	94	388	75	0	557	63	932	216	0	1211	3473
Approach %	29.4	67.8	2.7	0.0		7.4	78.5	14.1	0.0		16.9	69.7	13.5	0.0		5.2	77.0	17.8	0.0		
Total %	7.5	17.2	0.7	0.0	25.3	1.8	18.7	3.3	0.0	23.8	2.7	11.2	2.2	0.0	16.0	1.8	26.8	6.2	0.0	34.9	
Exiting Leg Total					665					1050					776					982	3473
Cars	258	587	24	0	869	60	632	113	0	805	94	380	75	0	549	63	920	212	0	1195	3418
% Cars	99.6	98.3	100.0	0.0	98.8	98.4	97.5	97.4	0.0	97.6	100.0	97.9	100.0	0.0	98.6	100.0	98.7	98.1	0.0	98.7	98.4
Exiting Leg Total					652					1038					763					965	3418
Heavy Vehicles	1	10	0	0	11	1	16	3	0	20	0	8	0	0	8	0	12	4	0	16	55
% Heavy Vehicles	0.4	1.7	0.0	0.0	1.3	1.6	2.5	2.6	0.0	2.4	0.0	2.1	0.0	0.0	1.4	0.0	1.3	1.9	0.0	1.3	1.6
Exiting Leg Total					13					12					13					17	55

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

	Washington Street					High Street					Washington Street					High Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:15 PM	34	77	3	0	114	2	82	17	0	101	22	45	10	0	77	7	104	26	0	137	429
4:30 PM	34	80	4	0	118	9	86	18	0	113	13	58	8	0	79	7	124	29	0	160	470
4:45 PM	32	74	3	0	109	9	73	16	0	98	8	41	5	0	54	8	125	29	0	162	423
5:00 PM	38	76	3	0	117	10	82	13	0	105	10	52	5	0	67	5	122	22	0	149	438
Total Volume	138	307	13	0	458	30	323	64	0	417	53	196	28	0	277	27	475	106	0	608	1760
% Approach Total	30.1	67.0	2.8	0.0		7.2	77.5	15.3	0.0		19.1	70.8	10.1	0.0		4.4	78.1	17.4	0.0		
PHF	0.908	0.959	0.813	0.000	0.970	0.750	0.939	0.889	0.000	0.923	0.602	0.845	0.700	0.000	0.877	0.844	0.950	0.914	0.000	0.938	0.936
Cars	138	300	13	0	451	29	315	63	0	407	53	192	28	0	273	27	468	103	0	598	1729
Cars %	100.0	97.7	100.0	0.0	98.5	96.7	97.5	98.4	0.0	97.6	100.0	98.0	100.0	0.0	98.6	100.0	98.5	97.2	0.0	98.4	98.2
Heavy Vehicles	0	7	0	0	7	1	8	1	0	10	0	4	0	0	4	0	7	3	0	10	31
Heavy Vehicles %	0.0	2.3	0.0	0.0	1.5	3.3	2.5	1.6	0.0	2.4	0.0	2.0	0.0	0.0	1.4	0.0	1.5	2.8	0.0	1.6	1.8
Cars Enter Leg	138	300	13	0	451	29	315	63	0	407	53	192	28	0	273	27	468	103	0	598	1729
Heavy Enter Leg	0	7	0	0	7	1	8	1	0	10	0	4	0	0	4	0	7	3	0	10	31
Total Entering Leg	138	307	13	0	458	30	323	64	0	417	53	196	28	0	277	27	475	106	0	608	1760
Cars Exiting Leg					324					534					390					481	1729
Heavy Exiting Leg					8					7					8					8	31
Total Exiting Leg					332					541					398					489	1760



PDI File #: **217946 (1)**  
 Location: **N: Washington Street S: Washington Street**  
 Location: **E: High Street W: High Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. CUREWITZ**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Cars**

	Washington Street					High Street					Washington Street					High Street					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
4:00 PM	31	75	2	0	108	14	68	15	0	97	12	51	10	0	73	5	100	31	0	136	414					
4:15 PM	34	74	3	0	111	2	78	17	0	97	22	44	10	0	76	7	103	24	0	134	418					
4:30 PM	34	79	4	0	117	9	84	18	0	111	13	57	8	0	78	7	124	29	0	160	466					
4:45 PM	32	72	3	0	107	9	72	15	0	96	8	40	5	0	53	8	124	29	0	161	417					
<b>Total</b>	<b>131</b>	<b>300</b>	<b>12</b>	<b>0</b>	<b>443</b>	<b>34</b>	<b>302</b>	<b>65</b>	<b>0</b>	<b>401</b>	<b>55</b>	<b>192</b>	<b>33</b>	<b>0</b>	<b>280</b>	<b>27</b>	<b>451</b>	<b>113</b>	<b>0</b>	<b>591</b>	<b>1715</b>					
5:00 PM	38	75	3	0	116	9	81	13	0	103	10	51	5	0	66	5	117	21	0	143	428					
5:15 PM	34	69	2	0	105	6	74	14	0	94	9	41	14	0	64	12	121	24	0	157	420					
5:30 PM	24	84	2	0	110	4	89	10	0	103	9	57	10	0	76	12	113	25	0	150	439					
5:45 PM	31	59	5	0	95	7	86	11	0	104	11	39	13	0	63	7	118	29	0	154	416					
<b>Total</b>	<b>127</b>	<b>287</b>	<b>12</b>	<b>0</b>	<b>426</b>	<b>26</b>	<b>330</b>	<b>48</b>	<b>0</b>	<b>404</b>	<b>39</b>	<b>188</b>	<b>42</b>	<b>0</b>	<b>269</b>	<b>36</b>	<b>469</b>	<b>99</b>	<b>0</b>	<b>604</b>	<b>1703</b>					
Grand Total	258	587	24	0	869	60	632	113	0	805	94	380	75	0	549	63	920	212	0	1195	3418					
Approach %	29.7	67.5	2.8	0.0		7.5	78.5	14.0	0.0		17.1	69.2	13.7	0.0		5.3	77.0	17.7	0.0							
Total %	7.5	17.2	0.7	0.0	25.4	1.8	18.5	3.3	0.0	23.6	2.8	11.1	2.2	0.0	16.1	1.8	26.9	6.2	0.0	35.0						
Exiting Leg Total						652					1038					763					965					3418

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

	Washington Street					High Street					Washington Street					High Street					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
4:30 PM	34	79	4	0	117	9	84	18	0	111	13	57	8	0	78	7	124	29	0	160	466					
4:45 PM	32	72	3	0	107	9	72	15	0	96	8	40	5	0	53	8	124	29	0	161	417					
5:00 PM	38	75	3	0	116	9	81	13	0	103	10	51	5	0	66	5	117	21	0	143	428					
5:15 PM	34	69	2	0	105	6	74	14	0	94	9	41	14	0	64	12	121	24	0	157	420					
<b>Total Volume</b>	<b>138</b>	<b>295</b>	<b>12</b>	<b>0</b>	<b>445</b>	<b>33</b>	<b>311</b>	<b>60</b>	<b>0</b>	<b>404</b>	<b>40</b>	<b>189</b>	<b>32</b>	<b>0</b>	<b>261</b>	<b>32</b>	<b>486</b>	<b>103</b>	<b>0</b>	<b>621</b>	<b>1731</b>					
% Approach Total	31.0	66.3	2.7	0.0		8.2	77.0	14.9	0.0		15.3	72.4	12.3	0.0		5.2	78.3	16.6	0.0							
PHF	0.908	0.934	0.750	0.000	0.951	0.917	0.926	0.833	0.000	0.910	0.769	0.829	0.571	0.000	0.837	0.667	0.980	0.888	0.000	0.964	0.929					
Entering Leg	138	295	12	0	445	33	311	60	0	404	40	189	32	0	261	32	486	103	0	621	1731					
Exiting Leg						325					538					387					481					1731
<b>Total</b>						770					942					648					1102					3462

PDI File #: 217946 (1)  
 Location: N: Washington Street S: Washington Street  
 Location: E: High Street W: High Street  
 City, State: Dedham, MA  
 Client: BETA/ J. CUREWITZ  
 Site Code: 7588  
 Count Date: Wednesday, May 19, 2021  
 Start Time: 4:00 PM  
 End Time: 6:00 PM



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

	Washington Street					High Street					Washington Street					High Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	1	1	0	0	2	0	4	1	0	5	0	2	0	0	2	0	2	0	0	2	11
4:15 PM	0	3	0	0	3	0	4	0	0	4	0	1	0	0	1	0	1	2	0	3	11
4:30 PM	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	4
4:45 PM	0	2	0	0	2	0	1	1	0	2	0	1	0	0	1	0	1	0	0	1	6
Total	1	7	0	0	8	0	11	2	0	13	0	5	0	0	5	0	4	2	0	6	32
5:00 PM	0	1	0	0	1	1	1	0	0	2	0	1	0	0	1	0	5	1	0	6	10
5:15 PM	0	0	0	0	0	0	1	1	0	2	0	1	0	0	1	0	2	0	0	2	5
5:30 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	4
5:45 PM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	4
Total	0	3	0	0	3	1	5	1	0	7	0	3	0	0	3	0	8	2	0	10	23
Grand Total	1	10	0	0	11	1	16	3	0	20	0	8	0	0	8	0	12	4	0	16	55
Approach %	9.1	90.9	0.0	0.0		5.0	80.0	15.0	0.0		0.0	100.0	0.0	0.0		0.0	75.0	25.0	0.0		
Total %	1.8	18.2	0.0	0.0	20.0	1.8	29.1	5.5	0.0	36.4	0.0	14.5	0.0	0.0	14.5	0.0	21.8	7.3	0.0	29.1	
Exiting Leg Total	13					12					13					17					55
Buses	0	6	0	0	6	0	2	1	0	3	0	6	0	0	6	0	4	0	0	4	19
% Buses	0.0	60.0	0.0	0.0	54.5	0.0	12.5	33.3	0.0	15.0	0.0	75.0	0.0	0.0	75.0	0.0	33.3	0.0	0.0	25.0	34.5
Exiting Leg Total	6					4					7					2					19
Single-Unit Trucks	1	4	0	0	5	1	13	2	0	16	0	2	0	0	2	0	7	4	0	11	34
% Single-Unit	100.0	40.0	0.0	0.0	45.5	100.0	81.3	66.7	0.0	80.0	0.0	25.0	0.0	0.0	25.0	0.0	58.3	100.0	0.0	68.8	61.8
Exiting Leg Total	7					7					6					14					34
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	6.3	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3	0.0	0.0	6.3	3.6
Exiting Leg Total	0					1					0					1					2

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

	Washington Street					High Street					Washington Street					High Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	1	1	0	0	2	0	4	1	0	5	0	2	0	0	2	0	2	0	0	2	11
4:15 PM	0	3	0	0	3	0	4	0	0	4	0	1	0	0	1	0	1	2	0	3	11
4:30 PM	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	4
4:45 PM	0	2	0	0	2	0	1	1	0	2	0	1	0	0	1	0	1	0	0	1	6
Total Volume	1	7	0	0	8	0	11	2	0	13	0	5	0	0	5	0	4	2	0	6	32
% Approach Total	12.5	87.5	0.0	0.0		0.0	84.6	15.4	0.0		0.0	100.0	0.0	0.0		0.0	66.7	33.3	0.0		
PHF	0.250	0.583	0.000	0.000	0.667	0.000	0.688	0.500	0.000	0.650	0.000	0.625	0.000	0.000	0.625	0.000	0.500	0.250	0.000	0.500	0.727
Buses	0	4	0	0	4	0	1	1	0	2	0	3	0	0	3	0	1	0	0	1	10
Buses %	0.0	57.1	0.0	0.0	50.0	0.0	9.1	50.0	0.0	15.4	0.0	60.0	0.0	0.0	60.0	0.0	25.0	0.0	0.0	16.7	31.3
Single-Unit Trucks	1	3	0	0	4	0	9	1	0	10	0	2	0	0	2	0	2	2	0	4	20
Single-Unit %	100.0	42.9	0.0	0.0	50.0	0.0	81.8	50.0	0.0	76.9	0.0	40.0	0.0	0.0	40.0	0.0	50.0	100.0	0.0	66.7	62.5
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	9.1	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	16.7	6.3
Buses	0	4	0	0	4	0	1	1	0	2	0	3	0	0	3	0	1	0	0	1	10
Single-Unit Trucks	1	3	0	0	4	0	9	1	0	10	0	2	0	0	2	0	2	2	0	4	20
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total Entering Leg	1	7	0	0	8	0	11	2	0	13	0	5	0	0	5	0	4	2	0	6	32
Buses	3					1					5					1					10
Single-Unit Trucks	4					2					4					10					20
Articulated Trucks	0					1					0					1					2
Total Exiting Leg	7					4					9					12					32

PDI File #: **217946 (1)**  
 Location: **N: Washington Street S: Washington Street**  
 Location: **E: High Street W: High Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Buses**

	Washington Street					High Street					Washington Street					High Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	4
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
4:45 PM	0	1	0	0	1	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	3
<b>Total</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>10</b>
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>9</b>
Grand Total	0	6	0	0	6	0	2	1	0	3	0	6	0	0	6	0	4	0	0	4	19
Approach %	0.0	100.0	0.0	0.0		0.0	66.7	33.3	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	31.6	0.0	0.0	31.6	0.0	10.5	5.3	0.0	15.8	0.0	31.6	0.0	0.0	31.6	0.0	21.1	0.0	0.0	21.1	
Exiting Leg Total	6					4					7					2					19

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

	Washington Street					High Street					Washington Street					High Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
4:45 PM	0	1	0	0	1	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
Total Volume	0	3	0	0	3	0	1	1	0	2	0	3	0	0	3	0	3	0	0	3	11
% Approach Total	0.0	100.0	0.0	0.0		0.0	50.0	50.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.750	0.000	0.000	0.750	0.000	0.250	0.250	0.000	0.250	0.000	0.750	0.000	0.000	0.750	0.000	0.375	0.000	0.000	0.375	0.688
Entering Leg	0	3	0	0	3	0	1	1	0	2	0	3	0	0	3	0	3	0	0	3	11
Exiting Leg	3					3					4					1					11
Total	6					5					7					4					22

PDI File #: **217946 (1)**  
 Location: **N: Washington Street S: Washington Street**  
 Location: **E: High Street W: High Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Single-Unit Trucks**

	Washington Street					High Street					Washington Street					High Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	1	0	0	0	1	0	4	1	0	5	0	0	0	0	0	0	1	0	0	1	7
4:15 PM	0	2	0	0	2	0	4	0	0	4	0	1	0	0	1	0	0	2	0	2	9
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
<b>Total</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>20</b>
5:00 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	3	1	0	4	6
5:15 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	3
5:30 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	3
5:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>14</b>
Grand Total	1	4	0	0	5	1	13	2	0	16	0	2	0	0	2	0	7	4	0	11	34
Approach %	20.0	80.0	0.0	0.0		6.3	81.3	12.5	0.0		0.0	100.0	0.0	0.0		0.0	63.6	36.4	0.0		
Total %	2.9	11.8	0.0	0.0	14.7	2.9	38.2	5.9	0.0	47.1	0.0	5.9	0.0	0.0	5.9	0.0	20.6	11.8	0.0	32.4	
Exiting Leg Total	7					7					6					14					34

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

	Washington Street					High Street					Washington Street					High Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	1	0	0	0	1	0	4	1	0	5	0	0	0	0	0	0	1	0	0	1	7
4:15 PM	0	2	0	0	2	0	4	0	0	4	0	1	0	0	1	0	0	2	0	2	9
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
<b>Total Volume</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>20</b>
% Approach Total	25.0	75.0	0.0	0.0		0.0	90.0	10.0	0.0		0.0	100.0	0.0	0.0		0.0	50.0	50.0	0.0		
PHF	0.250	0.375	0.000	0.000	0.500	0.000	0.563	0.250	0.000	0.500	0.000	0.500	0.000	0.000	0.500	0.000	0.500	0.250	0.000	0.500	0.556
Entering Leg	1	3	0	0	4	0	9	1	0	10	0	2	0	0	2	0	2	2	0	4	20
Exiting Leg	4					2					4					10					20
<b>Total</b>	<b>8</b>					<b>12</b>					<b>6</b>					<b>14</b>					<b>40</b>

PDI File #: **217946 (1)**  
 Location: **N: Washington Street S: Washington Street**  
 Location: **E: High Street W: High Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Articulated Trucks**

	Washington Street					High Street					Washington Street					High Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	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	1	0	0	0	0	0	0	1	0	0	1	2
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	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	
Exiting Leg Total	0					1					0					1					2

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

	Washington Street					High Street					Washington Street					High Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	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	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.500
Entering Leg	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Exiting Leg	0					1					0					1					2
<b>Total</b>	0					2					0					2					4

PDI File #: 217946 (1)  
 Location: N: Washington Street S: Washington Street  
 Location: E: High Street W: High Street  
 City, State: Dedham, MA  
 Client: BETA/ J. Curewitz  
 Site Code: 7588  
 Count Date: Wednesday, May 19, 2021  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



**Bicycles (on Roadway and Crosswalks)**

	Washington Street								High Street								Washington Street								High Street								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	6	0	0	0	0	0	0	0	0	6	
4:15 PM	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	1		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1			
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	7	1	0	0	0	0	0	1			
5:00 PM	0	0	1	0	0	0	1	1	1	0	0	0	0	1	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1			
5:15 PM	0	1	0	0	0	0	1	2	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1			
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	1			
5:45 PM	0	1	0	0	0	0	1	1	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
<b>Total</b>	0	2	1	0	0	0	1	4	2	0	0	0	3	1	6	0	1	0	0	0	0	0	1	1	2	0	0	0	0	3			
Grand Total	0	2	1	0	0	0	1	4	2	0	0	0	3	1	6	0	1	0	0	0	3	4	8	2	2	0	0	0	0	4			
Approach %	0.0	50.0	25.0	0.0	0.0	25.0			33.3	0.0	0.0	0.0	50.0	16.7		0.0	12.5	0.0	0.0	37.5	50.0		50.0	50.0	0.0	0.0	0.0	0.0					
Total %	0.0	9.1	4.5	0.0	0.0	4.5	18.2		9.1	0.0	0.0	0.0	13.6	4.5	27.3	0.0	4.5	0.0	0.0	13.6	18.2	36.4	9.1	9.1	0.0	0.0	0.0	0.0	18.2				
Exiting Leg Total	4								7								11								0	22							

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

	Washington Street								High Street								Washington Street								High Street								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
5:00 PM	0	0	1	0	0	0	1	1	1	0	0	0	0	1	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1			
5:15 PM	0	1	0	0	0	0	1	2	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1			
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	1			
5:45 PM	0	1	0	0	0	0	1	1	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
<b>Total Volume</b>	0	2	1	0	0	0	1	4	2	0	0	0	3	1	6	0	1	0	0	0	0	0	1	1	2	0	0	0	0	3			
% Approach Total	0.0	50.0	25.0	0.0	0.0	25.0			33.3	0.0	0.0	0.0	50.0	16.7		0.0	100.0	0.0	0.0	0.0	0.0		33.3	66.7	0.0	0.0	0.0	0.0					
PHF	0.000	0.500	0.250	0.000	0.000	0.250	0.500		0.500	0.000	0.000	0.000	0.250	0.250	0.500	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.250	0.500	0.000	0.000	0.000	0.000	0.750				
Entering Leg	0	2	1	0	0	0	1	4	2	0	0	0	3	1	6	0	1	0	0	0	0	0	1	1	2	0	0	0	0	3			
Exiting Leg	4								7								3								0	14							
<b>Total</b>	8								13								4								3	28							

PDI File #: 217946 (1)  
 Location: N: Washington Street S: Washington Street  
 Location: E: High Street W: High Street  
 City, State: Dedham, MA  
 Client: BETA/ J. Curewitz  
 Site Code: 7588  
 Count Date: Wednesday, May 19, 2021  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



**Pedestrians**

	Washington Street								High Street								Washington Street								High Street								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	6	2	8		0	0	0	0	1	2	3		0	0	0	0	2	4	6		0	0	0	0	1	0	1		18
4:15 PM	0	0	0	0	2	1	3		0	0	0	0	1	2	3		0	0	0	0	3	1	4		0	0	0	0	0	2	2		12
4:30 PM	0	0	0	0	2	5	7		0	0	0	0	3	1	4		0	0	0	0	1	1	2		0	0	0	0	0	2	2		15
4:45 PM	0	0	0	0	5	6	11		0	0	0	0	5	3	8		0	0	0	0	4	3	7		0	0	0	0	1	2	3		29
<b>Total</b>	0	0	0	0	15	14	29		0	0	0	0	10	8	18		0	0	0	0	10	9	19		0	0	0	0	2	6	8		74
5:00 PM	0	0	0	0	3	4	7		0	0	0	0	1	3	4		0	0	0	0	1	3	4		0	0	0	0	0	0	0		15
5:15 PM	0	0	0	0	2	2	4		0	0	0	0	1	5	6		0	0	0	0	4	1	5		0	0	0	0	0	0	0		15
5:30 PM	0	0	0	0	3	1	4		0	0	0	0	3	3	6		0	0	0	0	3	3	6		0	0	0	0	0	0	0		16
5:45 PM	0	0	0	0	3	5	8		0	0	0	0	0	4	4		0	0	0	0	5	2	7		0	0	0	0	1	3	4		23
<b>Total</b>	0	0	0	0	11	12	23		0	0	0	0	5	15	20		0	0	0	0	13	9	22		0	0	0	0	1	3	4		69
Grand Total	0	0	0	0	26	26	52		0	0	0	0	15	23	38		0	0	0	0	23	18	41		0	0	0	0	3	9	12		143
Approach %	0	0	0	0	50	50		0	0	0	0	39.5	60.5		0	0	0	0	56.1	43.9		0	0	0	0	25	75						
Total %	0	0	0	0	18.2	18.2	36.4		0	0	0	0	10.5	16.1	26.6		0	0	0	0	16.1	12.6	28.7		0	0	0	0	2.1	6.29	8.39		
Exiting Leg Total	52								38								41								12	143							

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

	Washington Street								High Street								Washington Street								High Street								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:45 PM	0	0	0	0	5	6	11		0	0	0	0	5	3	8		0	0	0	0	4	3	7		0	0	0	0	1	2	3		29
5:00 PM	0	0	0	0	3	4	7		0	0	0	0	1	3	4		0	0	0	0	1	3	4		0	0	0	0	0	0	0		15
5:15 PM	0	0	0	0	2	2	4		0	0	0	0	1	5	6		0	0	0	0	4	1	5		0	0	0	0	0	0	0		15
5:30 PM	0	0	0	0	3	1	4		0	0	0	0	3	3	6		0	0	0	0	3	3	6		0	0	0	0	0	0	0		16
Total Volume	0	0	0	0	13	13	26		0	0	0	0	10	14	24		0	0	0	0	12	10	22		0	0	0	0	1	2	3		75
% Approach Total	0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	41.7	58.3		0.0	0.0	0.0	0.0	54.5	45.5		0.0	0.0	0.0	0.0	33.3	66.7						
PHF	0.000	0.000	0.000	0.000	0.650	0.542	0.591		0.000	0.000	0.000	0.000	0.500	0.700	0.750		0.000	0.000	0.000	0.000	0.750	0.833	0.786		0.000	0.000	0.000	0.000	0.250	0.250	0.250		0.647
Entering Leg	0	0	0	0	13	13	26		0	0	0	0	10	14	24		0	0	0	0	12	10	22		0	0	0	0	1	2	3		75
Exiting Leg	26								24								22								3	75							
<b>Total</b>	52								48								44								6	150							

PDI File #: **217946 (2)**  
 Location: **S: Eastern Avenue**  
 Location: **E: High Street W: High Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Cars and Heavy Vehicles (Combined)**

	High Street				Eastern Avenue				High Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	67	24	0	91	11	24	0	35	15	50	0	65	191
7:15 AM	71	24	0	95	18	13	0	31	20	44	0	64	190
7:30 AM	114	30	0	144	17	15	0	32	28	68	0	96	272
7:45 AM	102	36	0	138	16	27	0	43	23	55	0	78	259
<b>Total</b>	<b>354</b>	<b>114</b>	<b>0</b>	<b>468</b>	<b>62</b>	<b>79</b>	<b>0</b>	<b>141</b>	<b>86</b>	<b>217</b>	<b>0</b>	<b>303</b>	<b>912</b>
8:00 AM	88	28	0	116	24	26	0	50	32	63	0	95	261
8:15 AM	100	42	0	142	27	34	0	61	33	61	0	94	297
8:30 AM	84	32	0	116	23	32	0	55	30	54	0	84	255
8:45 AM	69	33	1	103	27	23	0	50	46	78	0	124	277
<b>Total</b>	<b>341</b>	<b>135</b>	<b>1</b>	<b>477</b>	<b>101</b>	<b>115</b>	<b>0</b>	<b>216</b>	<b>141</b>	<b>256</b>	<b>0</b>	<b>397</b>	<b>1090</b>
Grand Total	695	249	1	945	163	194	0	357	227	473	0	700	2002
Approach %	73.5	26.3	0.1		45.7	54.3	0.0		32.4	67.6	0.0		
Total %	34.7	12.4	0.0	47.2	8.1	9.7	0.0	17.8	11.3	23.6	0.0	35.0	
Exiting Leg Total				637				476				889	2002
Cars	663	241	1	905	153	185	0	338	219	449	0	668	1911
% Cars	95.4	96.8	100.0	95.8	93.9	95.4	0.0	94.7	96.5	94.9	0.0	95.4	95.5
Exiting Leg Total				603				460				848	1911
Heavy Vehicles	32	8	0	40	10	9	0	19	8	24	0	32	91
% Heavy Vehicles	4.6	3.2	0.0	4.2	6.1	4.6	0.0	5.3	3.5	5.1	0.0	4.6	4.5
Exiting Leg Total				34				16				41	91

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

	High Street				Eastern Avenue				High Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
8:00 AM	88	28	0	116	24	26	0	50	32	63	0	95	261
8:15 AM	100	42	0	142	27	34	0	61	33	61	0	94	297
8:30 AM	84	32	0	116	23	32	0	55	30	54	0	84	255
8:45 AM	69	33	1	103	27	23	0	50	46	78	0	124	277
<b>Total Volume</b>	<b>341</b>	<b>135</b>	<b>1</b>	<b>477</b>	<b>101</b>	<b>115</b>	<b>0</b>	<b>216</b>	<b>141</b>	<b>256</b>	<b>0</b>	<b>397</b>	<b>1090</b>
% Approach Total	71.5	28.3	0.2		46.8	53.2	0.0		35.5	64.5	0.0		
PHF	0.853	0.804	0.250	0.840	0.935	0.846	0.000	0.885	0.766	0.821	0.000	0.800	0.918
Cars	336	133	1	470	93	108	0	201	138	247	0	385	1056
Cars %	98.5	98.5	100.0	98.5	92.1	93.9	0.0	93.1	97.9	96.5	0.0	97.0	96.9
Heavy Vehicles	5	2	0	7	8	7	0	15	3	9	0	12	34
Heavy Vehicles %	1.5	1.5	0.0	1.5	7.9	6.1	0.0	6.9	2.1	3.5	0.0	3.0	3.1
Cars Enter Leg	336	133	1	470	93	108	0	201	138	247	0	385	1056
Heavy Enter Leg	5	2	0	7	8	7	0	15	3	9	0	12	34
<b>Total Entering Leg</b>	<b>341</b>	<b>135</b>	<b>1</b>	<b>477</b>	<b>101</b>	<b>115</b>	<b>0</b>	<b>216</b>	<b>141</b>	<b>256</b>	<b>0</b>	<b>397</b>	<b>1090</b>
Cars Exiting Leg				341				271				444	1056
Heavy Exiting Leg				17				5				12	34
<b>Total Exiting Leg</b>				<b>358</b>				<b>276</b>				<b>456</b>	<b>1090</b>



PDI File #: **217946 (2)**  
 Location: **S: Eastern Avenue**  
 Location: **E: High Street W: High Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Cars**

	High Street				Eastern Avenue				High Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	61	21	0	82	11	22	0	33	14	48	0	62	177
7:15 AM	66	24	0	90	18	13	0	31	18	43	0	61	182
7:30 AM	106	29	0	135	16	15	0	31	27	59	0	86	252
7:45 AM	94	34	0	128	15	27	0	42	22	52	0	74	244
<b>Total</b>	<b>327</b>	<b>108</b>	<b>0</b>	<b>435</b>	<b>60</b>	<b>77</b>	<b>0</b>	<b>137</b>	<b>81</b>	<b>202</b>	<b>0</b>	<b>283</b>	<b>855</b>
8:00 AM	88	27	0	115	21	24	0	45	31	62	0	93	253
8:15 AM	99	42	0	141	25	30	0	55	33	60	0	93	289
8:30 AM	82	31	0	113	23	32	0	55	28	54	0	82	250
8:45 AM	67	33	1	101	24	22	0	46	46	71	0	117	264
<b>Total</b>	<b>336</b>	<b>133</b>	<b>1</b>	<b>470</b>	<b>93</b>	<b>108</b>	<b>0</b>	<b>201</b>	<b>138</b>	<b>247</b>	<b>0</b>	<b>385</b>	<b>1056</b>
Grand Total	663	241	1	905	153	185	0	338	219	449	0	668	1911
Approach %	73.3	26.6	0.1		45.3	54.7	0.0		32.8	67.2	0.0		
Total %	34.7	12.6	0.1	47.4	8.0	9.7	0.0	17.7	11.5	23.5	0.0	35.0	
Exiting Leg Total				603				460				848	1911

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

	High Street				Eastern Avenue				High Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
8:00 AM	88	27	0	115	21	24	0	45	31	62	0	93	253
8:15 AM	99	42	0	141	25	30	0	55	33	60	0	93	289
8:30 AM	82	31	0	113	23	32	0	55	28	54	0	82	250
8:45 AM	67	33	1	101	24	22	0	46	46	71	0	117	264
<b>Total Volume</b>	<b>336</b>	<b>133</b>	<b>1</b>	<b>470</b>	<b>93</b>	<b>108</b>	<b>0</b>	<b>201</b>	<b>138</b>	<b>247</b>	<b>0</b>	<b>385</b>	<b>1056</b>
% Approach Total	71.5	28.3	0.2		46.3	53.7	0.0		35.8	64.2	0.0		
PHF	0.848	0.792	0.250	0.833	0.930	0.844	0.000	0.914	0.750	0.870	0.000	0.823	0.913
Entering Leg	336	133	1	470	93	108	0	201	138	247	0	385	1056
Exiting Leg				341				271				444	1056
<b>Total</b>				<b>811</b>				<b>472</b>				<b>829</b>	<b>2112</b>

PDI File #: **217946 (2)**  
 Location: **S: Eastern Avenue**  
 Location: **E: High Street W: High Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



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

	High Street				Eastern Avenue				High Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	6	3	0	9	0	2	0	2	1	2	0	3	14
7:15 AM	5	0	0	5	0	0	0	0	2	1	0	3	8
7:30 AM	8	1	0	9	1	0	0	1	1	9	0	10	20
7:45 AM	8	2	0	10	1	0	0	1	1	3	0	4	15
<b>Total</b>	<b>27</b>	<b>6</b>	<b>0</b>	<b>33</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>15</b>	<b>0</b>	<b>20</b>	<b>57</b>
8:00 AM	0	1	0	1	3	2	0	5	1	1	0	2	8
8:15 AM	1	0	0	1	2	4	0	6	0	1	0	1	8
8:30 AM	2	1	0	3	0	0	0	0	2	0	0	2	5
8:45 AM	2	0	0	2	3	1	0	4	0	7	0	7	13
<b>Total</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>15</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>12</b>	<b>34</b>
<b>Grand Total</b>	<b>32</b>	<b>8</b>	<b>0</b>	<b>40</b>	<b>10</b>	<b>9</b>	<b>0</b>	<b>19</b>	<b>8</b>	<b>24</b>	<b>0</b>	<b>32</b>	<b>91</b>
Approach %	80.0	20.0	0.0		52.6	47.4	0.0		25.0	75.0	0.0		
Total %	35.2	8.8	0.0	44.0	11.0	9.9	0.0	20.9	8.8	26.4	0.0	35.2	
Exiting Leg Total				34				16				41	91
Buses	11	0	0	11	1	1	0	2	3	15	0	18	31
% Buses	34.4	0.0	0.0	27.5	10.0	11.1	0.0	10.5	37.5	62.5	0.0	56.3	34.1
Exiting Leg Total				16				3				12	31
Single-Unit Trucks	19	7	0	26	7	8	0	15	4	9	0	13	54
% Single-Unit	59.4	87.5	0.0	65.0	70.0	88.9	0.0	78.9	50.0	37.5	0.0	40.6	59.3
Exiting Leg Total				16				11				27	54
Articulated Trucks	2	1	0	3	2	0	0	2	1	0	0	1	6
% Articulated	6.3	12.5	0.0	7.5	20.0	0.0	0.0	10.5	12.5	0.0	0.0	3.1	6.6
Exiting Leg Total				2				2				2	6

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

	High Street				Eastern Avenue				High Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	6	3	0	9	0	2	0	2	1	2	0	3	14
7:15 AM	5	0	0	5	0	0	0	0	2	1	0	3	8
7:30 AM	8	1	0	9	1	0	0	1	1	9	0	10	20
7:45 AM	8	2	0	10	1	0	0	1	1	3	0	4	15
<b>Total Volume</b>	<b>27</b>	<b>6</b>	<b>0</b>	<b>33</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>15</b>	<b>0</b>	<b>20</b>	<b>57</b>
% Approach Total	81.8	18.2	0.0		50.0	50.0	0.0		25.0	75.0	0.0		
PHF	0.844	0.500	0.000	0.825	0.500	0.250	0.000	0.500	0.625	0.417	0.000	0.500	0.713
Buses	10	0	0	10	0	0	0	0	3	8	0	11	21
Buses %	37.0	0.0	0.0	30.3	0.0	0.0	0.0	0.0	60.0	53.3	0.0	55.0	36.8
Single-Unit Trucks	15	5	0	20	1	2	0	3	1	7	0	8	31
Single-Unit %	55.6	83.3	0.0	60.6	50.0	100.0	0.0	75.0	20.0	46.7	0.0	40.0	54.4
Articulated Trucks	2	1	0	3	1	0	0	1	1	0	0	1	5
Articulated %	7.4	16.7	0.0	9.1	50.0	0.0	0.0	25.0	20.0	0.0	0.0	5.0	8.8
Buses	10	0	0	10	0	0	0	0	3	8	0	11	21
Single-Unit Trucks	15	5	0	20	1	2	0	3	1	7	0	8	31
Articulated Trucks	2	1	0	3	1	0	0	1	1	0	0	1	5
<b>Total Entering Leg</b>	<b>27</b>	<b>6</b>	<b>0</b>	<b>33</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>15</b>	<b>0</b>	<b>20</b>	<b>57</b>
Buses				8				3				10	21
Single-Unit Trucks				8				6				17	31
Articulated Trucks				1				2				2	5
<b>Total Exiting Leg</b>				<b>17</b>				<b>11</b>				<b>29</b>	<b>57</b>

PDI File #: **217946 (2)**  
 Location: **S: Eastern Avenue**  
 Location: **E: High Street W: High Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Buses**

	High Street				Eastern Avenue				High Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	4	0	0	4	0	0	0	0	1	2	0	3	7
7:15 AM	5	0	0	5	0	0	0	0	1	1	0	2	7
7:30 AM	0	0	0	0	0	0	0	0	1	4	0	5	5
7:45 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
<b>Total</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>11</b>	<b>21</b>
8:00 AM	0	0	0	0	1	1	0	2	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	7	0	7	7
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>10</b>
<b>Grand Total</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>15</b>	<b>0</b>	<b>18</b>	<b>31</b>
Approach %	100.0	0.0	0.0		50.0	50.0	0.0		16.7	83.3	0.0		
Total %	35.5	0.0	0.0	35.5	3.2	3.2	0.0	6.5	9.7	48.4	0.0	58.1	
Exiting Leg Total				16				3				12	31

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

7:00 AM	High Street				Eastern Avenue				High Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	4	0	0	4	0	0	0	0	1	2	0	3	7
7:15 AM	5	0	0	5	0	0	0	0	1	1	0	2	7
7:30 AM	0	0	0	0	0	0	0	0	1	4	0	5	5
7:45 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
<b>Total Volume</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>11</b>	<b>21</b>
<b>% Approach Total</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>27.3</b>	<b>72.7</b>	<b>0.0</b>		
PHF	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.750	0.500	0.000	0.550	0.750
Entering Leg	10	0	0	10	0	0	0	0	3	8	0	11	21
Exiting Leg				8				3				10	21
<b>Total</b>				<b>18</b>				<b>3</b>				<b>21</b>	<b>42</b>

PDI File #: **217946 (2)**  
 Location: **S: Eastern Avenue**  
 Location: **E: High Street W: High Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Single-Unit Trucks**

	High Street				Eastern Avenue				High Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	2	2	0	4	0	2	0	2	0	0	0	0	6
7:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
7:30 AM	7	1	0	8	1	0	0	1	0	5	0	5	14
7:45 AM	6	2	0	8	0	0	0	0	0	2	0	2	10
<b>Total</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>20</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>8</b>	<b>31</b>
8:00 AM	0	1	0	1	2	1	0	3	1	1	0	2	6
8:15 AM	1	0	0	1	1	4	0	5	0	1	0	1	7
8:30 AM	1	1	0	2	0	0	0	0	2	0	0	2	4
8:45 AM	2	0	0	2	3	1	0	4	0	0	0	0	6
<b>Total</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>12</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>23</b>
<b>Grand Total</b>	<b>19</b>	<b>7</b>	<b>0</b>	<b>26</b>	<b>7</b>	<b>8</b>	<b>0</b>	<b>15</b>	<b>4</b>	<b>9</b>	<b>0</b>	<b>13</b>	<b>54</b>
Approach %	73.1	26.9	0.0		46.7	53.3	0.0		30.8	69.2	0.0		
Total %	35.2	13.0	0.0	48.1	13.0	14.8	0.0	27.8	7.4	16.7	0.0	24.1	
Exiting Leg Total				16				11				27	54

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

7:30 AM	High Street				Eastern Avenue				High Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:30 AM	7	1	0	8	1	0	0	1	0	5	0	5	14
7:45 AM	6	2	0	8	0	0	0	0	0	2	0	2	10
8:00 AM	0	1	0	1	2	1	0	3	1	1	0	2	6
8:15 AM	1	0	0	1	1	4	0	5	0	1	0	1	7
<b>Total Volume</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>18</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>10</b>	<b>37</b>
% Approach Total	77.8	22.2	0.0		44.4	55.6	0.0		10.0	90.0	0.0		
PHF	0.500	0.500	0.000	0.563	0.500	0.313	0.000	0.450	0.250	0.450	0.000	0.500	0.661
Entering Leg	14	4	0	18	4	5	0	9	1	9	0	10	37
Exiting Leg				13				5				19	37
<b>Total</b>				<b>31</b>				<b>14</b>				<b>29</b>	<b>74</b>

PDI File #: **217946 (2)**  
 Location: **S: Eastern Avenue**  
 Location: **E: High Street W: High Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Articulated Trucks**

	High Street				Eastern Avenue				High Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	0	1	0	1	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
7:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
7:45 AM	1	0	0	1	1	0	0	1	1	0	0	1	3
<b>Total</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>5</b>
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
8:30 AM	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
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>Grand Total</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>6</b>
Approach %	66.7	33.3	0.0		100.0	0.0	0.0		100.0	0.0	0.0		
Total %	33.3	16.7	0.0	50.0	33.3	0.0	0.0	33.3	16.7	0.0	0.0	16.7	
Exiting Leg Total				2				2				2	6

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

7:00 AM	High Street				Eastern Avenue				High Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	0	1	0	1	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
7:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
7:45 AM	1	0	0	1	1	0	0	1	1	0	0	1	3
<b>Total Volume</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>5</b>
% Approach Total	66.7	33.3	0.0		100.0	0.0	0.0		100.0	0.0	0.0		
PHF	0.500	0.250	0.000	0.750	0.250	0.000	0.000	0.250	0.250	0.000	0.000	0.250	0.417
Entering Leg	2	1	0	3	1	0	0	1	1	0	0	1	5
Exiting Leg				1				2				2	5
<b>Total</b>				<b>4</b>				<b>3</b>				<b>3</b>	<b>10</b>

PDI File #: **217946 (2)**  
 Location: **S: Eastern Avenue**  
 Location: **E: High Street W: High Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Bicycles (on Roadway and Crosswalks)**

	High Street						Eastern Avenue						High Street						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
7:15 AM	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>4</b>
8:00 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	1	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	2	2	0	1	0	0	0	1	3
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	1	1	0	0	0	2	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>7</b>
<b>Grand Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>11</b>
Approach %	100.0	0.0	0.0	0.0	0.0	18.2	33.3	0.0	0.0	0.0	66.7	27.3	16.7	83.3	0.0	0.0	0.0	54.5	
Total %	18.2	0.0	0.0	0.0	0.0	18.2	9.1	0.0	0.0	0.0	18.2	27.3	9.1	45.5	0.0	0.0	0.0	54.5	
Exiting Leg Total	6						3						2						11

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

8:00 AM	High Street						Eastern Avenue						High Street						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
8:00 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	1	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	2	2	0	1	0	0	0	1	3
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	1	1	0	0	0	2	2
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>7</b>
% Approach Total	0.0	0.0	0.0	0.0	0.0	18.2	33.3	0.0	0.0	0.0	66.7	27.3	25.0	75.0	0.0	0.0	0.0	54.5	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.375	0.250	0.750	0.000	0.000	0.000	0.500	0.583
Entering Leg	0						1						1						7
Exiting Leg	4						3						0						7
<b>Total</b>	<b>4</b>						<b>6</b>						<b>4</b>						<b>14</b>

PDI File #: **217946 (2)**  
 Location: **S: Eastern Avenue**  
 Location: **E: High Street W: High Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Pedestrians**

	High Street						Eastern Avenue						High Street						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	1	1	0	0	0	2	0	2	0	0	0	0	0	0	3
7:15 AM	0	0	0	0	7	7	0	0	0	2	1	3	0	0	0	0	0	0	10
7:30 AM	0	0	0	1	3	4	0	0	0	4	2	6	0	0	0	0	1	1	11
7:45 AM	0	0	0	3	3	6	0	0	0	2	3	5	0	0	0	0	0	0	11
<b>Total</b>	0	0	0	4	14	18	0	0	0	10	6	16	0	0	0	0	1	1	35
8:00 AM	0	0	0	7	4	11	0	0	0	1	3	4	0	0	0	3	2	5	20
8:15 AM	0	0	0	1	0	1	0	0	0	4	5	9	0	0	0	3	2	5	15
8:30 AM	0	0	0	1	8	9	0	0	0	6	1	7	0	0	0	2	2	4	20
8:45 AM	0	0	0	1	5	6	0	0	0	5	4	9	0	0	0	2	4	6	21
<b>Total</b>	0	0	0	10	17	27	0	0	0	16	13	29	0	0	0	10	10	20	76
<b>Grand Total</b>	0	0	0	14	31	45	0	0	0	26	19	45	0	0	0	10	11	21	111
Approach %	0	0	0	31.111	68.889		0	0	0	57.778	42.222		0	0	0	47.619	52.381		
Total %	0	0	0	12.613	27.928	40.541	0	0	0	23.423	17.117	40.541	0	0	0	9.009	9.9099	18.919	
Exiting Leg Total	45						45						21						111

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

	High Street						Eastern Avenue						High Street						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
8:00 AM	0	0	0	7	4	11	0	0	0	1	3	4	0	0	0	3	2	5	20
8:15 AM	0	0	0	1	0	1	0	0	0	4	5	9	0	0	0	3	2	5	15
8:30 AM	0	0	0	1	8	9	0	0	0	6	1	7	0	0	0	2	2	4	20
8:45 AM	0	0	0	1	5	6	0	0	0	5	4	9	0	0	0	2	4	6	21
Total Volume	0	0	0	10	17	27	0	0	0	16	13	29	0	0	0	10	10	20	76
% Approach Total	0.0	0.0	0.0	37.0	63.0		0.0	0.0	0.0	55.2	44.8		0.0	0.0	0.0	50.0	50.0		
PHF	0.000	0.000	0.000	0.357	0.531	0.614	0.000	0.000	0.000	0.667	0.650	0.806	0.000	0.000	0.000	0.833	0.625	0.833	0.905
Entering Leg	0	0	0	10	17	27	0	0	0	16	13	29	0	0	0	10	10	20	76
Exiting Leg	27						29						20						76
<b>Total</b>	54						58						40						152

PDI File #: **217946 (2)**  
 Location: **S: Eastern Avenue**  
 Location: **E: High Street W: High Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. CUREWITZ**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Cars and Heavy Vehicles (Combined)**

	High Street				Eastern Avenue				High Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	68	34	0	102	26	35	0	61	35	79	0	114	277
4:15 PM	69	39	0	108	20	32	0	52	44	82	0	126	286
4:30 PM	74	46	0	120	31	39	0	70	41	95	0	136	326
4:45 PM	62	24	0	86	30	35	0	65	42	110	0	152	303
<b>Total</b>	<b>273</b>	<b>143</b>	<b>0</b>	<b>416</b>	<b>107</b>	<b>141</b>	<b>0</b>	<b>248</b>	<b>162</b>	<b>366</b>	<b>0</b>	<b>528</b>	<b>1192</b>
5:00 PM	72	34	0	106	34	35	0	69	28	97	0	125	300
5:15 PM	67	38	0	105	20	26	0	46	38	104	0	142	293
5:30 PM	66	41	0	107	33	40	0	73	35	79	0	114	294
5:45 PM	58	38	0	96	19	45	0	64	39	96	0	135	295
<b>Total</b>	<b>263</b>	<b>151</b>	<b>0</b>	<b>414</b>	<b>106</b>	<b>146</b>	<b>0</b>	<b>252</b>	<b>140</b>	<b>376</b>	<b>0</b>	<b>516</b>	<b>1182</b>
Grand Total	536	294	0	830	213	287	0	500	302	742	0	1044	2374
Approach %	64.6	35.4	0.0		42.6	57.4	0.0		28.9	71.1	0.0		
Total %	22.6	12.4	0.0	35.0	9.0	12.1	0.0	21.1	12.7	31.3	0.0	44.0	
Exiting Leg Total				955				596				823	2374
Cars	520	293	0	813	211	283	0	494	300	730	0	1030	2337
% Cars	97.0	99.7	0.0	98.0	99.1	98.6	0.0	98.8	99.3	98.4	0.0	98.7	98.4
Exiting Leg Total				941				593				803	2337
Heavy Vehicles	16	1	0	17	2	4	0	6	2	12	0	14	37
% Heavy Vehicles	3.0	0.3	0.0	2.0	0.9	1.4	0.0	1.2	0.7	1.6	0.0	1.3	1.6
Exiting Leg Total				14				3				20	37

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

	High Street				Eastern Avenue				High Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:30 PM	74	46	0	120	31	39	0	70	41	95	0	136	326
4:45 PM	62	24	0	86	30	35	0	65	42	110	0	152	303
5:00 PM	72	34	0	106	34	35	0	69	28	97	0	125	300
5:15 PM	67	38	0	105	20	26	0	46	38	104	0	142	293
Total Volume	275	142	0	417	115	135	0	250	149	406	0	555	1222
% Approach Total	65.9	34.1	0.0		46.0	54.0	0.0		26.8	73.2	0.0		
PHF	0.929	0.772	0.000	0.869	0.846	0.865	0.000	0.893	0.887	0.923	0.000	0.913	0.937
Cars	267	142	0	409	114	134	0	248	149	398	0	547	1204
Cars %	97.1	100.0	0.0	98.1	99.1	99.3	0.0	99.2	100.0	98.0	0.0	98.6	98.5
Heavy Vehicles	8	0	0	8	1	1	0	2	0	8	0	8	18
Heavy Vehicles %	2.9	0.0	0.0	1.9	0.9	0.7	0.0	0.8	0.0	2.0	0.0	1.4	1.5
Cars Enter Leg	267	142	0	409	114	134	0	248	149	398	0	547	1204
Heavy Enter Leg	8	0	0	8	1	1	0	2	0	8	0	8	18
Total Entering Leg	275	142	0	417	115	135	0	250	149	406	0	555	1222
Cars Exiting Leg				512				291				401	1204
Heavy Exiting Leg				9				0				9	18
Total Exiting Leg				521				291				410	1222



PDI File #: **217946 (2)**  
 Location: **S: Eastern Avenue**  
 Location: **E: High Street W: High Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Cars**

	High Street				Eastern Avenue				High Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	66	33	0	99	25	34	0	59	35	77	0	112	270
4:15 PM	66	39	0	105	20	31	0	51	42	82	0	124	280
4:30 PM	72	46	0	118	30	39	0	69	41	95	0	136	323
4:45 PM	60	24	0	84	30	35	0	65	42	109	0	151	300
<b>Total</b>	<b>264</b>	<b>142</b>	<b>0</b>	<b>406</b>	<b>105</b>	<b>139</b>	<b>0</b>	<b>244</b>	<b>160</b>	<b>363</b>	<b>0</b>	<b>523</b>	<b>1173</b>
5:00 PM	70	34	0	104	34	35	0	69	28	92	0	120	293
5:15 PM	65	38	0	103	20	25	0	45	38	102	0	140	288
5:30 PM	64	41	0	105	33	40	0	73	35	78	0	113	291
5:45 PM	57	38	0	95	19	44	0	63	39	95	0	134	292
<b>Total</b>	<b>256</b>	<b>151</b>	<b>0</b>	<b>407</b>	<b>106</b>	<b>144</b>	<b>0</b>	<b>250</b>	<b>140</b>	<b>367</b>	<b>0</b>	<b>507</b>	<b>1164</b>
Grand Total	520	293	0	813	211	283	0	494	300	730	0	1030	2337
Approach %	64.0	36.0	0.0		42.7	57.3	0.0		29.1	70.9	0.0		
Total %	22.3	12.5	0.0	34.8	9.0	12.1	0.0	21.1	12.8	31.2	0.0	44.1	
Exiting Leg Total				941				593				803	2337

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

	High Street				Eastern Avenue				High Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:30 PM	72	46	0	118	30	39	0	69	41	95	0	136	323
4:45 PM	60	24	0	84	30	35	0	65	42	109	0	151	300
5:00 PM	70	34	0	104	34	35	0	69	28	92	0	120	293
5:15 PM	65	38	0	103	20	25	0	45	38	102	0	140	288
<b>Total Volume</b>	<b>267</b>	<b>142</b>	<b>0</b>	<b>409</b>	<b>114</b>	<b>134</b>	<b>0</b>	<b>248</b>	<b>149</b>	<b>398</b>	<b>0</b>	<b>547</b>	<b>1204</b>
% Approach Total	65.3	34.7	0.0		46.0	54.0	0.0		27.2	72.8	0.0		
PHF	0.927	0.772	0.000	0.867	0.838	0.859	0.000	0.899	0.887	0.913	0.000	0.906	0.932
Entering Leg	267	142	0	409	114	134	0	248	149	398	0	547	1204
Exiting Leg				512				291				401	1204
<b>Total</b>				<b>921</b>				<b>539</b>				<b>948</b>	<b>2408</b>

PDI File #: 217946 (2)  
 Location: S: Eastern Avenue  
 Location: E: High Street W: High Street  
 City, State: Dedham, MA  
 Client: BETA/ J. Curewitz  
 Site Code: 7588  
 Count Date: Wednesday, May 19, 2021  
 Start Time: 4:00 PM  
 End Time: 6:00 PM



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

	High Street				Eastern Avenue				High Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	2	1	0	3	1	1	0	2	0	2	0	2	7
4:15 PM	3	0	0	3	0	1	0	1	2	0	0	2	6
4:30 PM	2	0	0	2	1	0	0	1	0	0	0	0	3
4:45 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
<b>Total</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>19</b>
5:00 PM	2	0	0	2	0	0	0	0	0	5	0	5	7
5:15 PM	2	0	0	2	0	1	0	1	0	2	0	2	5
5:30 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
5:45 PM	1	0	0	1	0	1	0	1	0	1	0	1	3
<b>Total</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>9</b>	<b>18</b>
Grand Total	16	1	0	17	2	4	0	6	2	12	0	14	37
Approach %	94.1	5.9	0.0		33.3	66.7	0.0		14.3	85.7	0.0		
Total %	43.2	2.7	0.0	45.9	5.4	10.8	0.0	16.2	5.4	32.4	0.0	37.8	
Exiting Leg Total				14				3				20	37
Buses	3	0	0	3	0	0	0	0	0	4	0	4	7
% Buses	18.8	0.0	0.0	17.6	0.0	0.0	0.0	0.0	0.0	33.3	0.0	28.6	18.9
Exiting Leg Total				4				0				3	7
Single-Unit Trucks	11	0	0	11	2	4	0	6	1	7	0	8	25
% Single-Unit	68.8	0.0	0.0	64.7	100.0	100.0	0.0	100.0	50.0	58.3	0.0	57.1	67.6
Exiting Leg Total				9				1				15	25
Articulated Trucks	2	1	0	3	0	0	0	0	1	1	0	2	5
% Articulated	12.5	100.0	0.0	17.6	0.0	0.0	0.0	0.0	50.0	8.3	0.0	14.3	13.5
Exiting Leg Total				1				2				2	5

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

	High Street				Eastern Avenue				High Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	2	1	0	3	1	1	0	2	0	2	0	2	7
4:15 PM	3	0	0	3	0	1	0	1	2	0	0	2	6
4:30 PM	2	0	0	2	1	0	0	1	0	0	0	0	3
4:45 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
<b>Total Volume</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>19</b>
<b>% Approach Total</b>	<b>90.0</b>	<b>10.0</b>	<b>0.0</b>		<b>50.0</b>	<b>50.0</b>	<b>0.0</b>		<b>40.0</b>	<b>60.0</b>	<b>0.0</b>		
PHF	0.750	0.250	0.000	0.833	0.500	0.500	0.000	0.500	0.250	0.375	0.000	0.625	0.679
Buses	2	0	0	2	0	0	0	0	0	1	0	1	3
Buses %	22.2	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	20.0	15.8
Single-Unit Trucks	6	0	0	6	2	2	0	4	1	2	0	3	13
Single-Unit %	66.7	0.0	0.0	60.0	100.0	100.0	0.0	100.0	50.0	66.7	0.0	60.0	68.4
Articulated Trucks	1	1	0	2	0	0	0	0	1	0	0	1	3
Articulated %	11.1	100.0	0.0	20.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	20.0	15.8
Buses	2	0	0	2	0	0	0	0	0	1	0	1	3
Single-Unit Trucks	6	0	0	6	2	2	0	4	1	2	0	3	13
Articulated Trucks	1	1	0	2	0	0	0	0	1	0	0	1	3
Total Entering Leg	9	1	0	10	2	2	0	4	2	3	0	5	19
Buses				1				0				2	3
Single-Unit Trucks				4				1				8	13
Articulated Trucks				0				2				1	3
Total Exiting Leg				5				3				11	19

PDI File #: **217946 (2)**  
 Location: **S: Eastern Avenue**  
 Location: **E: High Street W: High Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Buses**

	High Street				Eastern Avenue				High Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>3</b>
5:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>4</b>
<b>Grand Total</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>7</b>
Approach %	100.0	0.0	0.0		0.0	0.0	0.0			100.0	0.0		
Total %	42.9	0.0	0.0	42.9	0.0	0.0	0.0	0.0	0.0	57.1	0.0	57.1	
Exiting Leg Total				4				0				3	7

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

	High Street				Eastern Avenue				High Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
<b>Total Volume</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>5</b>
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0			100.0	0.0		
PHF	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.375	0.625
Entering Leg	2	0	0	2	0	0	0	0	0	3	0	3	5
Exiting Leg				3				0				2	5
<b>Total</b>				<b>5</b>				<b>0</b>				<b>5</b>	<b>10</b>

PDI File #: **217946 (2)**  
 Location: **S: Eastern Avenue**  
 Location: **E: High Street W: High Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Single-Unit Trucks**

	High Street				Eastern Avenue				High Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	2	0	0	2	1	1	0	2	0	1	0	1	5
4:15 PM	3	0	0	3	0	1	0	1	1	0	0	1	5
4:30 PM	1	0	0	1	1	0	0	1	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
<b>Total</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>13</b>
5:00 PM	2	0	0	2	0	0	0	0	0	3	0	3	5
5:15 PM	2	0	0	2	0	1	0	1	0	1	0	1	4
5:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	1	0	1	0	1	0	1	2
<b>Total</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>12</b>
<b>Grand Total</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>8</b>	<b>25</b>
Approach %	100.0	0.0	0.0		33.3	66.7	0.0		12.5	87.5	0.0		
Total %	44.0	0.0	0.0	44.0	8.0	16.0	0.0	24.0	4.0	28.0	0.0	32.0	
Exiting Leg Total				9				1				15	25

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

	High Street				Eastern Avenue				High Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	2	0	0	2	1	1	0	2	0	1	0	1	5
4:15 PM	3	0	0	3	0	1	0	1	1	0	0	1	5
4:30 PM	1	0	0	1	1	0	0	1	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
<b>Total Volume</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>13</b>
% Approach Total	100.0	0.0	0.0		50.0	50.0	0.0		33.3	66.7	0.0		
PHF	0.500	0.000	0.000	0.500	0.500	0.500	0.000	0.500	0.250	0.500	0.000	0.750	0.650
Entering Leg	6	0	0	6	2	2	0	4	1	2	0	3	13
Exiting Leg				4				1				8	13
<b>Total</b>				<b>10</b>				<b>5</b>				<b>11</b>	<b>26</b>

PDI File #: **217946 (2)**  
 Location: **S: Eastern Avenue**  
 Location: **E: High Street W: High Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Articulated Trucks**

	High Street				Eastern Avenue				High Street				Total	
	from East				from South				from West					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
4:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	
4:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	1	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	0	0	1	0	0	0	0	0	0	1	0	1	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>
<b>Grand Total</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>5</b>
Approach %	66.7	33.3	0.0		0.0	0.0	0.0			50.0	50.0	0.0		
Total %	40.0	20.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	20.0	20.0	0.0	40.0	
Exiting Leg Total				1				2					2	5

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

	High Street				Eastern Avenue				High Street				Total	
	from East				from South				from West					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
4:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	
4:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	1	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Volume</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>
% Approach Total	50.0	50.0	0.0		0.0	0.0	0.0			100.0	0.0	0.0		
PHF	0.250	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.750
Entering Leg	1	1	0	2	0	0	0	0	0	1	0	0	1	3
Exiting Leg				0				2					1	3
<b>Total</b>				<b>2</b>				<b>2</b>					<b>2</b>	<b>6</b>

PDI File #: 217946 (2)  
 Location: S: Eastern Avenue  
 Location: E: High Street W: High Street  
 City, State: Dedham, MA  
 Client: BETA/ J. Curewitz  
 Site Code: 7588  
 Count Date: Wednesday, May 19, 2021  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



**Bicycles (on Roadway and Crosswalks)**

	High Street						Eastern Avenue						High Street						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	1	0	0	0	2	3	0	0	0	0	0	0	3
<b>Total</b>	0	0	0	0	0	0	1	0	0	0	2	3	0	1	0	0	0	1	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
5:15 PM	2	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	2
5:45 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	3
<b>Total</b>	2	0	0	0	0	2	0	0	0	3	0	3	1	2	0	0	1	4	9
<b>Grand Total</b>	2	0	0	0	0	2	1	0	0	3	2	6	1	3	0	0	1	5	13
<b>Approach %</b>	100.0	0.0	0.0	0.0	0.0		16.7	0.0	0.0	50.0	33.3		20.0	60.0	0.0	0.0	20.0		
<b>Total %</b>	15.4	0.0	0.0	0.0	0.0	15.4	7.7	0.0	0.0	23.1	15.4	46.2	7.7	23.1	0.0	0.0	7.7	38.5	
<b>Exiting Leg Total</b>	4						6						3						13

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

	High Street						Eastern Avenue						High Street						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
4:45 PM	0	0	0	0	0	0	1	0	0	0	2	3	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
5:15 PM	2	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	2
<b>Total Volume</b>	2	0	0	0	0	2	1	0	0	0	2	3	1	2	0	0	1	4	9
<b>% Approach Total</b>	100.0	0.0	0.0	0.0	0.0		33.3	0.0	0.0	0.0	66.7		25.0	50.0	0.0	0.0	25.0		
<b>PHF</b>	0.250	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.250	0.250	0.250	0.500	0.000	0.000	0.250	0.500	0.750
<b>Entering Leg</b>	2	0	0	0	0	2	1	0	0	0	2	3	1	2	0	0	1	4	9
<b>Exiting Leg</b>	3						3						3						9
<b>Total</b>	5						6						7						18

PDI File #: **217946 (2)**  
 Location: **S: Eastern Avenue**  
 Location: **E: High Street W: High Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Pedestrians**

	High Street						Eastern Avenue						High Street						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	12	11	23	0	0	0	0	1	1	0	0	0	0	4	4	28
4:15 PM	0	0	0	2	5	7	0	0	0	8	7	15	0	0	0	3	3	6	28
4:30 PM	0	0	0	14	7	21	0	0	0	4	4	8	0	0	0	5	7	12	41
4:45 PM	0	0	0	8	15	23	0	0	0	3	6	9	0	0	0	2	4	6	38
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>38</b>	<b>74</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>18</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>18</b>	<b>28</b>	<b>135</b>
5:00 PM	0	0	0	8	16	24	0	0	0	3	4	7	0	0	0	1	5	6	37
5:15 PM	0	0	0	9	7	16	0	0	0	2	5	7	0	0	0	3	2	5	28
5:30 PM	0	0	0	9	10	19	0	0	0	9	5	14	0	0	0	5	4	9	42
5:45 PM	0	0	0	4	21	25	0	0	0	6	5	11	0	0	0	6	2	8	44
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>54</b>	<b>84</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>19</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>13</b>	<b>28</b>	<b>151</b>
Grand Total	0	0	0	66	92	158	0	0	0	35	37	72	0	0	0	25	31	56	286
Approach %	0	0	0	41.772	58.228		0	0	0	48.611	51.389		0	0	0	44.643	55.357		
Total %	0	0	0	23.077	32.168	55.245	0	0	0	12.238	12.937	25.175	0	0	0	8.7413	10.839	19.58	
Exiting Leg Total	158						72						56						286

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

	High Street						Eastern Avenue						High Street						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
5:00 PM	0	0	0	8	16	24	0	0	0	3	4	7	0	0	0	1	5	6	37
5:15 PM	0	0	0	9	7	16	0	0	0	2	5	7	0	0	0	3	2	5	28
5:30 PM	0	0	0	9	10	19	0	0	0	9	5	14	0	0	0	5	4	9	42
5:45 PM	0	0	0	4	21	25	0	0	0	6	5	11	0	0	0	6	2	8	44
Total Volume	0	0	0	30	54	84	0	0	0	20	19	39	0	0	0	15	13	28	151
% Approach Total	0.0	0.0	0.0	35.7	64.3		0.0	0.0	0.0	51.3	48.7		0.0	0.0	0.0	53.6	46.4		
PHF	0.000	0.000	0.000	0.833	0.643	0.840	0.000	0.000	0.000	0.556	0.950	0.696	0.000	0.000	0.000	0.625	0.650	0.778	0.858
Entering Leg	0	0	0	30	54	84	0	0	0	20	19	39	0	0	0	15	13	28	151
Exiting Leg	84						39						28						151
<b>Total</b>	<b>168</b>						<b>78</b>						<b>56</b>						<b>302</b>

PDI File #: **217946 (3)**  
 Location: **N: Ames Street S: Court Street**  
 Location: **E: High Street W: High Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Cars and Heavy Vehicles (Combined)**

	Ames Street					High Street					Court Street					High Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	10	15	0	25	22	94	0	0	116	1	37	7	0	45	1	50	0	0	51	237
7:15 AM	0	12	20	0	32	17	90	1	0	108	4	50	8	0	62	10	58	1	0	69	271
7:30 AM	1	23	17	0	41	23	110	4	0	137	2	49	18	0	69	3	57	1	0	61	308
7:45 AM	0	23	23	0	46	28	114	1	0	143	5	49	12	0	66	6	69	1	0	76	331
<b>Total</b>	<b>1</b>	<b>68</b>	<b>75</b>	<b>0</b>	<b>144</b>	<b>90</b>	<b>408</b>	<b>6</b>	<b>0</b>	<b>504</b>	<b>12</b>	<b>185</b>	<b>45</b>	<b>0</b>	<b>242</b>	<b>20</b>	<b>234</b>	<b>3</b>	<b>0</b>	<b>257</b>	<b>1147</b>
8:00 AM	0	23	27	0	50	29	97	3	0	129	5	55	19	0	79	7	83	1	0	91	349
8:15 AM	3	27	17	0	47	30	117	1	0	148	5	44	9	0	58	3	83	3	0	89	342
8:30 AM	2	18	22	0	42	25	104	7	0	136	4	41	15	0	60	5	86	3	0	94	332
8:45 AM	2	21	27	0	50	20	94	2	0	116	7	37	7	0	51	11	99	5	0	115	332
<b>Total</b>	<b>7</b>	<b>89</b>	<b>93</b>	<b>0</b>	<b>189</b>	<b>104</b>	<b>412</b>	<b>13</b>	<b>0</b>	<b>529</b>	<b>21</b>	<b>177</b>	<b>50</b>	<b>0</b>	<b>248</b>	<b>26</b>	<b>351</b>	<b>12</b>	<b>0</b>	<b>389</b>	<b>1355</b>
Grand Total	8	157	168	0	333	194	820	19	0	1033	33	362	95	0	490	46	585	15	0	646	2502
Approach %	2.4	47.1	50.5	0.0		18.8	79.4	1.8	0.0		6.7	73.9	19.4	0.0		7.1	90.6	2.3	0.0		
Total %	0.3	6.3	6.7	0.0	13.3	7.8	32.8	0.8	0.0	41.3	1.3	14.5	3.8	0.0	19.6	1.8	23.4	0.6	0.0	25.8	
Exiting Leg Total	571					786					222					923					2502
Cars	8	154	158	0	320	182	789	18	0	989	33	354	90	0	477	43	558	14	0	615	2401
% Cars	100.0	98.1	94.0	0.0	96.1	93.8	96.2	94.7	0.0	95.7	100.0	97.8	94.7	0.0	97.3	93.5	95.4	93.3	0.0	95.2	96.0
Exiting Leg Total	550					749					215					887					2401
Heavy Vehicles	0	3	10	0	13	12	31	1	0	44	0	8	5	0	13	3	27	1	0	31	101
% Heavy Vehicles	0.0	1.9	6.0	0.0	3.9	6.2	3.8	5.3	0.0	4.3	0.0	2.2	5.3	0.0	2.7	6.5	4.6	6.7	0.0	4.8	4.0
Exiting Leg Total	21					37					7					36					101

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

	Ames Street					High Street					Court Street					High Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	0	23	27	0	50	29	97	3	0	129	5	55	19	0	79	7	83	1	0	91	349
8:15 AM	3	27	17	0	47	30	117	1	0	148	5	44	9	0	58	3	83	3	0	89	342
8:30 AM	2	18	22	0	42	25	104	7	0	136	4	41	15	0	60	5	86	3	0	94	332
8:45 AM	2	21	27	0	50	20	94	2	0	116	7	37	7	0	51	11	99	5	0	115	332
<b>Total Volume</b>	<b>7</b>	<b>89</b>	<b>93</b>	<b>0</b>	<b>189</b>	<b>104</b>	<b>412</b>	<b>13</b>	<b>0</b>	<b>529</b>	<b>21</b>	<b>177</b>	<b>50</b>	<b>0</b>	<b>248</b>	<b>26</b>	<b>351</b>	<b>12</b>	<b>0</b>	<b>389</b>	<b>1355</b>
% Approach Total	3.7	47.1	49.2	0.0		19.7	77.9	2.5	0.0		8.5	71.4	20.2	0.0		6.7	90.2	3.1	0.0		
PHF	0.583	0.824	0.861	0.000	0.945	0.867	0.880	0.464	0.000	0.894	0.750	0.805	0.658	0.000	0.785	0.591	0.886	0.600	0.000	0.846	0.971
Cars	7	87	90	0	184	102	400	12	0	514	21	171	47	0	239	23	337	11	0	371	1308
Cars %	100.0	97.8	96.8	0.0	97.4	98.1	97.1	92.3	0.0	97.2	100.0	96.6	94.0	0.0	96.4	88.5	96.0	91.7	0.0	95.4	96.5
Heavy Vehicles	0	2	3	0	5	2	12	1	0	15	0	6	3	0	9	3	14	1	0	18	47
Heavy Vehicles %	0.0	2.2	3.2	0.0	2.6	1.9	2.9	7.7	0.0	2.8	0.0	3.4	6.0	0.0	3.6	11.5	4.0	8.3	0.0	4.6	3.5
Cars Enter Leg	7	87	90	0	184	102	400	12	0	514	21	171	47	0	239	23	337	11	0	371	1308
Heavy Enter Leg	0	2	3	0	5	2	12	1	0	15	0	6	3	0	9	3	14	1	0	18	47
<b>Total Entering Leg</b>	<b>7</b>	<b>89</b>	<b>93</b>	<b>0</b>	<b>189</b>	<b>104</b>	<b>412</b>	<b>13</b>	<b>0</b>	<b>529</b>	<b>21</b>	<b>177</b>	<b>50</b>	<b>0</b>	<b>248</b>	<b>26</b>	<b>351</b>	<b>12</b>	<b>0</b>	<b>389</b>	<b>1355</b>
Cars Exiting Leg	284					448					122					454					1308
Heavy Exiting Leg	9					17					6					15					47
<b>Total Exiting Leg</b>	<b>293</b>					<b>465</b>					<b>128</b>					<b>469</b>					<b>1355</b>



PDI File #: **217946 (3)**  
 Location: **N: Ames Street S: Court Street**  
 Location: **E: High Street W: High Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Cars**

	Ames Street					High Street					Court Street					High Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	10	13	0	23	18	89	0	0	107	1	37	7	0	45	1	49	0	0	50	225
7:15 AM	0	12	18	0	30	14	87	1	0	102	4	49	7	0	60	10	57	1	0	68	260
7:30 AM	1	22	16	0	39	23	107	4	0	134	2	49	17	0	68	3	48	1	0	52	293
7:45 AM	0	23	21	0	44	25	106	1	0	132	5	48	12	0	65	6	67	1	0	74	315
<b>Total</b>	<b>1</b>	<b>67</b>	<b>68</b>	<b>0</b>	<b>136</b>	<b>80</b>	<b>389</b>	<b>6</b>	<b>0</b>	<b>475</b>	<b>12</b>	<b>183</b>	<b>43</b>	<b>0</b>	<b>238</b>	<b>20</b>	<b>221</b>	<b>3</b>	<b>0</b>	<b>244</b>	<b>1093</b>
8:00 AM	0	22	27	0	49	29	93	2	0	124	5	54	17	0	76	7	78	1	0	86	335
8:15 AM	3	26	17	0	46	28	114	1	0	143	5	42	9	0	56	2	80	3	0	85	330
8:30 AM	2	18	19	0	39	25	101	7	0	133	4	40	14	0	58	5	82	3	0	90	320
8:45 AM	2	21	27	0	50	20	92	2	0	114	7	35	7	0	49	9	97	4	0	110	323
<b>Total</b>	<b>7</b>	<b>87</b>	<b>90</b>	<b>0</b>	<b>184</b>	<b>102</b>	<b>400</b>	<b>12</b>	<b>0</b>	<b>514</b>	<b>21</b>	<b>171</b>	<b>47</b>	<b>0</b>	<b>239</b>	<b>23</b>	<b>337</b>	<b>11</b>	<b>0</b>	<b>371</b>	<b>1308</b>
Grand Total	8	154	158	0	320	182	789	18	0	989	33	354	90	0	477	43	558	14	0	615	2401
Approach %	2.5	48.1	49.4	0.0		18.4	79.8	1.8	0.0		6.9	74.2	18.9	0.0		7.0	90.7	2.3	0.0		
Total %	0.3	6.4	6.6	0.0	13.3	7.6	32.9	0.7	0.0	41.2	1.4	14.7	3.7	0.0	19.9	1.8	23.2	0.6	0.0	25.6	
Exiting Leg Total	550					749					215					887					2401

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

	Ames Street					High Street					Court Street					High Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	0	22	27	0	49	29	93	2	0	124	5	54	17	0	76	7	78	1	0	86	335
8:15 AM	3	26	17	0	46	28	114	1	0	143	5	42	9	0	56	2	80	3	0	85	330
8:30 AM	2	18	19	0	39	25	101	7	0	133	4	40	14	0	58	5	82	3	0	90	320
8:45 AM	2	21	27	0	50	20	92	2	0	114	7	35	7	0	49	9	97	4	0	110	323
<b>Total Volume</b>	<b>7</b>	<b>87</b>	<b>90</b>	<b>0</b>	<b>184</b>	<b>102</b>	<b>400</b>	<b>12</b>	<b>0</b>	<b>514</b>	<b>21</b>	<b>171</b>	<b>47</b>	<b>0</b>	<b>239</b>	<b>23</b>	<b>337</b>	<b>11</b>	<b>0</b>	<b>371</b>	<b>1308</b>
% Approach Total	3.8	47.3	48.9	0.0		19.8	77.8	2.3	0.0		8.8	71.5	19.7	0.0		6.2	90.8	3.0	0.0		
PHF	0.583	0.837	0.833	0.000	0.920	0.879	0.877	0.429	0.000	0.899	0.750	0.792	0.691	0.000	0.786	0.639	0.869	0.688	0.000	0.843	0.976
Entering Leg	7	87	90	0	184	102	400	12	0	514	21	171	47	0	239	23	337	11	0	371	1308
Exiting Leg	284					448					122					454					1308
<b>Total</b>	<b>468</b>					<b>962</b>					<b>361</b>					<b>825</b>					<b>2616</b>

PDI File #: **217946 (3)**  
 Location: **N: Ames Street S: Court Street**  
 Location: **E: High Street W: High Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**



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

	Ames Street					High Street					Court Street					High Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	2	0	2	4	5	0	0	9	0	0	0	0	0	0	1	0	0	1	12
7:15 AM	0	0	2	0	2	3	3	0	0	6	0	1	1	0	2	0	1	0	0	1	11
7:30 AM	0	1	1	0	2	0	3	0	0	3	0	0	1	0	1	0	9	0	0	9	15
7:45 AM	0	0	2	0	2	3	8	0	0	11	0	1	0	0	1	0	2	0	0	2	16
<b>Total</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>8</b>	<b>10</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>54</b>
8:00 AM	0	1	0	0	1	0	4	1	0	5	0	1	2	0	3	0	5	0	0	5	14
8:15 AM	0	1	0	0	1	2	3	0	0	5	0	2	0	0	2	1	3	0	0	4	12
8:30 AM	0	0	3	0	3	0	3	0	0	3	0	1	1	0	2	0	4	0	0	4	12
8:45 AM	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	2	2	1	0	5	9
<b>Total</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>3</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>47</b>
Grand Total	0	3	10	0	13	12	31	1	0	44	0	8	5	0	13	3	27	1	0	31	101
Approach %	0.0	23.1	76.9	0.0		27.3	70.5	2.3	0.0		0.0	61.5	38.5	0.0		9.7	87.1	3.2	0.0		
Total %	0.0	3.0	9.9	0.0	12.9	11.9	30.7	1.0	0.0	43.6	0.0	7.9	5.0	0.0	12.9	3.0	26.7	1.0	0.0	30.7	
Exiting Leg Total	21					37					7					36					101
Buses	0	1	8	0	9	7	11	0	0	18	0	2	0	0	2	0	6	0	0	6	35
% Buses	0.0	33.3	80.0	0.0	69.2	58.3	35.5	0.0	0.0	40.9	0.0	25.0	0.0	0.0	15.4	0.0	22.2	0.0	0.0	19.4	34.7
Exiting Leg Total	9					14					1					11					35
Single-Unit Trucks	0	2	2	0	4	4	18	1	0	23	0	5	5	0	10	2	18	0	0	20	57
% Single-Unit	0.0	66.7	20.0	0.0	30.8	33.3	58.1	100.0	0.0	52.3	0.0	62.5	100.0	0.0	76.9	66.7	66.7	0.0	0.0	64.5	56.4
Exiting Leg Total	9					20					5					23					57
Articulated Trucks	0	0	0	0	0	1	2	0	0	3	0	1	0	0	1	1	3	1	0	5	9
% Articulated	0.0	0.0	0.0	0.0	0.0	8.3	6.5	0.0	0.0	6.8	0.0	12.5	0.0	0.0	7.7	33.3	11.1	100.0	0.0	16.1	8.9
Exiting Leg Total	3					3					1					2					9

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

	Ames Street					High Street					Court Street					High Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:30 AM	0	1	1	0	2	0	3	0	0	3	0	0	1	0	1	0	9	0	0	9	15
7:45 AM	0	0	2	0	2	3	8	0	0	11	0	1	0	0	1	0	2	0	0	2	16
8:00 AM	0	1	0	0	1	0	4	1	0	5	0	1	2	0	3	0	5	0	0	5	14
8:15 AM	0	1	0	0	1	2	3	0	0	5	0	2	0	0	2	1	3	0	0	4	12
<b>Total Volume</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>5</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>57</b>
% Approach Total	0.0	50.0	50.0	0.0		20.8	75.0	4.2	0.0		0.0	57.1	42.9	0.0		5.0	95.0	0.0	0.0		
PHF	0.000	0.750	0.375	0.000	0.750	0.417	0.563	0.250	0.000	0.545	0.000	0.500	0.375	0.000	0.583	0.250	0.528	0.000	0.000	0.556	0.891
Buses	0	1	2	0	3	1	4	0	0	5	0	2	0	0	2	0	3	0	0	3	13
Buses %	0.0	33.3	66.7	0.0	50.0	20.0	22.2	0.0	0.0	20.8	0.0	50.0	0.0	0.0	28.6	0.0	15.8	0.0	0.0	15.0	22.8
Single-Unit Trucks	0	2	1	0	3	3	12	1	0	16	0	2	3	0	5	1	14	0	0	15	39
Single-Unit %	0.0	66.7	33.3	0.0	50.0	60.0	66.7	100.0	0.0	66.7	0.0	50.0	100.0	0.0	71.4	100.0	73.7	0.0	0.0	75.0	68.4
Articulated Trucks	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	2	0	0	2	5
Articulated %	0.0	0.0	0.0	0.0	0.0	20.0	11.1	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	10.5	0.0	0.0	10.0	8.8
Buses	0	1	2	0	3	1	4	0	0	5	0	2	0	0	2	0	3	0	0	3	13
Single-Unit Trucks	0	2	1	0	3	3	12	1	0	16	0	2	3	0	5	1	14	0	0	15	39
Articulated Trucks	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	2	0	0	2	5
Total Entering Leg	0	3	3	0	6	5	18	1	0	24	0	4	3	0	7	1	19	0	0	20	57
Buses	3					5					1					4					13
Single-Unit Trucks	5					15					4					15					39
Articulated Trucks	1					2					0					2					5
Total Exiting Leg	9					22					5					21					57

PDI File #: **217946 (3)**  
 Location: **N: Ames Street S: Court Street**  
 Location: **E: High Street W: High Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Buses**

	Ames Street					High Street					Court Street					High Street					Total		
	from North					from East					from South					from West							
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total			
7:00 AM	0	0	2	0	2	3	3	0	0	6	0	0	0	0	0	0	1	0	0	1	9		
7:15 AM	0	0	2	0	2	3	3	0	0	6	0	0	0	0	0	0	0	0	0	0	8		
7:30 AM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	5		
7:45 AM	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	4		
<b>Total</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>26</b>		
8:00 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2		
8:30 AM	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	4		
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1		
<b>Total</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>9</b>		
Grand Total	0	1	8	0	9	7	11	0	0	18	0	2	0	0	2	0	6	0	0	6	35		
Approach %	0.0	11.1	88.9	0.0		38.9	61.1	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0				
Total %	0.0	2.9	22.9	0.0	25.7	20.0	31.4	0.0	0.0	51.4	0.0	5.7	0.0	0.0	5.7	0.0	17.1	0.0	0.0	17.1			
Exiting Leg Total						9					14					1					11		35

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

7:00 AM	Ames Street					High Street					Court Street					High Street					Total		
	from North					from East					from South					from West							
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total			
7:00 AM	0	0	2	0	2	3	3	0	0	6	0	0	0	0	0	0	1	0	0	1	9		
7:15 AM	0	0	2	0	2	3	3	0	0	6	0	0	0	0	0	0	0	0	0	0	8		
7:30 AM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	5		
7:45 AM	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	4		
Total Volume	0	0	6	0	6	7	9	0	0	16	0	0	0	0	0	0	4	0	0	4	26		
% Approach Total	0.0	0.0	100.0	0.0		43.8	56.3	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0				
PHF	0.000	0.000	0.750	0.000	0.750	0.583	0.750	0.000	0.000	0.667	0.000	0.000	0.000	0.000	0.000	0.000	0.333	0.000	0.000	0.333	0.722		
Entering Leg	0	0	6	0	6	7	9	0	0	16	0	0	0	0	0	0	4	0	0	4	26		
Exiting Leg						7					10					0					9		
Total						13					26					0					13		52

PDI File #: **217946 (3)**  
 Location: **N: Ames Street S: Court Street**  
 Location: **E: High Street W: High Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Single-Unit Trucks**

	Ames Street					High Street					Court Street					High Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
7:00 AM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	1	0	0	1	0	3
7:30 AM	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0	6	0	0	6	0	9
7:45 AM	0	0	1	0	1	1	6	0	0	7	0	1	0	0	1	0	1	0	0	1	0	10
<b>Total</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>25</b>	
8:00 AM	0	0	0	0	0	0	3	1	0	4	0	1	2	0	3	0	4	0	0	4	0	11
8:15 AM	0	1	0	0	1	2	2	0	0	4	0	0	0	0	0	1	3	0	0	4	0	9
8:30 AM	0	0	1	0	1	0	2	0	0	2	0	1	1	0	2	0	2	0	0	2	0	7
8:45 AM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	1	1	0	0	2	0	5
<b>Total</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>32</b>	
Grand Total	0	2	2	0	4	4	18	1	0	23	0	5	5	0	10	2	18	0	0	20	57	
Approach %	0.0	50.0	50.0	0.0		17.4	78.3	4.3	0.0		0.0	50.0	50.0	0.0		10.0	90.0	0.0	0.0			
Total %	0.0	3.5	3.5	0.0	7.0	7.0	31.6	1.8	0.0	40.4	0.0	8.8	8.8	0.0	17.5	3.5	31.6	0.0	0.0	35.1		
Exiting Leg Total						9					20					5					23	57

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

	Ames Street					High Street					Court Street					High Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
7:30 AM	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0	6	0	0	6	0	9
7:45 AM	0	0	1	0	1	1	6	0	0	7	0	1	0	0	1	0	1	0	0	1	0	10
8:00 AM	0	0	0	0	0	0	3	1	0	4	0	1	2	0	3	0	4	0	0	4	0	11
8:15 AM	0	1	0	0	1	2	2	0	0	4	0	0	0	0	0	1	3	0	0	4	0	9
Total Volume	0	2	1	0	3	3	12	1	0	16	0	2	3	0	5	1	14	0	0	15	0	39
% Approach Total	0.0	66.7	33.3	0.0		18.8	75.0	6.3	0.0		0.0	40.0	60.0	0.0		6.7	93.3	0.0	0.0			
PHF	0.000	0.500	0.250	0.000	0.750	0.375	0.500	0.250	0.000	0.571	0.000	0.500	0.375	0.000	0.417	0.250	0.583	0.000	0.000	0.625	0.886	
Entering Leg	0	2	1	0	3	3	12	1	0	16	0	2	3	0	5	1	14	0	0	15	39	
Exiting Leg						5					15					4					15	
Total						8					31					9					30	78

PDI File #: **217946 (3)**  
 Location: **N: Ames Street S: Court Street**  
 Location: **E: High Street W: High Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Articulated Trucks**

	Ames Street					High Street					Court Street					High Street					Total		
	from North					from East					from South					from West							
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total			
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1		
7:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2		
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1		
8:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1		
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	3		
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>6</b>		
Grand Total	0	0	0	0	0	1	2	0	0	3	0	1	0	0	1	1	3	1	0	5	9		
Approach %	0.0	0.0	0.0	0.0		33.3	66.7	0.0	0.0		0.0	100.0	0.0	0.0		20.0	60.0	20.0	0.0				
Total %	0.0	0.0	0.0	0.0	0.0	11.1	22.2	0.0	0.0	33.3	0.0	11.1	0.0	0.0	11.1	11.1	33.3	11.1	0.0	55.6			
Exiting Leg Total						3					3					1					2		9

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

	Ames Street					High Street					Court Street					High Street					Total		
	from North					from East					from South					from West							
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total			
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1		
8:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1		
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	3		
Total Volume	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	1	2	1	0	4	6		
% Approach 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		25.0	50.0	25.0	0.0				
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.250	0.250	0.500	0.250	0.000	0.500	0.500		
Entering Leg	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	1	2	1	0	4	6		
Exiting Leg						2					2					1					6		
Total						2					3					2					5		12

PDI File #: **217946 (3)**  
 Location: **N: Ames Street S: Court Street**  
 Location: **E: High Street W: High Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Bicycles (on Roadway and Crosswalks)**

	Ames Street								High Street								Court Street								High Street								Total				
	from North								from East								from South								from West												
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total						
7:00 AM	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	1	0	0	0	0	1	0	2	0	0	0	0	2	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	2
<b>Total</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>8</b>						
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	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	1	0	0	0	0	0	0	1	0	0	0	0	1	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>						
Grand Total	0	3	0	0	0	0	3	0	3	0	0	0	1	4	0	1	0	0	0	0	0	1	0	2	0	0	1	0	0	3	11						
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		0.0	75.0	0.0	0.0	0.0	25.0		0.0	100.0	0.0	0.0	0.0	0.0	0.0		0.0	66.7	0.0	0.0	33.3	0.0	0.0								
Total %	0.0	27.3	0.0	0.0	0.0	0.0	27.3	0.0	27.3	0.0	0.0	0.0	9.1	36.4	0.0	9.1	0.0	0.0	0.0	0.0	0.0	9.1	0.0	18.2	0.0	0.0	9.1	0.0	0.0	27.3							
Exiting Leg Total								1								3								3								4	11				

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

	Ames Street								High Street								Court Street								High Street								Total				
	from North								from East								from South								from West												
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total						
7:00 AM	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	1	0	0	0	0	1	0	2	0	0	0	0	2	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	2
Total Volume	0	3	0	0	0	0	3	0	3	0	0	0	0	3	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	8						
% 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	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								
PHF	0.000	0.375	0.000	0.000	0.000	0.000	0.375	0.000	0.375	0.000	0.000	0.000	0.375	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	0.500									
Entering Leg	0	3	0	0	0	0	3	0	3	0	0	0	3	0	1	0	0	0	0	1	0	1	0	0	0	0	1	8									
Exiting Leg								1								1								3								3	8				
Total								4								4								4								4	16				

PDI File #: **217946 (3)**  
 Location: **N: Ames Street S: Court Street**  
 Location: **E: High Street W: High Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Pedestrians**

	Ames Street								High Street								Court Street								High Street								Total						
	from North								from East								from South								from West														
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total								
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	2	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	4	1	5		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	1	
<b>Total</b>	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	4	1	5		0	0	0	0	0	1	1	2	0	0	0	0	1	1	2	9	
8:00 AM	0	0	0	0	0	1	1	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	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	3	3		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:30 AM	0	0	0	0	2	0	2	0	0	0	0	2	0	2	0	0	0	0	1	0	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1		0	0	0	0	0	1	1	2	0	0	0	0	1	1	2	4	
<b>Total</b>	0	0	0	0	2	1	3	0	0	0	0	4	1	5	0	0	0	0	2	3	5		0	0	0	0	0	1	1	2	0	0	0	0	1	1	2	15	
Grand Total	0	0	0	0	2	2	4	0	0	0	0	4	2	6	0	0	0	0	6	4	10		0	0	0	0	0	2	2	4	0	0	0	0	2	2	4	24	
Approach %	0	0	0	0	50	50		0	0	0	0	66.7	33.3		0	0	0	0	60	40		0	0	0	0	50	50		0	0	0	0	8.33	8.33	16.7				
Total %	0	0	0	0	8.33	8.33	16.7	0	0	0	0	16.7	8.33	25	0	0	0	0	25	16.7	41.7		0	0	0	0	8.33	8.33	16.7	16.7									
Exiting Leg Total	4							6							10							4							24										

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

	Ames Street								High Street								Court Street								High Street								Total						
	from North								from East								from South								from West														
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total								
8:00 AM	0	0	0	0	0	1	1	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	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	3	3		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:30 AM	0	0	0	0	2	0	2	0	0	0	0	2	0	2	0	0	0	0	1	0	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1		0	0	0	0	0	1	1	2	0	0	0	0	1	1	2	4	
<b>Total Volume</b>	0	0	0	0	2	1	3	0	0	0	0	4	1	5	0	0	0	0	2	3	5		0	0	0	0	0	1	1	2	0	0	0	0	1	1	2	15	
% Approach Total	0.0	0.0	0.0	0.0	66.7	33.3		0.0	0.0	0.0	0.0	80.0	20.0		0.0	0.0	0.0	0.0	40.0	60.0		0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	8.33	8.33	16.7				
PHF	0.000	0.000	0.000	0.000	0.250	0.250	0.375	0.000	0.000	0.000	0.000	0.500	0.250	0.625	0.000	0.000	0.000	0.000	0.500	0.250	0.417		0.000	0.000	0.000	0.000	0.250	0.250	0.250	0.750									
Entering Leg	0	0	0	0	2	1	3	0	0	0	0	4	1	5	0	0	0	0	2	3	5		0	0	0	0	0	1	1	2	0	0	0	0	1	1	2	15	
Exiting Leg	3							5							5							2							15										
<b>Total</b>	6							10							10							4							30										

PDI File #: **217946 (3)**  
 Location: **N: Ames Street S: Court Street**  
 Location: **E: High Street W: High Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Cars and Heavy Vehicles (Combined)**

	Ames Street					High Street					Court Street					High Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	2	73	42	0	117	24	74	6	0	104	2	33	8	0	43	9	71	0	0	80	344
4:15 PM	0	61	39	0	100	36	83	6	0	125	1	18	16	0	35	10	72	4	0	86	346
4:30 PM	4	87	43	0	134	34	70	10	0	114	9	43	11	0	63	15	83	1	0	99	410
4:45 PM	1	87	44	0	132	25	75	3	0	103	0	25	10	0	35	13	83	1	0	97	367
<b>Total</b>	<b>7</b>	<b>308</b>	<b>168</b>	<b>0</b>	<b>483</b>	<b>119</b>	<b>302</b>	<b>25</b>	<b>0</b>	<b>446</b>	<b>12</b>	<b>119</b>	<b>45</b>	<b>0</b>	<b>176</b>	<b>47</b>	<b>309</b>	<b>6</b>	<b>0</b>	<b>362</b>	<b>1467</b>
5:00 PM	1	59	38	0	98	28	93	5	0	126	5	30	8	0	43	13	96	1	0	110	377
5:15 PM	3	61	33	0	97	29	92	5	0	126	2	58	5	0	65	7	90	3	0	100	388
5:30 PM	1	81	47	0	129	24	77	4	0	105	4	28	7	0	39	15	82	2	0	99	372
5:45 PM	1	45	44	0	90	46	92	6	0	144	2	34	5	0	41	10	81	0	0	91	366
<b>Total</b>	<b>6</b>	<b>246</b>	<b>162</b>	<b>0</b>	<b>414</b>	<b>127</b>	<b>354</b>	<b>20</b>	<b>0</b>	<b>501</b>	<b>13</b>	<b>150</b>	<b>25</b>	<b>0</b>	<b>188</b>	<b>45</b>	<b>349</b>	<b>6</b>	<b>0</b>	<b>400</b>	<b>1503</b>
Grand Total	13	554	330	0	897	246	656	45	0	947	25	269	70	0	364	92	658	12	0	762	2970
Approach %	1.4	61.8	36.8	0.0		26.0	69.3	4.8	0.0		6.9	73.9	19.2	0.0		12.1	86.4	1.6	0.0		
Total %	0.4	18.7	11.1	0.0	30.2	8.3	22.1	1.5	0.0	31.9	0.8	9.1	2.4	0.0	12.3	3.1	22.2	0.4	0.0	25.7	
Exiting Leg Total	527					1013					691					739					2970
Cars	13	546	329	0	888	240	647	44	0	931	25	267	68	0	360	91	643	10	0	744	2923
% Cars	100.0	98.6	99.7	0.0	99.0	97.6	98.6	97.8	0.0	98.3	100.0	99.3	97.1	0.0	98.9	98.9	97.7	83.3	0.0	97.6	98.4
Exiting Leg Total	517					997					681					728					2923
Heavy Vehicles	0	8	1	0	9	6	9	1	0	16	0	2	2	0	4	1	15	2	0	18	47
% Heavy Vehicles	0.0	1.4	0.3	0.0	1.0	2.4	1.4	2.2	0.0	1.7	0.0	0.7	2.9	0.0	1.1	1.1	2.3	16.7	0.0	2.4	1.6
Exiting Leg Total	10					16					10					11					47

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

	Ames Street					High Street					Court Street					High Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	4	87	43	0	134	34	70	10	0	114	9	43	11	0	63	15	83	1	0	99	410
4:45 PM	1	87	44	0	132	25	75	3	0	103	0	25	10	0	35	13	83	1	0	97	367
5:00 PM	1	59	38	0	98	28	93	5	0	126	5	30	8	0	43	13	96	1	0	110	377
5:15 PM	3	61	33	0	97	29	92	5	0	126	2	58	5	0	65	7	90	3	0	100	388
Total Volume	9	294	158	0	461	116	330	23	0	469	16	156	34	0	206	48	352	6	0	406	1542
% Approach Total	2.0	63.8	34.3	0.0		24.7	70.4	4.9	0.0		7.8	75.7	16.5	0.0		11.8	86.7	1.5	0.0		
PHF	0.563	0.845	0.898	0.000	0.860	0.853	0.887	0.575	0.000	0.931	0.444	0.672	0.773	0.000	0.792	0.800	0.917	0.500	0.000	0.923	0.940
Cars	9	291	157	0	457	116	327	23	0	466	16	156	33	0	205	48	344	5	0	397	1525
Cars %	100.0	99.0	99.4	0.0	99.1	100.0	99.1	100.0	0.0	99.4	100.0	100.0	97.1	0.0	99.5	100.0	97.7	83.3	0.0	97.8	98.9
Heavy Vehicles	0	3	1	0	4	0	3	0	0	3	0	0	1	0	1	0	8	1	0	9	17
Heavy Vehicles %	0.0	1.0	0.6	0.0	0.9	0.0	0.9	0.0	0.0	0.6	0.0	0.0	2.9	0.0	0.5	0.0	2.3	16.7	0.0	2.2	1.1
Cars Enter Leg	9	291	157	0	457	116	327	23	0	466	16	156	33	0	205	48	344	5	0	397	1525
Heavy Enter Leg	0	3	1	0	4	0	3	0	0	3	0	0	1	0	1	0	8	1	0	9	17
Total Entering Leg	9	294	158	0	461	116	330	23	0	469	16	156	34	0	206	48	352	6	0	406	1542
Cars Exiting Leg	277					517					362					369					1525
Heavy Exiting Leg	1					9					3					4					17
Total Exiting Leg	278					526					365					373					1542



PDI File #: **217946 (3)**  
 Location: **N: Ames Street S: Court Street**  
 Location: **E: High Street W: High Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. CUREWITZ**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Cars**

	Ames Street					High Street					Court Street					High Street					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
4:00 PM	2	71	42	0	115	21	71	5	0	97	2	33	7	0	42	9	69	0	0	78	332					
4:15 PM	0	60	39	0	99	35	81	6	0	122	1	18	16	0	35	10	69	3	0	82	338					
4:30 PM	4	85	43	0	132	34	69	10	0	113	9	43	10	0	62	15	82	0	0	97	404					
4:45 PM	1	87	44	0	132	25	74	3	0	102	0	25	10	0	35	13	83	1	0	97	366					
<b>Total</b>	<b>7</b>	<b>303</b>	<b>168</b>	<b>0</b>	<b>478</b>	<b>115</b>	<b>295</b>	<b>24</b>	<b>0</b>	<b>434</b>	<b>12</b>	<b>119</b>	<b>43</b>	<b>0</b>	<b>174</b>	<b>47</b>	<b>303</b>	<b>4</b>	<b>0</b>	<b>354</b>	<b>1440</b>					
5:00 PM	1	58	37	0	96	28	92	5	0	125	5	30	8	0	43	13	92	1	0	106	370					
5:15 PM	3	61	33	0	97	29	92	5	0	126	2	58	5	0	65	7	87	3	0	97	385					
5:30 PM	1	81	47	0	129	23	77	4	0	104	4	27	7	0	38	14	81	2	0	97	368					
5:45 PM	1	43	44	0	88	45	91	6	0	142	2	33	5	0	40	10	80	0	0	90	360					
<b>Total</b>	<b>6</b>	<b>243</b>	<b>161</b>	<b>0</b>	<b>410</b>	<b>125</b>	<b>352</b>	<b>20</b>	<b>0</b>	<b>497</b>	<b>13</b>	<b>148</b>	<b>25</b>	<b>0</b>	<b>186</b>	<b>44</b>	<b>340</b>	<b>6</b>	<b>0</b>	<b>390</b>	<b>1483</b>					
Grand Total	13	546	329	0	888	240	647	44	0	931	25	267	68	0	360	91	643	10	0	744	2923					
Approach %	1.5	61.5	37.0	0.0		25.8	69.5	4.7	0.0		6.9	74.2	18.9	0.0		12.2	86.4	1.3	0.0							
Total %	0.4	18.7	11.3	0.0	30.4	8.2	22.1	1.5	0.0	31.9	0.9	9.1	2.3	0.0	12.3	3.1	22.0	0.3	0.0	25.5						
Exiting Leg Total						517					997					681					728					2923

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

	Ames Street					High Street					Court Street					High Street					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
4:30 PM	4	85	43	0	132	34	69	10	0	113	9	43	10	0	62	15	82	0	0	97	404					
4:45 PM	1	87	44	0	132	25	74	3	0	102	0	25	10	0	35	13	83	1	0	97	366					
5:00 PM	1	58	37	0	96	28	92	5	0	125	5	30	8	0	43	13	92	1	0	106	370					
5:15 PM	3	61	33	0	97	29	92	5	0	126	2	58	5	0	65	7	87	3	0	97	385					
Total Volume	9	291	157	0	457	116	327	23	0	466	16	156	33	0	205	48	344	5	0	397	1525					
% Approach Total	2.0	63.7	34.4	0.0		24.9	70.2	4.9	0.0		7.8	76.1	16.1	0.0		12.1	86.6	1.3	0.0							
PHF	0.563	0.836	0.892	0.000	0.866	0.853	0.889	0.575	0.000	0.925	0.444	0.672	0.825	0.000	0.788	0.800	0.935	0.417	0.000	0.936	0.944					
Entering Leg	9	291	157	0	457	116	327	23	0	466	16	156	33	0	205	48	344	5	0	397	1525					
Exiting Leg						277					517					362					369					1525
Total						734					983					567					766					3050

PDI File #: **217946 (3)**  
 Location: **N: Ames Street S: Court Street**  
 Location: **E: High Street W: High Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**



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

	Ames Street					High Street					Court Street					High Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	2	0	0	2	3	3	1	0	7	0	0	1	0	1	0	2	0	0	2	12
4:15 PM	0	1	0	0	1	1	2	0	0	3	0	0	0	0	0	0	3	1	0	4	8
4:30 PM	0	2	0	0	2	0	1	0	0	1	0	0	1	0	1	0	1	1	0	2	6
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	5	0	0	5	4	7	1	0	12	0	0	2	0	2	0	6	2	0	8	27
5:00 PM	0	1	1	0	2	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	7
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
5:30 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	1	1	0	0	2	4
5:45 PM	0	2	0	0	2	1	1	0	0	2	0	1	0	0	1	0	1	0	0	1	6
Total	0	3	1	0	4	2	2	0	0	4	0	2	0	0	2	1	9	0	0	10	20
Grand Total	0	8	1	0	9	6	9	1	0	16	0	2	2	0	4	1	15	2	0	18	47
Approach %	0.0	88.9	11.1	0.0		37.5	56.3	6.3	0.0		0.0	50.0	50.0	0.0		5.6	83.3	11.1	0.0		
Total %	0.0	17.0	2.1	0.0	19.1	12.8	19.1	2.1	0.0	34.0	0.0	4.3	4.3	0.0	8.5	2.1	31.9	4.3	0.0	38.3	
Exiting Leg Total	10					16					10					11					47
Buses	0	2	0	0	2	0	3	0	0	3	0	0	1	0	1	1	3	0	0	4	10
% Buses	0.0	25.0	0.0	0.0	22.2	0.0	33.3	0.0	0.0	18.8	0.0	0.0	50.0	0.0	25.0	100.0	20.0	0.0	0.0	22.2	21.3
Exiting Leg Total	0					3					3					4					10
Single-Unit Trucks	0	6	1	0	7	5	5	1	0	11	0	2	1	0	3	0	10	2	0	12	33
% Single-Unit	0.0	75.0	100.0	0.0	77.8	83.3	55.6	100.0	0.0	68.8	0.0	100.0	50.0	0.0	75.0	0.0	66.7	100.0	0.0	66.7	70.2
Exiting Leg Total	9					11					7					6					33
Articulated Trucks	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	4
% Articulated	0.0	0.0	0.0	0.0	0.0	16.7	11.1	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	13.3	0.0	0.0	11.1	8.5
Exiting Leg Total	1					2					0					1					4

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

	Ames Street					High Street					Court Street					High Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	2	0	0	2	3	3	1	0	7	0	0	1	0	1	0	2	0	0	2	12
4:15 PM	0	1	0	0	1	1	2	0	0	3	0	0	0	0	0	0	3	1	0	4	8
4:30 PM	0	2	0	0	2	0	1	0	0	1	0	0	1	0	1	0	1	1	0	2	6
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	5	0	0	5	4	7	1	0	12	0	0	2	0	2	0	6	2	0	8	27
% Approach Total	0.0	100.0	0.0	0.0		33.3	58.3	8.3	0.0		0.0	0.0	100.0	0.0		0.0	75.0	25.0	0.0		
PHF	0.000	0.625	0.000	0.000	0.625	0.333	0.583	0.250	0.000	0.429	0.000	0.000	0.500	0.000	0.500	0.000	0.500	0.500	0.000	0.500	0.563
Buses	0	2	0	0	2	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	5
Buses %	0.0	40.0	0.0	0.0	40.0	0.0	28.6	0.0	0.0	16.7	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	18.5
Single-Unit Trucks	0	3	0	0	3	4	4	1	0	9	0	0	1	0	1	0	5	2	0	7	20
Single-Unit %	0.0	60.0	0.0	0.0	60.0	100.0	57.1	100.0	0.0	75.0	0.0	0.0	50.0	0.0	50.0	0.0	83.3	100.0	0.0	87.5	74.1
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	14.3	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0.0	0.0	12.5	7.4
Buses	0	2	0	0	2	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	5
Single-Unit Trucks	0	3	0	0	3	4	4	1	0	9	0	0	1	0	1	0	5	2	0	7	20
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total Entering Leg	0	5	0	0	5	4	7	1	0	12	0	0	2	0	2	0	6	2	0	8	27
Buses	0					0					2					3					5
Single-Unit Trucks	6					5					4					5					20
Articulated Trucks	0					1					0					1					2
Total Exiting Leg	6					6					6					9					27

PDI File #: **217946 (3)**  
 Location: **N: Ames Street S: Court Street**  
 Location: **E: High Street W: High Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Buses**

	Ames Street					High Street					Court Street					High Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
5:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>5</b>
Grand Total	0	2	0	0	2	0	3	0	0	3	0	0	1	0	1	1	3	0	0	4	10
Approach %	0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		25.0	75.0	0.0	0.0		
Total %	0.0	20.0	0.0	0.0	20.0	0.0	30.0	0.0	0.0	30.0	0.0	0.0	10.0	0.0	10.0	10.0	30.0	0.0	0.0	40.0	
Exiting Leg Total	0					3					3					4					10

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

	Ames Street					High Street					Court Street					High Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	6
% Approach Total	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		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.375	0.750
Entering Leg	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	6
Exiting Leg	0					3					2					1					6
Total	2					4					2					4					12

PDI File #: **217946 (3)**  
 Location: **N: Ames Street S: Court Street**  
 Location: **E: High Street W: High Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Single-Unit Trucks**

	Ames Street					High Street					Court Street					High Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	2	0	0	2	3	2	1	0	6	0	0	0	0	0	0	2	0	0	2	10
4:15 PM	0	1	0	0	1	1	2	0	0	3	0	0	0	0	0	0	2	1	0	3	7
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1	0	2	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>20</b>
5:00 PM	0	1	1	0	2	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	5
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:30 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	3
5:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	4
<b>Total</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>13</b>
Grand Total	0	6	1	0	7	5	5	1	0	11	0	2	1	0	3	0	10	2	0	12	33
Approach %	0.0	85.7	14.3	0.0		45.5	45.5	9.1	0.0		0.0	66.7	33.3	0.0		0.0	83.3	16.7	0.0		
Total %	0.0	18.2	3.0	0.0	21.2	15.2	15.2	3.0	0.0	33.3	0.0	6.1	3.0	0.0	9.1	0.0	30.3	6.1	0.0	36.4	
Exiting Leg Total	9					11					7					6					33

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

	Ames Street					High Street					Court Street					High Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	2	0	0	2	3	2	1	0	6	0	0	0	0	0	0	2	0	0	2	10
4:15 PM	0	1	0	0	1	1	2	0	0	3	0	0	0	0	0	0	2	1	0	3	7
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1	0	2	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>20</b>
% Approach Total	0.0	100.0	0.0	0.0		44.4	44.4	11.1	0.0		0.0	0.0	100.0	0.0		0.0	71.4	28.6	0.0		
PHF	0.000	0.375	0.000	0.000	0.375	0.333	0.500	0.250	0.000	0.375	0.000	0.000	0.250	0.000	0.250	0.000	0.625	0.500	0.000	0.583	0.500
Entering Leg	0	3	0	0	3	4	4	1	0	9	0	0	1	0	1	0	5	2	0	7	20
Exiting Leg	6					5					4					5					20
<b>Total</b>	<b>9</b>					<b>14</b>					<b>5</b>					<b>12</b>					<b>40</b>

PDI File #: **217946 (3)**  
 Location: **N: Ames Street S: Court Street**  
 Location: **E: High Street W: High Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Articulated Trucks**

	Ames Street					High Street					Court Street					High Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>
Grand Total	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	4
Approach %	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	100.0	0.0	0.0		
Total %	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	0.0	50.0	0.0	0.0	50.0	
Exiting Leg Total						1						2						0	1	4	

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

	Ames Street					High Street					Court Street					High Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>
% 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	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.500
Entering Leg	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Exiting Leg						0						1						0	1	2	
<b>Total</b>						<b>0</b>						<b>2</b>						<b>0</b>	<b>2</b>	<b>4</b>	

PDI File #: **217946 (3)**  
 Location: **N: Ames Street S: Court Street**  
 Location: **E: High Street W: High Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Bicycles (on Roadway and Crosswalks)**

	Ames Street								High Street								Court Street								High Street								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	2	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	
4:45 PM	0	1	0	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
<b>Total</b>	0	2	0	0	0	0	2	0	1	0	0	0	0	1	1	1	0	0	0	0	0	0	2	0	0	0	0	0	0	1	1	6	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	1	0	0	0	0	0	0	1	3		
5:15 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2		
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1		
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>Total</b>	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	1	3	1	1	0	0	0	0	0	2	6		
Grand Total	0	2	1	0	0	0	3	0	1	0	0	0	0	1	2	2	0	0	0	0	1	5	1	1	0	0	0	0	1	3	12		
Approach %	0.0	66.7	33.3	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		40.0	40.0	0.0	0.0	0.0	0.0	20.0		33.3	33.3	0.0	0.0	0.0	0.0	33.3				
Total %	0.0	16.7	8.3	0.0	0.0	0.0	25.0	0.0	8.3	0.0	0.0	0.0	0.0	8.3	16.7	16.7	0.0	0.0	0.0	0.0	8.3	41.7	8.3	8.3	0.0	0.0	0.0	0.0	8.3	25.0			
Exiting Leg Total	2							4							4							2							12				

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

	Ames Street								High Street								Court Street								High Street								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:30 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2		
4:45 PM	0	1	0	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	1	0	0	0	0	0	0	1	3		
5:15 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2		
Total Volume	0	2	1	0	0	0	3	0	1	0	0	0	0	1	2	1	0	0	0	0	1	4	1	0	0	0	0	0	0	1	9		
% Approach Total	0.0	66.7	33.3	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		50.0	25.0	0.0	0.0	0.0	0.0	25.0		100.0	0.0	0.0	0.0	0.0	0.0	0.0				
PHF	0.000	0.500	0.250	0.000	0.000	0.000	0.750	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.500	0.250	0.000	0.000	0.000	0.250	0.500	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.750			
Entering Leg	0	2	1	0	0	0	3	0	1	0	0	0	0	1	2	1	0	0	0	0	1	4	1	0	0	0	0	0	0	1	9		
Exiting Leg	1							3							4							1							9				
Total	4							4							8							2							18				

PDI File #: **217946 (3)**  
 Location: **N: Ames Street S: Court Street**  
 Location: **E: High Street W: High Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Pedestrians**

	Ames Street								High Street								Court Street								High Street								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	4	1	5	0	0	0	0	0	0	0	0	6		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	3	1	4	0	0	0	0	3	0	3	9				
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4				
<b>Total</b>	0	0	0	0	0	1	1	0	0	0	0	4	1	5	0	0	0	0	7	2	9	0	0	0	0	4	0	4	19				
5:00 PM	0	0	0	0	2	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4				
5:15 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				
5:30 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				
5:45 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
<b>Total</b>	0	0	0	0	3	1	4	0	0	0	0	0	2	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	7				
Grand Total	0	0	0	0	3	2	5	0	0	0	0	4	3	7	0	0	0	0	7	3	10	0	0	0	0	4	0	4	26				
Approach %	0	0	0	0	60	40		0	0	0	0	57.1	42.9		0	0	0	0	70	30		0	0	0	0	100	0						
Total %	0	0	0	0	11.5	7.69	19.2	0	0	0	0	15.4	11.5	26.9	0	0	0	0	26.9	11.5	38.5	0	0	0	0	15.4	0	15.4					
Exiting Leg Total	5							7							10							4							26				

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

	Ames Street								High Street								Court Street								High Street								Total		
	from North								from East								from South								from West										
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total				
4:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	4	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	6
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	3	1	4	0	0	0	0	3	0	3	9						
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4						
Total Volume	0	0	0	0	0	1	1	0	0	0	0	4	1	5	0	0	0	0	7	2	9	0	0	0	0	4	0	4	19						
% Approach Total	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	80.0	20.0		0.0	0.0	0.0	0.0	77.8	22.2		0.0	0.0	0.0	0.0	100.0	0.0								
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.333	0.250	0.417	0.000	0.000	0.000	0.000	0.438	0.500	0.450	0.000	0.000	0.000	0.000	0.333	0.000	0.333	0.528						
Entering Leg	0	0	0	0	0	1	1	0	0	0	0	4	1	5	0	0	0	0	7	2	9	0	0	0	0	4	0	4	19						
Exiting Leg	1							5							9							4							19						
Total	2							10							18							8							38						

PDI File #: **217946 (4)**  
 Location: **N: Harvard Street S: East Street**  
 Location: **E: High Street W: High Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Cars and Heavy Vehicles (Combined)**

	Harvard Street					High Street					East Street					High Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	2	1	0	0	3	0	90	1	0	91	7	1	16	0	24	16	60	1	0	77	195
7:15 AM	2	0	0	0	2	1	114	0	0	115	0	2	17	0	19	22	64	0	0	86	222
7:30 AM	1	0	0	0	1	3	126	1	0	130	7	4	33	0	44	18	83	1	0	102	277
7:45 AM	1	1	0	0	2	1	142	11	0	154	3	1	36	0	40	36	65	2	0	103	299
<b>Total</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>5</b>	<b>472</b>	<b>13</b>	<b>0</b>	<b>490</b>	<b>17</b>	<b>8</b>	<b>102</b>	<b>0</b>	<b>127</b>	<b>92</b>	<b>272</b>	<b>4</b>	<b>0</b>	<b>368</b>	<b>993</b>
8:00 AM	3	2	0	0	5	2	127	4	0	133	0	1	28	0	29	38	78	3	0	119	286
8:15 AM	2	1	3	0	6	2	136	1	0	139	0	2	28	0	30	37	72	1	0	110	285
8:30 AM	2	2	0	0	4	1	143	2	0	146	5	2	24	0	31	25	82	0	0	107	288
8:45 AM	1	2	1	0	4	1	98	5	0	104	8	5	22	0	35	35	98	0	0	133	276
<b>Total</b>	<b>8</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>19</b>	<b>6</b>	<b>504</b>	<b>12</b>	<b>0</b>	<b>522</b>	<b>13</b>	<b>10</b>	<b>102</b>	<b>0</b>	<b>125</b>	<b>135</b>	<b>330</b>	<b>4</b>	<b>0</b>	<b>469</b>	<b>1135</b>
Grand Total	14	9	4	0	27	11	976	25	0	1012	30	18	204	0	252	227	602	8	0	837	2128
Approach %	51.9	33.3	14.8	0.0		1.1	96.4	2.5	0.0		11.9	7.1	81.0	0.0		27.1	71.9	1.0	0.0		
Total %	0.7	0.4	0.2	0.0	1.3	0.5	45.9	1.2	0.0	47.6	1.4	0.8	9.6	0.0	11.8	10.7	28.3	0.4	0.0	39.3	
Exiting Leg Total	37					636					261					1194					2128
Cars	14	9	3	0	26	11	934	24	0	969	30	17	197	0	244	211	581	8	0	800	2039
% Cars	100.0	100.0	75.0	0.0	96.3	100.0	95.7	96.0	0.0	95.8	100.0	94.4	96.6	0.0	96.8	93.0	96.5	100.0	0.0	95.6	95.8
Exiting Leg Total	36					614					244					1145					2039
Heavy Vehicles	0	0	1	0	1	0	42	1	0	43	0	1	7	0	8	16	21	0	0	37	89
% Heavy Vehicles	0.0	0.0	25.0	0.0	3.7	0.0	4.3	4.0	0.0	4.2	0.0	5.6	3.4	0.0	3.2	7.0	3.5	0.0	0.0	4.4	4.2
Exiting Leg Total	1					22					17					49					89

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

7:45 AM	Harvard Street					High Street					East Street					High Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	1	1	0	0	2	1	142	11	0	154	3	1	36	0	40	36	65	2	0	103	299
8:00 AM	3	2	0	0	5	2	127	4	0	133	0	1	28	0	29	38	78	3	0	119	286
8:15 AM	2	1	3	0	6	2	136	1	0	139	0	2	28	0	30	37	72	1	0	110	285
8:30 AM	2	2	0	0	4	1	143	2	0	146	5	2	24	0	31	25	82	0	0	107	288
Total Volume	8	6	3	0	17	6	548	18	0	572	8	6	116	0	130	136	297	6	0	439	1158
% Approach Total	47.1	35.3	17.6	0.0		1.0	95.8	3.1	0.0		6.2	4.6	89.2	0.0		31.0	67.7	1.4	0.0		
PHF	0.667	0.750	0.250	0.000	0.708	0.750	0.958	0.409	0.000	0.929	0.400	0.750	0.806	0.000	0.813	0.895	0.905	0.500	0.000	0.922	0.968
Cars	8	6	2	0	16	6	534	18	0	558	8	5	113	0	126	132	288	6	0	426	1126
Cars %	100.0	100.0	66.7	0.0	94.1	100.0	97.4	100.0	0.0	97.6	100.0	83.3	97.4	0.0	96.9	97.1	97.0	100.0	0.0	97.0	97.2
Heavy Vehicles	0	0	1	0	1	0	14	0	0	14	0	1	3	0	4	4	9	0	0	13	32
Heavy Vehicles %	0.0	0.0	33.3	0.0	5.9	0.0	2.6	0.0	0.0	2.4	0.0	16.7	2.6	0.0	3.1	2.9	3.0	0.0	0.0	3.0	2.8
Cars Enter Leg	8	6	2	0	16	6	534	18	0	558	8	5	113	0	126	132	288	6	0	426	1126
Heavy Enter Leg	0	0	1	0	1	0	14	0	0	14	0	1	3	0	4	4	9	0	0	13	32
Total Entering Leg	8	6	3	0	17	6	548	18	0	572	8	6	116	0	130	136	297	6	0	439	1158
Cars Exiting Leg	17					298					156					655					1126
Heavy Exiting Leg	1					10					4					17					32
Total Exiting Leg	18					308					160					672					1158



PDI File #: **217946 (4)**  
 Location: **N: Harvard Street S: East Street**  
 Location: **E: High Street W: High Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. CUREWITZ**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Cars**

	Harvard Street					High Street					East Street					High Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	2	1	0	0	3	0	82	0	0	82	7	1	15	0	23	14	60	1	0	75	183
7:15 AM	2	0	0	0	2	1	102	0	0	103	0	2	16	0	18	21	64	0	0	85	208
7:30 AM	1	0	0	0	1	3	121	1	0	125	7	4	31	0	42	15	75	1	0	91	259
7:45 AM	1	1	0	0	2	1	135	11	0	147	3	1	33	0	37	35	62	2	0	99	285
<b>Total</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>5</b>	<b>440</b>	<b>12</b>	<b>0</b>	<b>457</b>	<b>17</b>	<b>8</b>	<b>95</b>	<b>0</b>	<b>120</b>	<b>85</b>	<b>261</b>	<b>4</b>	<b>0</b>	<b>350</b>	<b>935</b>
8:00 AM	3	2	0	0	5	2	124	4	0	130	0	1	28	0	29	38	75	3	0	116	280
8:15 AM	2	1	2	0	5	2	135	1	0	138	0	2	28	0	30	36	70	1	0	107	280
8:30 AM	2	2	0	0	4	1	140	2	0	143	5	1	24	0	30	23	81	0	0	104	281
8:45 AM	1	2	1	0	4	1	95	5	0	101	8	5	22	0	35	29	94	0	0	123	263
<b>Total</b>	<b>8</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>6</b>	<b>494</b>	<b>12</b>	<b>0</b>	<b>512</b>	<b>13</b>	<b>9</b>	<b>102</b>	<b>0</b>	<b>124</b>	<b>126</b>	<b>320</b>	<b>4</b>	<b>0</b>	<b>450</b>	<b>1104</b>
Grand Total	14	9	3	0	26	11	934	24	0	969	30	17	197	0	244	211	581	8	0	800	2039
Approach %	53.8	34.6	11.5	0.0		1.1	96.4	2.5	0.0		12.3	7.0	80.7	0.0		26.4	72.6	1.0	0.0		
Total %	0.7	0.4	0.1	0.0	1.3	0.5	45.8	1.2	0.0	47.5	1.5	0.8	9.7	0.0	12.0	10.3	28.5	0.4	0.0	39.2	
Exiting Leg Total	36					614					244					1145					2039

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

	Harvard Street					High Street					East Street					High Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	1	1	0	0	2	1	135	11	0	147	3	1	33	0	37	35	62	2	0	99	285
8:00 AM	3	2	0	0	5	2	124	4	0	130	0	1	28	0	29	38	75	3	0	116	280
8:15 AM	2	1	2	0	5	2	135	1	0	138	0	2	28	0	30	36	70	1	0	107	280
8:30 AM	2	2	0	0	4	1	140	2	0	143	5	1	24	0	30	23	81	0	0	104	281
Total Volume	8	6	2	0	16	6	534	18	0	558	8	5	113	0	126	132	288	6	0	426	1126
% Approach Total	50.0	37.5	12.5	0.0		1.1	95.7	3.2	0.0		6.3	4.0	89.7	0.0		31.0	67.6	1.4	0.0		
PHF	0.667	0.750	0.250	0.000	0.800	0.750	0.954	0.409	0.000	0.949	0.400	0.625	0.856	0.000	0.851	0.868	0.889	0.500	0.000	0.918	0.988
Entering Leg	8	6	2	0	16	6	534	18	0	558	8	5	113	0	126	132	288	6	0	426	1126
Exiting Leg	17					298					156					655					1126
Total	33					856					282					1081					2252

PDI File #: **217946 (4)**  
 Location: **N: Harvard Street S: East Street**  
 Location: **E: High Street W: High Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**



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

	Harvard Street					High Street					East Street					High Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	8	1	0	9	0	0	1	0	1	2	0	0	0	2	12
7:15 AM	0	0	0	0	0	0	12	0	0	12	0	0	1	0	1	1	0	0	0	1	14
7:30 AM	0	0	0	0	0	0	5	0	0	5	0	0	2	0	2	3	8	0	0	11	18
7:45 AM	0	0	0	0	0	0	7	0	0	7	0	0	3	0	3	1	3	0	0	4	14
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>7</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>58</b>
8:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
8:15 AM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	5
8:30 AM	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	2	1	0	0	3	7
8:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6	4	0	0	10	13
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>31</b>
Grand Total	0	0	1	0	1	0	42	1	0	43	0	1	7	0	8	16	21	0	0	37	89
Approach %	0.0	0.0	100.0	0.0		0.0	97.7	2.3	0.0		0.0	12.5	87.5	0.0		43.2	56.8	0.0	0.0		
Total %	0.0	0.0	1.1	0.0	1.1	0.0	47.2	1.1	0.0	48.3	0.0	1.1	7.9	0.0	9.0	18.0	23.6	0.0	0.0	41.6	
Exiting Leg Total	1					22					17					49					89
Buses	0	0	0	0	0	0	16	1	0	17	0	0	2	0	2	12	4	0	0	16	35
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	38.1	100.0	0.0	39.5	0.0	0.0	28.6	0.0	25.0	75.0	19.0	0.0	0.0	43.2	39.3
Exiting Leg Total	0					4					13					18					35
Single-Unit Trucks	0	0	1	0	1	0	24	0	0	24	0	1	4	0	5	4	14	0	0	18	48
% Single-Unit	0.0	0.0	100.0	0.0	100.0	0.0	57.1	0.0	0.0	55.8	0.0	100.0	57.1	0.0	62.5	25.0	66.7	0.0	0.0	48.6	53.9
Exiting Leg Total	1					15					4					28					48
Articulated Trucks	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	3	0	0	3	6
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	4.8	0.0	0.0	4.7	0.0	0.0	14.3	0.0	12.5	0.0	14.3	0.0	0.0	8.1	6.7
Exiting Leg Total	0					3					0					3					6

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

	Harvard Street					High Street					East Street					High Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	8	1	0	9	0	0	1	0	1	2	0	0	0	2	12
7:15 AM	0	0	0	0	0	0	12	0	0	12	0	0	1	0	1	1	0	0	0	1	14
7:30 AM	0	0	0	0	0	0	5	0	0	5	0	0	2	0	2	3	8	0	0	11	18
7:45 AM	0	0	0	0	0	0	7	0	0	7	0	0	3	0	3	1	3	0	0	4	14
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>7</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>58</b>
% Approach Total	0.0	0.0	0.0	0.0		0.0	97.0	3.0	0.0		0.0	0.0	100.0	0.0		38.9	61.1	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.667	0.250	0.000	0.688	0.000	0.000	0.583	0.000	0.583	0.583	0.344	0.000	0.000	0.409	0.806
Buses	0	0	0	0	0	0	12	1	0	13	0	0	2	0	2	6	2	0	0	8	23
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	37.5	100.0	0.0	39.4	0.0	0.0	28.6	0.0	28.6	85.7	18.2	0.0	0.0	44.4	39.7
Single-Unit Trucks	0	0	0	0	0	0	18	0	0	18	0	0	4	0	4	1	8	0	0	9	31
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	56.3	0.0	0.0	54.5	0.0	0.0	57.1	0.0	57.1	14.3	72.7	0.0	0.0	50.0	53.4
Articulated Trucks	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	4
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	6.3	0.0	0.0	6.1	0.0	0.0	14.3	0.0	14.3	0.0	9.1	0.0	0.0	5.6	6.9
Buses	0	0	0	0	0	0	12	1	0	13	0	0	2	0	2	6	2	0	0	8	23
Single-Unit Trucks	0	0	0	0	0	0	18	0	0	18	0	0	4	0	4	1	8	0	0	9	31
Articulated Trucks	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	4
Total Entering Leg	0					33					7					18					58
Buses	0					2					7					14					23
Single-Unit Trucks	0					8					1					22					31
Articulated Trucks	0					1					0					3					4
Total Exiting Leg	0					11					8					39					58

PDI File #: **217946 (4)**  
 Location: **N: Harvard Street S: East Street**  
 Location: **E: High Street W: High Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Buses**

	Harvard Street					High Street					East Street					High Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	2	0	0	0	2	8
7:15 AM	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	1	0	0	0	1	8
7:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	2	0	0	4	5
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>23</b>
8:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6	1	0	0	7	8
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>12</b>
Grand Total	0	0	0	0	0	0	16	1	0	17	0	0	2	0	2	12	4	0	0	16	35
Approach %	0.0	0.0	0.0	0.0		0.0	94.1	5.9	0.0		0.0	0.0	100.0	0.0		75.0	25.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	45.7	2.9	0.0	48.6	0.0	0.0	5.7	0.0	5.7	34.3	11.4	0.0	0.0	45.7	
Exiting Leg Total	0					4					13					18					35

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

	Harvard Street					High Street					East Street					High Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	2	0	0	0	2	8
7:15 AM	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	1	0	0	0	1	8
7:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	2	0	0	4	5
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>23</b>
% Approach Total	0.0	0.0	0.0	0.0		0.0	92.3	7.7	0.0		0.0	0.0	100.0	0.0		75.0	25.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.250	0.000	0.542	0.000	0.000	0.500	0.000	0.500	0.750	0.250	0.000	0.000	0.500	0.719
Entering Leg	0	0	0	0	0	0	12	1	0	13	0	0	2	0	2	6	2	0	0	8	23
Exiting Leg	0					2					7					14					23
<b>Total</b>	<b>0</b>					<b>15</b>					<b>9</b>					<b>22</b>					<b>46</b>

PDI File #: **217946 (4)**  
 Location: **N: Harvard Street S: East Street**  
 Location: **E: High Street W: High Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Single-Unit Trucks**

	Harvard Street					High Street					East Street					High Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
7:15 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5
7:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	1	6	0	0	7	12
7:45 AM	0	0	0	0	0	0	7	0	0	7	0	0	2	0	2	0	2	0	0	2	11
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>31</b>
8:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
8:15 AM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	3
8:30 AM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	2	1	0	0	3	6
8:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>17</b>
Grand Total	0	0	1	0	1	0	24	0	0	24	0	1	4	0	5	4	14	0	0	18	48
Approach %	0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		0.0	20.0	80.0	0.0		22.2	77.8	0.0	0.0		
Total %	0.0	0.0	2.1	0.0	2.1	0.0	50.0	0.0	0.0	50.0	0.0	2.1	8.3	0.0	10.4	8.3	29.2	0.0	0.0	37.5	
Exiting Leg Total	1					15					4					28					48

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

	Harvard Street					High Street					East Street					High Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
7:15 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5
7:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	1	6	0	0	7	12
7:45 AM	0	0	0	0	0	0	7	0	0	7	0	0	2	0	2	0	2	0	0	2	11
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>31</b>
% Approach Total	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		11.1	88.9	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.643	0.000	0.000	0.643	0.000	0.000	0.500	0.000	0.500	0.250	0.333	0.000	0.000	0.321	0.646
Entering Leg	0	0	0	0	0	0	18	0	0	18	0	0	4	0	4	1	8	0	0	9	31
Exiting Leg	0					8					1					22					31
<b>Total</b>	<b>0</b>					<b>26</b>					<b>5</b>					<b>31</b>					<b>62</b>

PDI File #: **217946 (4)**  
 Location: **N: Harvard Street S: East Street**  
 Location: **E: High Street W: High Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Articulated Trucks**

	Harvard Street					High Street					East Street					High Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	1	0	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	0	0	0	0	0	1	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	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
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>
Grand Total	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	3	0	0	3	6
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	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	33.3	0.0	0.0	16.7	0.0	16.7	0.0	50.0	0.0	0.0	50.0	
Exiting Leg Total	0					3					0					3					6

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

	Harvard Street					High Street					East Street					High Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	1	0	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	0	0	0	0	0	1	0	0	0	1
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>
% Approach Total	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	100.0	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	0.250	0.000	0.250	0.000	0.250	0.000	0.000	0.250	1.000
Entering Leg	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	4
Exiting Leg	0					1					0					3					4
<b>Total</b>	<b>0</b>					<b>3</b>					<b>1</b>					<b>4</b>					<b>8</b>

PDI File #: **217946 (4)**  
 Location: **N: Harvard Street S: East Street**  
 Location: **E: High Street W: High Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Bicycles (on Roadway and Crosswalks)**

	Harvard Street								High Street								East Street								High Street								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
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	1	0	0	0	0	0	0	1	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	2	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>5</b>		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	1	2	
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	3	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>5</b>		
Grand Total	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	2	0	0	0	3	5	1	2	0	0	0	0	0	3	10	
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	40.0	0.0	0.0	60.0			33.3	66.7	0.0	0.0	0.0	0.0					
Total %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	20.0	0.0	0.0	0.0	0.0	20.0		0.0	0.0	20.0	0.0	0.0	30.0	50.0	10.0	20.0	0.0	0.0	0.0	0.0	30.0				
Exiting Leg Total	0								2								4								4								10

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

	Harvard Street								High Street								East Street								High Street								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	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	1	0	1	0	0	0	0	0	1	2		
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	3		
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>7</b>			
% 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	100.0			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	0.500	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.375	0.375	0.000	0.500	0.000	0.000	0.000	0.000	0.500	0.583				
Entering Leg	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	3	3	0	2	0	0	0	0	2	7				
Exiting Leg	0								2								3								2								7
<b>Total</b>	<b>0</b>								<b>4</b>								<b>6</b>								<b>4</b>								<b>14</b>

PDI File #: **217946 (4)**  
 Location: **N: Harvard Street S: East Street**  
 Location: **E: High Street W: High Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Pedestrians**

	Harvard Street								High Street								East Street								High Street								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	2		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	5	0	5	0	0	0	0	0	0	5			
7:45 AM	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	1			
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1	8	0	0	0	0	0	0	0	8			
8:00 AM	0	0	0	0	1	3	4	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	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	1	0	1	0	0	0	0	0	0	0	1			
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	1	1				
<b>Total</b>	0	0	0	0	1	3	4	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	7			
Grand Total	0	0	0	0	1	3	4	0	0	0	0	1	0	1	0	0	0	0	8	1	9	0	0	0	0	1	0	1	15				
Approach %	0	0	0	0	25	75		0	0	0	0	100	0		0	0	0	0	88.9	11.1		0	0	0	0	100	0						
Total %	0	0	0	0	6.67	20	26.7	0	0	0	0	6.67	0	6.67	0	6.67	60	0	0	0	53.3	6.67	60	0	0	0	0	6.67	0	6.67			
Exiting Leg Total	4							1							9							1							15				

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

	Harvard Street								High Street								East Street								High Street								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	0	5				
7:45 AM	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				
8:00 AM	0	0	0	0	1	3	4	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	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	1	0	1	0	0	0	0	0	0	0	1				
Total Volume	0	0	0	0	1	3	4	0	0	0	0	1	0	1	0	0	0	0	7	0	7	0	0	0	0	0	0	0	12				
% Approach Total	0.0	0.0	0.0	0.0	25.0	75.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0						
PHF	0.000	0.000	0.000	0.000	0.250	0.250	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.350	0.000	0.350	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.600				
Entering Leg	0	0	0	0	1	3	4	0	0	0	0	1	0	1	0	0	0	0	7	0	7	0	0	0	0	0	0	0	12				
Exiting Leg	4							1							7							0							12				
Total	8							2							14							0							24				

PDI File #: **217946 (4)**  
 Location: **N: Harvard Street S: East Street**  
 Location: **E: High Street W: High Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. CUREWITZ**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Cars and Heavy Vehicles (Combined)**

	Harvard Street					High Street					East Street					High Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	1	2	2	0	5	0	111	6	0	117	7	7	25	0	39	42	105	3	1	151	312
4:15 PM	4	0	0	0	4	2	132	4	0	138	6	3	22	0	31	42	108	0	2	152	325
4:30 PM	2	2	0	0	4	0	127	9	0	136	4	10	19	0	33	43	135	1	0	179	352
4:45 PM	2	0	1	0	3	1	103	9	0	113	10	4	14	0	28	35	141	2	0	178	322
<b>Total</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>3</b>	<b>473</b>	<b>28</b>	<b>0</b>	<b>504</b>	<b>27</b>	<b>24</b>	<b>80</b>	<b>0</b>	<b>131</b>	<b>162</b>	<b>489</b>	<b>6</b>	<b>3</b>	<b>660</b>	<b>1311</b>
5:00 PM	2	1	0	0	3	4	114	7	0	125	11	5	25	0	41	44	137	4	0	185	354
5:15 PM	2	0	0	0	2	0	107	4	0	111	11	3	23	0	37	30	123	4	0	157	307
5:30 PM	0	1	2	0	3	0	128	4	0	132	12	5	14	0	31	56	127	2	0	185	351
5:45 PM	4	1	1	0	6	1	103	4	0	108	11	2	39	0	52	45	144	4	0	193	359
<b>Total</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>5</b>	<b>452</b>	<b>19</b>	<b>0</b>	<b>476</b>	<b>45</b>	<b>15</b>	<b>101</b>	<b>0</b>	<b>161</b>	<b>175</b>	<b>531</b>	<b>14</b>	<b>0</b>	<b>720</b>	<b>1371</b>
Grand Total	17	7	6	0	30	8	925	47	0	980	72	39	181	0	292	337	1020	20	3	1380	2682
Approach %	56.7	23.3	20.0	0.0		0.8	94.4	4.8	0.0		24.7	13.4	62.0	0.0		24.4	73.9	1.4	0.2		
Total %	0.6	0.3	0.2	0.0	1.1	0.3	34.5	1.8	0.0	36.5	2.7	1.5	6.7	0.0	10.9	12.6	38.0	0.7	0.1	51.5	
Exiting Leg Total	67					1098					391					1126					2682
Cars	16	7	6	0	29	8	908	46	0	962	71	39	181	0	291	332	1003	20	3	1358	2640
% Cars	94.1	100.0	100.0	0.0	96.7	100.0	98.2	97.9	0.0	98.2	98.6	100.0	100.0	0.0	99.7	98.5	98.3	100.0	100.0	98.4	98.4
Exiting Leg Total	67					1080					385					1108					2640
Heavy Vehicles	1	0	0	0	1	0	17	1	0	18	1	0	0	0	1	5	17	0	0	22	42
% Heavy Vehicles	5.9	0.0	0.0	0.0	3.3	0.0	1.8	2.1	0.0	1.8	1.4	0.0	0.0	0.0	0.3	1.5	1.7	0.0	0.0	1.6	1.6
Exiting Leg Total	0					18					6					18					42

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

5:00 PM	Harvard Street					High Street					East Street					High Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
5:00 PM	2	1	0	0	3	4	114	7	0	125	11	5	25	0	41	44	137	4	0	185	354
5:15 PM	2	0	0	0	2	0	107	4	0	111	11	3	23	0	37	30	123	4	0	157	307
5:30 PM	0	1	2	0	3	0	128	4	0	132	12	5	14	0	31	56	127	2	0	185	351
5:45 PM	4	1	1	0	6	1	103	4	0	108	11	2	39	0	52	45	144	4	0	193	359
<b>Total Volume</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>5</b>	<b>452</b>	<b>19</b>	<b>0</b>	<b>476</b>	<b>45</b>	<b>15</b>	<b>101</b>	<b>0</b>	<b>161</b>	<b>175</b>	<b>531</b>	<b>14</b>	<b>0</b>	<b>720</b>	<b>1371</b>
% Approach Total	57.1	21.4	21.4	0.0		1.1	95.0	4.0	0.0		28.0	9.3	62.7	0.0		24.3	73.8	1.9	0.0		
PHF	0.500	0.750	0.375	0.000	0.583	0.313	0.883	0.679	0.000	0.902	0.938	0.750	0.647	0.000	0.774	0.781	0.922	0.875	0.000	0.933	0.955
Cars	8	3	3	0	14	5	447	19	0	471	44	15	101	0	160	172	523	14	0	709	1354
Cars %	100.0	100.0	100.0	0.0	100.0	100.0	98.9	100.0	0.0	98.9	97.8	100.0	100.0	0.0	99.4	98.3	98.5	100.0	0.0	98.5	98.8
Heavy Vehicles	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	3	8	0	0	11	17
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	1.1	2.2	0.0	0.0	0.0	0.6	1.7	1.5	0.0	0.0	1.5	1.2
Cars Enter Leg	8	3	3	0	14	5	447	19	0	471	44	15	101	0	160	172	523	14	0	709	1354
Heavy Enter Leg	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	3	8	0	0	11	17
<b>Total Entering Leg</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>5</b>	<b>452</b>	<b>19</b>	<b>0</b>	<b>476</b>	<b>45</b>	<b>15</b>	<b>101</b>	<b>0</b>	<b>161</b>	<b>175</b>	<b>531</b>	<b>14</b>	<b>0</b>	<b>720</b>	<b>1371</b>
Cars Exiting Leg	34					570					194					556					1354
Heavy Exiting Leg	0					9					3					5					17
<b>Total Exiting Leg</b>	<b>34</b>					<b>579</b>					<b>197</b>					<b>561</b>					<b>1371</b>



PDI File #: **217946 (4)**  
 Location: **N: Harvard Street S: East Street**  
 Location: **E: High Street W: High Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Cars**

	Harvard Street					High Street					East Street					High Street					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
4:00 PM	0	2	2	0	4	0	106	6	0	112	7	7	25	0	39	42	103	3	1	149	304					
4:15 PM	4	0	0	0	4	2	130	4	0	136	6	3	22	0	31	40	105	0	2	147	318					
4:30 PM	2	2	0	0	4	0	125	8	0	133	4	10	19	0	33	43	134	1	0	178	348					
4:45 PM	2	0	1	0	3	1	100	9	0	110	10	4	14	0	28	35	138	2	0	175	316					
<b>Total</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>3</b>	<b>461</b>	<b>27</b>	<b>0</b>	<b>491</b>	<b>27</b>	<b>24</b>	<b>80</b>	<b>0</b>	<b>131</b>	<b>160</b>	<b>480</b>	<b>6</b>	<b>3</b>	<b>649</b>	<b>1286</b>					
5:00 PM	2	1	0	0	3	4	113	7	0	124	11	5	25	0	41	44	134	4	0	182	350					
5:15 PM	2	0	0	0	2	0	105	4	0	109	11	3	23	0	37	30	120	4	0	154	302					
5:30 PM	0	1	2	0	3	0	127	4	0	131	11	5	14	0	30	54	126	2	0	182	346					
5:45 PM	4	1	1	0	6	1	102	4	0	107	11	2	39	0	52	44	143	4	0	191	356					
<b>Total</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>5</b>	<b>447</b>	<b>19</b>	<b>0</b>	<b>471</b>	<b>44</b>	<b>15</b>	<b>101</b>	<b>0</b>	<b>160</b>	<b>172</b>	<b>523</b>	<b>14</b>	<b>0</b>	<b>709</b>	<b>1354</b>					
Grand Total	16	7	6	0	29	8	908	46	0	962	71	39	181	0	291	332	1003	20	3	1358	2640					
Approach %	55.2	24.1	20.7	0.0		0.8	94.4	4.8	0.0		24.4	13.4	62.2	0.0		24.4	73.9	1.5	0.2							
Total %	0.6	0.3	0.2	0.0	1.1	0.3	34.4	1.7	0.0	36.4	2.7	1.5	6.9	0.0	11.0	12.6	38.0	0.8	0.1	51.4						
Exiting Leg Total						67					1080					385					1108					2640

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

	Harvard Street					High Street					East Street					High Street					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
5:00 PM	2	1	0	0	3	4	113	7	0	124	11	5	25	0	41	44	134	4	0	182	350					
5:15 PM	2	0	0	0	2	0	105	4	0	109	11	3	23	0	37	30	120	4	0	154	302					
5:30 PM	0	1	2	0	3	0	127	4	0	131	11	5	14	0	30	54	126	2	0	182	346					
5:45 PM	4	1	1	0	6	1	102	4	0	107	11	2	39	0	52	44	143	4	0	191	356					
<b>Total Volume</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>5</b>	<b>447</b>	<b>19</b>	<b>0</b>	<b>471</b>	<b>44</b>	<b>15</b>	<b>101</b>	<b>0</b>	<b>160</b>	<b>172</b>	<b>523</b>	<b>14</b>	<b>0</b>	<b>709</b>	<b>1354</b>					
% Approach Total	57.1	21.4	21.4	0.0		1.1	94.9	4.0	0.0		27.5	9.4	63.1	0.0		24.3	73.8	2.0	0.0							
PHF	0.500	0.750	0.375	0.000	0.583	0.313	0.880	0.679	0.000	0.899	1.000	0.750	0.647	0.000	0.769	0.796	0.914	0.875	0.000	0.928	0.951					
Entering Leg	8	3	3	0	14	5	447	19	0	471	44	15	101	0	160	172	523	14	0	709	1354					
Exiting Leg						34					570					194					556					1354
<b>Total</b>						48					1041					354					1265					2708

PDI File #: **217946 (4)**  
 Location: **N: Harvard Street S: East Street**  
 Location: **E: High Street W: High Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**



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

	Harvard Street					High Street					East Street					High Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	8
4:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	3	0	0	5	7
4:30 PM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	4
4:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>25</b>
5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
5:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
5:30 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2	1	0	0	3	5
5:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	3
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>17</b>
Grand Total	1	0	0	0	1	0	17	1	0	18	1	0	0	0	1	5	17	0	0	22	42
Approach %	100.0	0.0	0.0	0.0		0.0	94.4	5.6	0.0		100.0	0.0	0.0	0.0		22.7	77.3	0.0	0.0		
Total %	2.4	0.0	0.0	0.0	2.4	0.0	40.5	2.4	0.0	42.9	2.4	0.0	0.0	0.0	2.4	11.9	40.5	0.0	0.0	52.4	
Exiting Leg Total	0					18					6					18					42
Buses	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	5	0	0	5	9
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	17.6	100.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	29.4	0.0	0.0	22.7	21.4
Exiting Leg Total	0					5					1					3					9
Single-Unit Trucks	1	0	0	0	1	0	13	0	0	13	0	0	0	0	0	4	12	0	0	16	30
% Single-Unit	100.0	0.0	0.0	0.0	100.0	0.0	76.5	0.0	0.0	72.2	0.0	0.0	0.0	0.0	0.0	80.0	70.6	0.0	0.0	72.7	71.4
Exiting Leg Total	0					12					4					14					30
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	1	0	0	0	1	3
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	5.9	0.0	0.0	5.6	100.0	0.0	0.0	0.0	100.0	20.0	0.0	0.0	0.0	4.5	7.1
Exiting Leg Total	0					1					1					1					3

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

	Harvard Street					High Street					East Street					High Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	8
4:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	3	0	0	5	7
4:30 PM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	4
4:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
Total Volume	1	0	0	0	1	0	12	1	0	13	0	0	0	0	0	2	9	0	0	11	25
% Approach Total	100.0	0.0	0.0	0.0		0.0	92.3	7.7	0.0		0.0	0.0	0.0	0.0		18.2	81.8	0.0	0.0		
PHF	0.250	0.000	0.000	0.000	0.250	0.000	0.600	0.250	0.000	0.650	0.000	0.000	0.000	0.000	0.000	0.250	0.750	0.000	0.000	0.550	0.781
Buses	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	5
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	16.7	100.0	0.0	23.1	0.0	0.0	0.0	0.0	0.0	0.0	22.2	0.0	0.0	18.2	20.0
Single-Unit Trucks	1	0	0	0	1	0	9	0	0	9	0	0	0	0	0	2	7	0	0	9	19
Single-Unit %	100.0	0.0	0.0	0.0	100.0	0.0	75.0	0.0	0.0	69.2	0.0	0.0	0.0	0.0	0.0	100.0	77.8	0.0	0.0	81.8	76.0
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	8.3	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0
Buses	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	5
Single-Unit Trucks	1	0	0	0	1	0	9	0	0	9	0	0	0	0	0	2	7	0	0	9	19
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Entering Leg	1	0	0	0	1	0	12	1	0	13	0	0	0	0	0	2	9	0	0	11	25
Buses	0					2					1					2					5
Single-Unit Trucks	0					7					2					10					19
Articulated Trucks	0					0					0					1					1
Total Exiting Leg	0					9					3					13					25

PDI File #: **217946 (4)**  
 Location: **N: Harvard Street S: East Street**  
 Location: **E: High Street W: High Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Buses**

	Harvard Street					High Street					East Street					High Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>5</b>
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>4</b>
Grand Total	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	5	0	0	5	9
Approach %	0.0	0.0	0.0	0.0		0.0	75.0	25.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	33.3	11.1	0.0	44.4	0.0	0.0	0.0	0.0	0.0	0.0	55.6	0.0	0.0	55.6	
Exiting Leg Total	0					5					1					3					9

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

	Harvard Street					High Street					East Street					High Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>6</b>
% Approach Total	0.0	0.0	0.0	0.0		0.0	66.7	33.3	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	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	0.000	0.000	0.375	0.000	0.000	0.375	0.750
Entering Leg	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	3	0	0	3	6
Exiting Leg	0					3					1					2					6
<b>Total</b>	<b>0</b>					<b>6</b>					<b>1</b>					<b>5</b>					<b>12</b>

PDI File #: **217946 (4)**  
 Location: **N: Harvard Street S: East Street**  
 Location: **E: High Street W: High Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Single-Unit Trucks**

	Harvard Street					High Street					East Street					High Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	7
4:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	2	0	0	4	6
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>19</b>
5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
5:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
5:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>11</b>
Grand Total	1	0	0	0	1	0	13	0	0	13	0	0	0	0	0	4	12	0	0	16	30
Approach %	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		25.0	75.0	0.0	0.0		
Total %	3.3	0.0	0.0	0.0	3.3	0.0	43.3	0.0	0.0	43.3	0.0	0.0	0.0	0.0	0.0	13.3	40.0	0.0	0.0	53.3	
Exiting Leg Total	0					12					4					14					30

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

	Harvard Street					High Street					East Street					High Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	7
4:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	2	0	0	4	6
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
Total Volume	1	0	0	0	1	0	9	0	0	9	0	0	0	0	0	2	7	0	0	9	19
% Approach Total	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		22.2	77.8	0.0	0.0		
PHF	0.250	0.000	0.000	0.000	0.250	0.000	0.450	0.000	0.000	0.450	0.000	0.000	0.000	0.000	0.000	0.250	0.583	0.000	0.000	0.563	0.679
Entering Leg	1	0	0	0	1	0	9	0	0	9	0	0	0	0	0	2	7	0	0	9	19
Exiting Leg	0					7					2					10					19
Total	1					16					2					19					38

PDI File #: **217946 (4)**  
 Location: **N: Harvard Street S: East Street**  
 Location: **E: High Street W: High Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Articulated Trucks**

	Harvard Street					High Street					East Street					High Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>
Grand Total	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	1	0	0	0	1	3
Approach %	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	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	33.3	0.0	0.0	33.3	33.3	0.0	0.0	0.0	33.3	33.3	0.0	0.0	0.0	33.3	
Exiting Leg Total	0					1					1					1					3

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

	Harvard Street					High Street					East Street					High Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	2
Total Volume	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	2
% Approach 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		100.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.250	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	2
Exiting Leg	0					1					1					0					2
Total	0					1					2					1					4



PDI File #: **217946 (4)**  
 Location: **N: Harvard Street S: East Street**  
 Location: **E: High Street W: High Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Pedestrians**

	Harvard Street								High Street								East Street								High Street								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	1	1	2	0	0	0	0	0	1	1	0	0	0	0	2	0	2	0	0	0	0	0	1	1	6				
4:15 PM	0	0	0	0	2	1	3	0	0	0	0	1	0	1	0	0	0	0	0	1	1	0	0	0	0	1	2	3	8				
4:30 PM	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	6				
4:45 PM	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	5				
<b>Total</b>	0	0	0	0	7	6	13	0	0	0	0	1	1	2	0	0	0	0	3	1	4	0	0	0	0	2	4	6	25				
5:00 PM	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	2	3	5	10				
5:15 PM	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	2	0	2	0	0	0	0	3	0	3	7				
5:30 PM	0	0	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3	3	8				
5:45 PM	0	0	0	0	1	1	2	0	0	0	0	0	2	2	0	0	0	0	2	1	3	0	0	0	0	2	3	5	12				
<b>Total</b>	0	0	0	0	4	5	9	0	0	0	0	0	3	3	0	0	0	0	5	4	9	0	0	0	0	7	9	16	37				
Grand Total	0	0	0	0	11	11	22	0	0	0	0	1	4	5	0	0	0	0	8	5	13	0	0	0	0	9	13	22	62				
Approach %	0	0	0	0	50	50		0	0	0	0	20	80	0	0	0	0	61.5	38.5	0	0	0	0	40.9	59.1								
Total %	0	0	0	0	17.7	17.7	35.5	0	0	0	0	1.61	6.45	8.06	0	0	0	0	12.9	8.06	21	0	0	0	0	14.5	21	35.5					
Exiting Leg Total	22							5							13							22							62				

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

	Harvard Street								High Street								East Street								High Street								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
5:00 PM	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	2	3	5	10				
5:15 PM	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	2	0	2	0	0	0	0	3	0	3	7				
5:30 PM	0	0	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3	3	8				
5:45 PM	0	0	0	0	1	1	2	0	0	0	0	0	2	2	0	0	0	0	2	1	3	0	0	0	0	2	3	5	12				
Total Volume	0	0	0	0	4	5	9	0	0	0	0	0	3	3	0	0	0	0	5	4	9	0	0	0	0	7	9	16	37				
% Approach Total	0.0	0.0	0.0	0.0	44.4	55.6		0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	43.8	56.3								
PHF	0.000	0.000	0.000	0.000	0.500	0.625	0.563	0.000	0.000	0.000	0.000	0.375	0.375	0.000	0.000	0.000	0.000	0.625	0.500	0.750	0.000	0.000	0.000	0.000	0.583	0.750	0.800	0.771					
Entering Leg	0	0	0	0	4	5	9	0	0	0	0	0	3	3	0	0	0	0	5	4	9	0	0	0	0	7	9	16	37				
Exiting Leg	9							3							9							16							37				
<b>Total</b>	18							6							18							32							74				

PDI File #: **217946 (5)**  
 Location: **N: East Street S: High Street**  
 Location: **E: High Street W: Harris Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



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

**Cars and Heavy Vehicles (Combined)**

	East Street					High Street					High Street					Harris Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	2	0	0	2	9	13	89	0	111	58	3	1	0	62	0	18	3	0	21	196
7:15 AM	2	2	1	0	5	4	23	104	0	131	55	6	0	0	61	2	31	1	0	34	231
7:30 AM	1	3	0	0	4	13	27	133	0	173	80	4	0	0	84	0	24	4	0	28	289
7:45 AM	1	2	1	0	4	15	32	131	0	178	66	7	0	0	73	3	44	2	0	49	304
<b>Total</b>	<b>4</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>41</b>	<b>95</b>	<b>457</b>	<b>0</b>	<b>593</b>	<b>259</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>280</b>	<b>5</b>	<b>117</b>	<b>10</b>	<b>0</b>	<b>132</b>	<b>1020</b>
8:00 AM	1	3	2	0	6	8	27	124	2	161	72	16	2	0	90	0	33	4	0	37	294
8:15 AM	1	5	3	0	9	10	27	126	0	163	76	9	2	0	87	1	32	3	0	36	295
8:30 AM	2	2	0	0	4	11	36	122	1	170	74	2	0	0	76	2	26	0	0	28	278
8:45 AM	0	2	1	0	3	9	31	84	0	124	101	3	2	0	106	4	36	3	0	43	276
<b>Total</b>	<b>4</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>22</b>	<b>38</b>	<b>121</b>	<b>456</b>	<b>3</b>	<b>618</b>	<b>323</b>	<b>30</b>	<b>6</b>	<b>0</b>	<b>359</b>	<b>7</b>	<b>127</b>	<b>10</b>	<b>0</b>	<b>144</b>	<b>1143</b>
Grand Total	8	21	8	0	37	79	216	913	3	1211	582	50	7	0	639	12	244	20	0	276	2163
Approach %	21.6	56.8	21.6	0.0		6.5	17.8	75.4	0.2		91.1	7.8	1.1	0.0		4.3	88.4	7.2	0.0		
Total %	0.4	1.0	0.4	0.0	1.7	3.7	10.0	42.2	0.1	56.0	26.9	2.3	0.3	0.0	29.5	0.6	11.3	0.9	0.0	12.8	
Exiting Leg Total	149					837					946					231					2163
Cars	8	21	8	0	37	77	207	873	3	1160	551	48	7	0	606	11	239	18	0	268	2071
% Cars	100.0	100.0	100.0	0.0	100.0	97.5	95.8	95.6	100.0	95.8	94.7	96.0	100.0	0.0	94.8	91.7	98.0	90.0	0.0	97.1	95.7
Exiting Leg Total	143					801					905					222					2071
Heavy Vehicles	0	0	0	0	0	2	9	40	0	51	31	2	0	0	33	1	5	2	0	8	92
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	2.5	4.2	4.4	0.0	4.2	5.3	4.0	0.0	0.0	5.2	8.3	2.0	10.0	0.0	2.9	4.3
Exiting Leg Total	6					36					41					9					92

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

	East Street					High Street					High Street					Harris Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:30 AM	1	3	0	0	4	13	27	133	0	173	80	4	0	0	84	0	24	4	0	28	289
7:45 AM	1	2	1	0	4	15	32	131	0	178	66	7	0	0	73	3	44	2	0	49	304
8:00 AM	1	3	2	0	6	8	27	124	2	161	72	16	2	0	90	0	33	4	0	37	294
8:15 AM	1	5	3	0	9	10	27	126	0	163	76	9	2	0	87	1	32	3	0	36	295
Total Volume	4	13	6	0	23	46	113	514	2	675	294	36	4	0	334	4	133	13	0	150	1182
% Approach Total	17.4	56.5	26.1	0.0		6.8	16.7	76.1	0.3		88.0	10.8	1.2	0.0		2.7	88.7	8.7	0.0		
PHF	1.000	0.650	0.500	0.000	0.639	0.767	0.883	0.966	0.250	0.948	0.919	0.563	0.500	0.000	0.928	0.333	0.756	0.813	0.000	0.765	0.972
Cars	4	13	6	0	23	45	109	493	2	649	276	35	4	0	315	3	129	11	0	143	1130
Cars %	100.0	100.0	100.0	0.0	100.0	97.8	96.5	95.9	100.0	96.1	93.9	97.2	100.0	0.0	94.3	75.0	97.0	84.6	0.0	95.3	95.6
Heavy Vehicles	0	0	0	0	0	1	4	21	0	26	18	1	0	0	19	1	4	2	0	7	52
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	2.2	3.5	4.1	0.0	3.9	6.1	2.8	0.0	0.0	5.7	25.0	3.0	15.4	0.0	4.7	4.4
Cars Enter Leg	4	13	6	0	23	45	109	493	2	649	276	35	4	0	315	3	129	11	0	143	1130
Heavy Enter Leg	0	0	0	0	0	1	4	21	0	26	18	1	0	0	19	1	4	2	0	7	52
Total Entering Leg	4	13	6	0	23	46	113	514	2	675	294	36	4	0	334	4	133	13	0	150	1182
Cars Exiting Leg	91					413					509					117					1130
Heavy Exiting Leg	4					22					22					4					52
Total Exiting Leg	95					435					531					121					1182



PDI File #: **217946 (5)**  
 Location: **N: East Street S: High Street**  
 Location: **E: High Street W: Harris Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Cars**

	East Street					High Street					High Street					Harris Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
7:00 AM	0	2	0	0	2	8	12	82	0	102	57	2	1	0	60	0	17	3	0	20	184	
7:15 AM	2	2	1	0	5	4	20	97	0	121	54	6	0	0	60	2	31	1	0	34	220	
7:30 AM	1	3	0	0	4	13	25	126	0	164	70	4	0	0	74	0	23	4	0	27	269	
7:45 AM	1	2	1	0	4	15	31	121	0	167	64	7	0	0	71	2	42	1	0	45	287	
<b>Total</b>	<b>4</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>40</b>	<b>88</b>	<b>426</b>	<b>0</b>	<b>554</b>	<b>245</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>265</b>	<b>4</b>	<b>113</b>	<b>9</b>	<b>0</b>	<b>126</b>	<b>960</b>	
8:00 AM	1	3	2	0	6	7	26	121	2	156	69	15	2	0	86	0	33	4	0	37	285	
8:15 AM	1	5	3	0	9	10	27	125	0	162	73	9	2	0	84	1	31	2	0	34	289	
8:30 AM	2	2	0	0	4	11	36	119	1	167	73	2	0	0	75	2	26	0	0	28	274	
8:45 AM	0	2	1	0	3	9	30	82	0	121	91	3	2	0	96	4	36	3	0	43	263	
<b>Total</b>	<b>4</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>22</b>	<b>37</b>	<b>119</b>	<b>447</b>	<b>3</b>	<b>606</b>	<b>306</b>	<b>29</b>	<b>6</b>	<b>0</b>	<b>341</b>	<b>7</b>	<b>126</b>	<b>9</b>	<b>0</b>	<b>142</b>	<b>1111</b>	
Grand Total	8	21	8	0	37	77	207	873	3	1160	551	48	7	0	606	11	239	18	0	268	2071	
Approach %	21.6	56.8	21.6	0.0		6.6	17.8	75.3	0.3		90.9	7.9	1.2	0.0		4.1	89.2	6.7	0.0			
Total %	0.4	1.0	0.4	0.0	1.8	3.7	10.0	42.2	0.1	56.0	26.6	2.3	0.3	0.0	29.3	0.5	11.5	0.9	0.0	12.9		
Exiting Leg Total						143					801					905					222	2071

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

	East Street					High Street					High Street					Harris Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
7:45 AM	1	2	1	0	4	15	31	121	0	167	64	7	0	0	71	2	42	1	0	45	287	
8:00 AM	1	3	2	0	6	7	26	121	2	156	69	15	2	0	86	0	33	4	0	37	285	
8:15 AM	1	5	3	0	9	10	27	125	0	162	73	9	2	0	84	1	31	2	0	34	289	
8:30 AM	2	2	0	0	4	11	36	119	1	167	73	2	0	0	75	2	26	0	0	28	274	
Total Volume	5	12	6	0	23	43	120	486	3	652	279	33	4	0	316	5	132	7	0	144	1135	
% Approach Total	21.7	52.2	26.1	0.0		6.6	18.4	74.5	0.5		88.3	10.4	1.3	0.0		3.5	91.7	4.9	0.0			
PHF	0.625	0.600	0.500	0.000	0.639	0.717	0.833	0.972	0.375	0.976	0.955	0.550	0.500	0.000	0.919	0.625	0.786	0.438	0.000	0.800	0.982	
Entering Leg	5	12	6	0	23	43	120	486	3	652	279	33	4	0	316	5	132	7	0	144	1135	
Exiting Leg						83					420					503					129	1135
Total						106					1072					819					273	2270

PDI File #: 217946 (5)  
 Location: N: East Street S: High Street  
 Location: E: High Street W: Harris Street  
 City, State: Dedham, MA  
 Client: BETA/ J. CUREWITZ  
 Site Code: 7588  
 Count Date: Wednesday, May 19, 2021  
 Start Time: 7:00 AM  
 End Time: 9:00 AM



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

	East Street					High Street					High Street					Harris Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	1	1	7	0	9	1	1	0	0	2	0	1	0	0	1	12
7:15 AM	0	0	0	0	0	0	3	7	0	10	1	0	0	0	1	0	0	0	0	0	11
7:30 AM	0	0	0	0	0	0	2	7	0	9	10	0	0	0	10	0	1	0	0	1	20
7:45 AM	0	0	0	0	0	0	1	10	0	11	2	0	0	0	2	1	2	1	0	4	17
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>31</b>	<b>0</b>	<b>39</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>60</b>
8:00 AM	0	0	0	0	0	1	1	3	0	5	3	1	0	0	4	0	0	0	0	0	9
8:15 AM	0	0	0	0	0	0	0	1	0	1	3	0	0	0	3	0	1	1	0	2	6
8:30 AM	0	0	0	0	0	0	0	3	0	3	1	0	0	0	1	0	0	0	0	0	4
8:45 AM	0	0	0	0	0	0	1	2	0	3	10	0	0	0	10	0	0	0	0	0	13
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>12</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>32</b>
Grand Total	0	0	0	0	0	2	9	40	0	51	31	2	0	0	33	1	5	2	0	8	92
Approach %	0.0	0.0	0.0	0.0	0.0	3.9	17.6	78.4	0.0	51.0	93.9	6.1	0.0	0.0	33.0	12.5	62.5	25.0	0.0	8.0	
Total %	0.0	0.0	0.0	0.0	0.0	2.2	9.8	43.5	0.0	55.4	33.7	2.2	0.0	0.0	35.9	1.1	5.4	2.2	0.0	8.7	
Exiting Leg Total	6					36					41					9					92
Buses	0	0	0	0	0	2	4	11	0	17	15	1	0	0	16	0	1	0	0	1	34
% Buses	0.0	0.0	0.0	0.0	0.0	100.0	44.4	27.5	0.0	33.3	48.4	50.0	0.0	0.0	48.5	0.0	20.0	0.0	0.0	12.5	37.0
Exiting Leg Total	3					16					11					4					34
Single-Unit Trucks	0	0	0	0	0	0	4	27	0	31	15	1	0	0	16	1	2	2	0	5	52
% Single-Unit	0.0	0.0	0.0	0.0	0.0	0.0	44.4	67.5	0.0	60.8	48.4	50.0	0.0	0.0	48.5	100.0	40.0	100.0	0.0	62.5	56.5
Exiting Leg Total	3					17					28					4					52
Articulated Trucks	0	0	0	0	0	0	1	2	0	3	1	0	0	0	1	0	2	0	0	2	6
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	11.1	5.0	0.0	5.9	3.2	0.0	0.0	0.0	3.0	0.0	40.0	0.0	0.0	25.0	6.5
Exiting Leg Total	0					3					2					1					6

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

	East Street					High Street					High Street					Harris Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	1	1	7	0	9	1	1	0	0	2	0	1	0	0	1	12
7:15 AM	0	0	0	0	0	0	3	7	0	10	1	0	0	0	1	0	0	0	0	0	11
7:30 AM	0	0	0	0	0	0	2	7	0	9	10	0	0	0	10	0	1	0	0	1	20
7:45 AM	0	0	0	0	0	0	1	10	0	11	2	0	0	0	2	1	2	1	0	4	17
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>31</b>	<b>0</b>	<b>39</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>60</b>
% Approach Total	0.0	0.0	0.0	0.0	0.0	2.6	17.9	79.5	0.0	39.0	93.3	6.7	0.0	0.0	15.0	16.7	66.7	16.7	0.0	6.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.583	0.775	0.000	0.886	0.350	0.250	0.000	0.000	0.375	0.250	0.500	0.250	0.000	0.375	0.750
Buses	0	0	0	0	0	1	3	10	0	14	7	1	0	0	8	0	1	0	0	1	23
Buses %	0.0	0.0	0.0	0.0	0.0	100.0	42.9	32.3	0.0	35.9	50.0	100.0	0.0	0.0	53.3	0.0	25.0	0.0	0.0	16.7	38.3
Single-Unit Trucks	0	0	0	0	0	0	3	19	0	22	7	0	0	0	7	1	2	1	0	4	33
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	42.9	61.3	0.0	56.4	50.0	0.0	0.0	0.0	46.7	100.0	50.0	100.0	0.0	66.7	55.0
Articulated Trucks	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	1	0	0	1	4
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	14.3	6.5	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	16.7	6.7
Buses	0	0	0	0	0	1	3	10	0	14	7	1	0	0	8	0	1	0	0	1	23
Single-Unit Trucks	0	0	0	0	0	0	3	19	0	22	7	0	0	0	7	1	2	1	0	4	33
Articulated Trucks	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	1	0	0	1	4
Total Entering Leg	0					39					15					6					60
Buses	2					8					10					3					23
Single-Unit Trucks	1					9					20					3					33
Articulated Trucks	0					1					2					1					4
Total Exiting Leg	3					18					32					7					60

PDI File #: **217946 (5)**  
 Location: **N: East Street S: High Street**  
 Location: **E: High Street W: Harris Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Buses**

	East Street					High Street					High Street					Harris Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
7:00 AM	0	0	0	0	0	1	0	4	0	5	1	1	0	0	2	0	1	0	0	1	8	
7:15 AM	0	0	0	0	0	0	2	5	0	7	1	0	0	0	1	0	0	0	0	0	8	
7:30 AM	0	0	0	0	0	0	1	0	0	1	4	0	0	0	4	0	0	0	0	0	5	
7:45 AM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2	
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>10</b>	<b>0</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>23</b>	
8:00 AM	0	0	0	0	0	1	1	0	0	2	1	0	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	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	
8:45 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	7	
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	
Grand Total	0	0	0	0	0	2	4	11	0	17	15	1	0	0	16	0	1	0	0	1	34	
Approach %	0.0	0.0	0.0	0.0		11.8	23.5	64.7	0.0		93.8	6.3	0.0	0.0		0.0	100.0	0.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	5.9	11.8	32.4	0.0	50.0	44.1	2.9	0.0	0.0	47.1	0.0	2.9	0.0	0.0	2.9		
Exiting Leg Total						3					16					11					4	34

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

	East Street					High Street					High Street					Harris Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
7:00 AM	0	0	0	0	0	1	0	4	0	5	1	1	0	0	2	0	1	0	0	1	8	
7:15 AM	0	0	0	0	0	0	2	5	0	7	1	0	0	0	1	0	0	0	0	0	8	
7:30 AM	0	0	0	0	0	0	1	0	0	1	4	0	0	0	4	0	0	0	0	0	5	
7:45 AM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2	
Total Volume	0	0	0	0	0	1	3	10	0	14	7	1	0	0	8	0	1	0	0	1	23	
% Approach Total	0.0	0.0	0.0	0.0		7.1	21.4	71.4	0.0		87.5	12.5	0.0	0.0		0.0	100.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.375	0.500	0.000	0.500	0.438	0.250	0.000	0.000	0.500	0.000	0.250	0.000	0.000	0.250	0.719	
Entering Leg	0	0	0	0	0	1	3	10	0	14	7	1	0	0	8	0	1	0	0	1	23	
Exiting Leg						2					8					10					3	23
Total						2					22					18					4	46

PDI File #: **217946 (5)**  
 Location: **N: East Street S: High Street**  
 Location: **E: High Street W: Harris Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Single-Unit Trucks**

	East Street					High Street					High Street					Harris Street					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
7:00 AM	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	3					
7:15 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2					
7:30 AM	0	0	0	0	0	0	1	7	0	8	6	0	0	0	6	0	1	0	0	1	15					
7:45 AM	0	0	0	0	0	0	1	8	0	9	1	0	0	0	1	1	1	1	0	3	13					
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>19</b>	<b>0</b>	<b>22</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>33</b>					
8:00 AM	0	0	0	0	0	0	0	3	0	3	2	1	0	0	3	0	0	0	0	0	6					
8:15 AM	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	0	0	1	0	1	4					
8:30 AM	0	0	0	0	0	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	3					
8:45 AM	0	0	0	0	0	0	1	2	0	3	3	0	0	0	3	0	0	0	0	0	6					
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>19</b>					
Grand Total	0	0	0	0	0	0	4	27	0	31	15	1	0	0	16	1	2	2	0	5	52					
Approach %	0.0	0.0	0.0	0.0		0.0	12.9	87.1	0.0		93.8	6.3	0.0	0.0		20.0	40.0	40.0	0.0							
Total %	0.0	0.0	0.0	0.0	0.0	0.0	7.7	51.9	0.0	59.6	28.8	1.9	0.0	0.0	30.8	1.9	3.8	3.8	0.0	9.6						
Exiting Leg Total						3					17					28					4					52

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

	East Street					High Street					High Street					Harris Street					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
7:30 AM	0	0	0	0	0	0	1	7	0	8	6	0	0	0	6	0	1	0	0	1	15					
7:45 AM	0	0	0	0	0	0	1	8	0	9	1	0	0	0	1	1	1	1	0	3	13					
8:00 AM	0	0	0	0	0	0	0	3	0	3	2	1	0	0	3	0	0	0	0	0	6					
8:15 AM	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	0	0	1	0	1	4					
Total Volume	0	0	0	0	0	0	2	19	0	21	11	1	0	0	12	1	2	2	0	5	38					
% Approach Total	0.0	0.0	0.0	0.0		0.0	9.5	90.5	0.0		91.7	8.3	0.0	0.0		20.0	40.0	40.0	0.0							
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.594	0.000	0.583	0.458	0.250	0.000	0.000	0.500	0.250	0.500	0.500	0.000	0.417	0.633					
Entering Leg	0	0	0	0	0	0	2	19	0	21	11	1	0	0	12	1	2	2	0	5	38					
Exiting Leg						3					13					20					2					38
Total						3					34					32					7					76

PDI File #: **217946 (5)**  
 Location: **N: East Street S: High Street**  
 Location: **E: High Street W: Harris Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Articulated Trucks**

	East Street					High Street					High Street					Harris Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2
<b>Total</b>	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	1	0	0	1	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
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	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
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
Grand Total	0	0	0	0	0	0	1	2	0	3	1	0	0	0	1	0	2	0	0	2	6
Approach %	0.0	0.0	0.0	0.0		0.0	33.3	66.7	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	16.7	33.3	0.0	50.0	16.7	0.0	0.0	0.0	16.7	0.0	33.3	0.0	0.0	33.3	
Exiting Leg Total	0					3					2					1					6

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

	East Street					High Street					High Street					Harris Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2
<b>Total Volume</b>	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	1	0	0	1	4
<b>% Approach Total</b>	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	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.500
Entering Leg	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	1	0	0	1	4
Exiting Leg	0					1					2					1					4
<b>Total</b>	0					4					2					2					8

PDI File #: 217946 (5)  
 Location: N: East Street S: High Street  
 Location: E: High Street W: Harris Street  
 City, State: Dedham, MA  
 Client: BETA/ J. Curewitz  
 Site Code: 7588  
 Count Date: Wednesday, May 19, 2021  
 Start Time: 7:00 AM  
 End Time: 9:00 AM  
 Class:



**Bicycles (on Roadway and Crosswalks)**

	East Street								High Street								High Street								Harris Street								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1		
7:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2		
<b>Total</b>	0	0	0	0	0	0	0	0	1	2	0	0	0	3	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	5		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2		
8:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1		
<b>Total</b>	0	0	0	0	0	0	0	0	1	0	0	0	0	1	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	5		
Grand Total	0	0	0	0	0	0	0	0	2	2	0	0	0	4	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	10		
Approach %	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	83.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0					
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	20.0	0.0	0.0	0.0	40.0	50.0	10.0	0.0	0.0	0.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Exiting Leg Total	1							5							2							2							10				

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

	East Street								High Street								High Street								Harris Street								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	1	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	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2		
Total Volume	0	0	0	0	0	0	0	0	1	2	0	0	0	3	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	6		
% Approach Total	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	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0					
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.375	0.375	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750				
Entering Leg	0	0	0	0	0	0	0	0	1	2	0	0	0	3	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	6		
Exiting Leg	0							3							2							1							6				
Total	0							6							5							1							12				

PDI File #: **217946 (5)**  
 Location: **N: East Street S: High Street**  
 Location: **E: High Street W: Harris Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Pedestrians**

	East Street								High Street								High Street								Harris Street								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	1	0	1	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4			
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	0	1	1	2			
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	1	1	3			
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	3			
<b>Total</b>	0	0	0	0	1	0	1	0	0	0	0	1	2	3	0	0	0	0	4	1	5	0	0	0	0	1	2	3	12				
8:00 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	3	5	0	0	0	0	0	0	0	6				
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	2				
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	0	0	0	0	1	0	1	3				
8:45 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	2	0	2	3				
<b>Total</b>	0	0	0	0	0	1	1	0	0	0	0	2	0	2	0	0	0	0	3	4	7	0	0	0	0	3	1	4	14				
<b>Grand Total</b>	0	0	0	0	1	1	2	0	0	0	0	3	2	5	0	0	0	0	7	5	12	0	0	0	0	4	3	7	26				
Approach %	0	0	0	0	50	50		0	0	0	0	60	40		0	0	0	0	58.3	41.7		0	0	0	0	57.1	42.9						
Total %	0	0	0	0	3.85	3.85	7.69	0	0	0	0	11.5	7.69	19.2	0	0	0	0	26.9	19.2	46.2	0	0	0	0	15.4	11.5	26.9					
Exiting Leg Total	2							5							12							7	26										

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

	East Street								High Street								High Street								Harris Street								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
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	0	1	1	2			
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	1	1	3				
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	3				
8:00 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	3	5	0	0	0	0	0	0	0	6				
<b>Total Volume</b>	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	6	4	10	0	0	0	0	0	2	2	14				
<b>% Approach Total</b>	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	60.0	40.0		0.0	0.0	0.0	0.0	0.0	100.0						
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.750	0.333	0.500	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.583				
Entering Leg	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	6	4	10	0	0	0	0	0	2	2	14				
Exiting Leg	1							1							10							2	14										
<b>Total</b>	2							2							20							4	28										

PDI File #: **217946 (5)**  
 Location: **N: East Street S: High Street**  
 Location: **E: High Street W: Harris Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Cars and Heavy Vehicles (Combined)**

	East Street					High Street					High Street					Harris Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	2	3	1	0	6	17	27	93	1	138	89	11	2	0	102	9	66	3	0	78	324
4:15 PM	1	1	3	0	5	10	37	108	0	155	88	6	2	0	96	8	60	2	0	70	326
4:30 PM	1	0	0	0	1	10	31	108	1	150	132	5	4	0	141	5	52	5	0	62	354
4:45 PM	0	2	3	0	5	12	26	80	0	118	120	6	3	0	129	6	58	7	0	71	323
<b>Total</b>	<b>4</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>17</b>	<b>49</b>	<b>121</b>	<b>389</b>	<b>2</b>	<b>561</b>	<b>429</b>	<b>28</b>	<b>11</b>	<b>0</b>	<b>468</b>	<b>28</b>	<b>236</b>	<b>17</b>	<b>0</b>	<b>281</b>	<b>1327</b>
5:00 PM	1	4	4	0	9	15	31	97	1	144	128	9	2	0	139	5	53	3	0	61	353
5:15 PM	3	3	2	0	8	15	30	93	0	138	111	3	4	0	118	5	51	9	0	65	329
5:30 PM	0	3	2	0	5	10	32	103	1	146	114	2	0	0	116	4	72	3	0	79	346
5:45 PM	0	4	0	0	4	18	33	92	2	145	116	2	2	0	120	3	76	3	0	82	351
<b>Total</b>	<b>4</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>26</b>	<b>58</b>	<b>126</b>	<b>385</b>	<b>4</b>	<b>573</b>	<b>469</b>	<b>16</b>	<b>8</b>	<b>0</b>	<b>493</b>	<b>17</b>	<b>252</b>	<b>18</b>	<b>0</b>	<b>287</b>	<b>1379</b>
Grand Total	8	20	15	0	43	107	247	774	6	1134	898	44	19	0	961	45	488	35	0	568	2706
Approach %	18.6	46.5	34.9	0.0		9.4	21.8	68.3	0.5		93.4	4.6	2.0	0.0		7.9	85.9	6.2	0.0		
Total %	0.3	0.7	0.6	0.0	1.6	4.0	9.1	28.6	0.2	41.9	33.2	1.6	0.7	0.0	35.5	1.7	18.0	1.3	0.0	21.0	
Exiting Leg Total	186					1407					839					274					2706
Cars	8	20	15	0	43	106	246	758	6	1116	887	41	19	0	947	44	478	35	0	557	2663
% Cars	100.0	100.0	100.0	0.0	100.0	99.1	99.6	97.9	100.0	98.4	98.8	93.2	100.0	0.0	98.5	97.8	98.0	100.0	0.0	98.1	98.4
Exiting Leg Total	182					1386					822					273					2663
Heavy Vehicles	0	0	0	0	0	1	1	16	0	18	11	3	0	0	14	1	10	0	0	11	43
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.9	0.4	2.1	0.0	1.6	1.2	6.8	0.0	0.0	1.5	2.2	2.0	0.0	0.0	1.9	1.6
Exiting Leg Total	4					21					17					1					43

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

5:00 PM	East Street					High Street					High Street					Harris Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
5:00 PM	1	4	4	0	9	15	31	97	1	144	128	9	2	0	139	5	53	3	0	61	353
5:15 PM	3	3	2	0	8	15	30	93	0	138	111	3	4	0	118	5	51	9	0	65	329
5:30 PM	0	3	2	0	5	10	32	103	1	146	114	2	0	0	116	4	72	3	0	79	346
5:45 PM	0	4	0	0	4	18	33	92	2	145	116	2	2	0	120	3	76	3	0	82	351
<b>Total Volume</b>	<b>4</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>26</b>	<b>58</b>	<b>126</b>	<b>385</b>	<b>4</b>	<b>573</b>	<b>469</b>	<b>16</b>	<b>8</b>	<b>0</b>	<b>493</b>	<b>17</b>	<b>252</b>	<b>18</b>	<b>0</b>	<b>287</b>	<b>1379</b>
% Approach Total	15.4	53.8	30.8	0.0		10.1	22.0	67.2	0.7		95.1	3.2	1.6	0.0		5.9	87.8	6.3	0.0		
PHF	0.333	0.875	0.500	0.000	0.722	0.806	0.955	0.934	0.500	0.981	0.916	0.444	0.500	0.000	0.887	0.850	0.829	0.500	0.000	0.875	0.977
Cars	4	14	8	0	26	58	126	380	4	568	460	15	8	0	483	16	249	18	0	283	1360
Cars %	100.0	100.0	100.0	0.0	100.0	100.0	100.0	98.7	100.0	99.1	98.1	93.8	100.0	0.0	98.0	94.1	98.8	100.0	0.0	98.6	98.6
Heavy Vehicles	0	0	0	0	0	0	0	5	0	5	9	1	0	0	10	1	3	0	0	4	19
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.9	1.9	6.3	0.0	0.0	2.0	5.9	1.2	0.0	0.0	1.4	1.4
Cars Enter Leg	4	14	8	0	26	58	126	380	4	568	460	15	8	0	483	16	249	18	0	283	1360
Heavy Enter Leg	0	0	0	0	0	0	0	5	0	5	9	1	0	0	10	1	3	0	0	4	19
<b>Total Entering Leg</b>	<b>4</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>26</b>	<b>58</b>	<b>126</b>	<b>385</b>	<b>4</b>	<b>573</b>	<b>469</b>	<b>16</b>	<b>8</b>	<b>0</b>	<b>493</b>	<b>17</b>	<b>252</b>	<b>18</b>	<b>0</b>	<b>287</b>	<b>1379</b>
Cars Exiting Leg	91					721					410					138					1360
Heavy Exiting Leg	1					12					6					0					19
<b>Total Exiting Leg</b>	<b>92</b>					<b>733</b>					<b>416</b>					<b>138</b>					<b>1379</b>



PDI File #: **217946 (5)**  
 Location: **N: East Street S: High Street**  
 Location: **E: High Street W: Harris Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Cars**

	East Street					High Street					High Street					Harris Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:00 PM	2	3	1	0	6	17	26	90	1	134	88	10	2	0	100	9	64	3	0	76	316	
4:15 PM	1	1	3	0	5	10	37	105	0	152	88	6	2	0	96	8	57	2	0	67	320	
4:30 PM	1	0	0	0	1	10	31	105	1	147	132	4	4	0	140	5	51	5	0	61	349	
4:45 PM	0	2	3	0	5	11	26	78	0	115	119	6	3	0	128	6	57	7	0	70	318	
<b>Total</b>	<b>4</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>17</b>	<b>48</b>	<b>120</b>	<b>378</b>	<b>2</b>	<b>548</b>	<b>427</b>	<b>26</b>	<b>11</b>	<b>0</b>	<b>464</b>	<b>28</b>	<b>229</b>	<b>17</b>	<b>0</b>	<b>274</b>	<b>1303</b>	
5:00 PM	1	4	4	0	9	15	31	96	1	143	123	8	2	0	133	4	53	3	0	60	345	
5:15 PM	3	3	2	0	8	15	30	92	0	137	109	3	4	0	116	5	50	9	0	64	325	
5:30 PM	0	3	2	0	5	10	32	101	1	144	113	2	0	0	115	4	70	3	0	77	341	
5:45 PM	0	4	0	0	4	18	33	91	2	144	115	2	2	0	119	3	76	3	0	82	349	
<b>Total</b>	<b>4</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>26</b>	<b>58</b>	<b>126</b>	<b>380</b>	<b>4</b>	<b>568</b>	<b>460</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>483</b>	<b>16</b>	<b>249</b>	<b>18</b>	<b>0</b>	<b>283</b>	<b>1360</b>	
Grand Total	8	20	15	0	43	106	246	758	6	1116	887	41	19	0	947	44	478	35	0	557	2663	
Approach %	18.6	46.5	34.9	0.0		9.5	22.0	67.9	0.5		93.7	4.3	2.0	0.0		7.9	85.8	6.3	0.0			
Total %	0.3	0.8	0.6	0.0	1.6	4.0	9.2	28.5	0.2	41.9	33.3	1.5	0.7	0.0	35.6	1.7	17.9	1.3	0.0	20.9		
Exiting Leg Total						182					1386					822					273	2663

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

	East Street					High Street					High Street					Harris Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
5:00 PM	1	4	4	0	9	15	31	96	1	143	123	8	2	0	133	4	53	3	0	60	345	
5:15 PM	3	3	2	0	8	15	30	92	0	137	109	3	4	0	116	5	50	9	0	64	325	
5:30 PM	0	3	2	0	5	10	32	101	1	144	113	2	0	0	115	4	70	3	0	77	341	
5:45 PM	0	4	0	0	4	18	33	91	2	144	115	2	2	0	119	3	76	3	0	82	349	
<b>Total Volume</b>	<b>4</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>26</b>	<b>58</b>	<b>126</b>	<b>380</b>	<b>4</b>	<b>568</b>	<b>460</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>483</b>	<b>16</b>	<b>249</b>	<b>18</b>	<b>0</b>	<b>283</b>	<b>1360</b>	
% Approach Total	15.4	53.8	30.8	0.0		10.2	22.2	66.9	0.7		95.2	3.1	1.7	0.0		5.7	88.0	6.4	0.0			
PHF	0.333	0.875	0.500	0.000	0.722	0.806	0.955	0.941	0.500	0.986	0.935	0.469	0.500	0.000	0.908	0.800	0.819	0.500	0.000	0.863	0.974	
Entering Leg	4	14	8	0	26	58	126	380	4	568	460	15	8	0	483	16	249	18	0	283	1360	
Exiting Leg						91					721					410					138	1360
<b>Total</b>						117					1289					893					421	2720

PDI File #: **217946 (5)**  
 Location: **N: East Street S: High Street**  
 Location: **E: High Street W: Harris Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**



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

	East Street					High Street					High Street					Harris Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	1	3	0	4	1	1	0	0	2	0	2	0	0	2	8
4:15 PM	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	3	0	0	3	6
4:30 PM	0	0	0	0	0	0	0	3	0	3	0	1	0	0	1	0	1	0	0	1	5
4:45 PM	0	0	0	0	0	1	0	2	0	3	1	0	0	0	1	0	1	0	0	1	5
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>11</b>	<b>0</b>	<b>13</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>24</b>
5:00 PM	0	0	0	0	0	0	0	1	0	1	5	1	0	0	6	1	0	0	0	1	8
5:15 PM	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	0	1	0	0	1	4
5:30 PM	0	0	0	0	0	0	0	2	0	2	1	0	0	0	1	0	2	0	0	2	5
5:45 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>19</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>16</b>	<b>0</b>	<b>18</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>1</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>43</b>
Approach %	0.0	0.0	0.0	0.0	0.0	5.6	5.6	88.9	0.0	18.8	78.6	21.4	0.0	0.0	28.6	9.1	90.9	0.0	0.0	18.6	
Total %	0.0	0.0	0.0	0.0	0.0	2.3	2.3	37.2	0.0	41.9	25.6	7.0	0.0	0.0	32.6	2.3	23.3	0.0	0.0	25.6	
Exiting Leg Total	4					21					17					1					43
Buses	0	0	0	0	0	0	0	3	0	3	4	0	0	0	4	0	1	0	0	1	8
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.8	0.0	16.7	36.4	0.0	0.0	0.0	28.6	0.0	10.0	0.0	0.0	9.1	18.6
Exiting Leg Total	0					5					3					0					8
Single-Unit Trucks	0	0	0	0	0	1	1	11	0	13	5	3	0	0	8	1	9	0	0	10	31
% Single-Unit	0.0	0.0	0.0	0.0	0.0	100.0	100.0	68.8	0.0	72.2	45.5	100.0	0.0	0.0	57.1	100.0	90.0	0.0	0.0	90.9	72.1
Exiting Leg Total	4					14					12					1					31
Articulated Trucks	0	0	0	0	0	0	0	2	0	2	2	0	0	0	2	0	0	0	0	0	4
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	11.1	18.2	0.0	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	9.3
Exiting Leg Total	0					2					2					0					4

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

	East Street					High Street					High Street					Harris Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	1	3	0	4	1	1	0	0	2	0	2	0	0	2	8
4:15 PM	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	3	0	0	3	6
4:30 PM	0	0	0	0	0	0	0	3	0	3	0	1	0	0	1	0	1	0	0	1	5
4:45 PM	0	0	0	0	0	1	0	2	0	3	1	0	0	0	1	0	1	0	0	1	5
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>11</b>	<b>0</b>	<b>13</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>24</b>
<b>% Approach Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>7.7</b>	<b>84.6</b>	<b>0.0</b>	<b>0.813</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.500</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.583</b>	<b>0.750</b>
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.917	0.000	0.813	0.500	0.500	0.000	0.000	0.500	0.000	0.583	0.000	0.000	0.583	0.750
Buses	0	0	0	0	0	0	0	2	0	2	1	0	0	0	1	0	1	0	0	1	4
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.2	0.0	15.4	50.0	0.0	0.0	0.0	25.0	0.0	14.3	0.0	0.0	14.3	16.7
Single-Unit Trucks	0	0	0	0	0	1	1	8	0	10	1	2	0	0	3	0	6	0	0	6	19
Single-Unit %	0.0	0.0	0.0	0.0	0.0	100.0	100.0	72.7	0.0	76.9	50.0	100.0	0.0	0.0	75.0	0.0	85.7	0.0	0.0	85.7	79.2
Articulated Trucks	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.1	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.2
Buses	0	0	0	0	0	0	0	2	0	2	1	0	0	0	1	0	1	0	0	1	4
Single-Unit Trucks	0	0	0	0	0	1	1	8	0	10	1	2	0	0	3	0	6	0	0	6	19
Articulated Trucks	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Entering Leg	0					13					4					7					24
Buses	0					2					2					0					4
Single-Unit Trucks	3					7					8					1					19
Articulated Trucks	0					0					1					0					1
Total Exiting Leg	3					9					11					1					24

PDI File #: **217946 (5)**  
 Location: **N: East Street S: High Street**  
 Location: **E: High Street W: Harris Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Buses**

	East Street					High Street					High Street					Harris Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>
5:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
Grand Total	0	0	0	0	0	0	0	3	0	3	4	0	0	0	4	0	1	0	0	1	8
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	37.5	0.0	37.5	50.0	0.0	0.0	0.0	50.0	0.0	12.5	0.0	0.0	12.5	
Exiting Leg Total	0					5					3					0					8

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

	East Street					High Street					High Street					Harris Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>5</b>
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.250	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.250	0.625
Entering Leg	0	0	0	0	0	0	0	2	0	2	2	0	0	0	2	0	1	0	0	1	5
Exiting Leg	0					3					2					0					5
<b>Total</b>	<b>0</b>					<b>5</b>					<b>4</b>					<b>1</b>					<b>10</b>

PDI File #: **217946 (5)**  
 Location: **N: East Street S: High Street**  
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 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Single-Unit Trucks**

	East Street					High Street					High Street					Harris Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	1	3	0	4	0	1	0	0	1	0	2	0	0	2	7	
4:15 PM	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	2	0	0	2	5	
4:30 PM	0	0	0	0	0	0	0	2	0	2	0	1	0	0	1	0	1	0	0	1	4	
4:45 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	1	0	0	1	3	
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>19</b>	
5:00 PM	0	0	0	0	0	0	0	1	0	1	2	1	0	0	3	1	0	0	0	1	5	
5:15 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	1	0	0	1	3	
5:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	3	
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>12</b>	
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>11</b>	<b>0</b>	<b>13</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>31</b>	
Approach %	0.0	0.0	0.0	0.0		7.7	7.7	84.6	0.0		62.5	37.5	0.0	0.0		10.0	90.0	0.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	3.2	3.2	35.5	0.0	41.9	16.1	9.7	0.0	0.0	25.8	3.2	29.0	0.0	0.0	32.3		
Exiting Leg Total						4					14					12					1	31

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

4:00 PM	East Street					High Street					High Street					Harris Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	1	3	0	4	0	1	0	0	1	0	2	0	0	2	7	
4:15 PM	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	2	0	0	2	5	
4:30 PM	0	0	0	0	0	0	0	2	0	2	0	1	0	0	1	0	1	0	0	1	4	
4:45 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	1	0	0	1	3	
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>19</b>	
% Approach Total	0.0	0.0	0.0	0.0		10.0	10.0	80.0	0.0		33.3	66.7	0.0	0.0		0.0	100.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.667	0.000	0.625	0.250	0.500	0.000	0.000	0.750	0.000	0.750	0.000	0.000	0.750	0.679	
Entering Leg	0	0	0	0	0	1	1	8	0	10	1	2	0	0	3	0	6	0	0	6	19	
Exiting Leg						3					7					8					1	19
<b>Total</b>						3					17					11					7	38

PDI File #: **217946 (5)**  
 Location: **N: East Street S: High Street**  
 Location: **E: High Street W: Harris Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Articulated Trucks**

	East Street					High Street					High Street					Harris Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
Grand Total	0	0	0	0	0	0	0	2	0	2	2	0	0	0	2	0	0	0	0	0	4
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					2					2					0					4

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

	East Street					High Street					High Street					Harris Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.375
Entering Leg	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	3
Exiting Leg	0					2					1					0					3
<b>Total</b>	<b>0</b>					<b>3</b>					<b>3</b>					<b>0</b>					<b>6</b>



PDI File #: **217946 (5)**  
 Location: **N: East Street S: High Street**  
 Location: **E: High Street W: Harris Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Pedestrians**

	East Street								High Street								High Street								Harris Street								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4				
4:15 PM	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4				
4:30 PM	0	0	0	0	4	4	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	5	13					
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2	2	0	0	2					
<b>Total</b>	0	0	0	0	5	6	11	0	0	0	0	1	0	1	0	0	0	0	0	2	2	0	0	0	0	2	7	9	23				
5:00 PM	0	0	0	0	2	1	3	0	0	0	0	1	0	1	0	0	0	0	0	1	1	0	0	0	1	1	2	7					
5:15 PM	0	0	0	0	3	2	5	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	2	2	4					
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	1	2	3					
5:45 PM	0	0	0	0	2	3	5	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	4	3	7					
<b>Total</b>	0	0	0	0	7	6	13	0	0	0	0	1	1	2	0	0	0	0	3	5	8	0	0	0	0	8	8	16	39				
Grand Total	0	0	0	0	12	12	24	0	0	0	0	2	1	3	0	0	0	0	3	7	10	0	0	0	0	10	15	25	62				
Approach %	0	0	0	0	50	50		0	0	0	0	66.7	33.3		0	0	0	0	30	70		0	0	0	0	40	60						
Total %	0	0	0	0	19.4	19.4	38.7	0	0	0	0	3.23	1.61	4.84	0	0	0	0	4.84	11.3	16.1	0	0	0	0	16.1	24.2	40.3					
Exiting Leg Total	24							3							10							25							62				

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

	East Street								High Street								High Street								Harris Street								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
5:00 PM	0	0	0	0	2	1	3	0	0	0	0	1	0	1	0	0	0	0	0	1	1	0	0	0	0	1	1	2	7				
5:15 PM	0	0	0	0	3	2	5	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	2	2	4	12				
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	1	2	3	5				
5:45 PM	0	0	0	0	2	3	5	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	4	3	7	15				
Total Volume	0	0	0	0	7	6	13	0	0	0	0	1	1	2	0	0	0	0	3	5	8	0	0	0	0	8	8	16	39				
% Approach Total	0.0	0.0	0.0	0.0	53.8	46.2		0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	37.5	62.5		0.0	0.0	0.0	0.0	50.0	50.0						
PHF	0.000	0.000	0.000	0.000	0.583	0.500	0.650	0.000	0.000	0.000	0.000	0.250	0.250	0.500	0.000	0.000	0.000	0.000	0.375	0.625	0.667	0.000	0.000	0.000	0.000	0.500	0.667	0.571	0.650				
Entering Leg	0	0	0	0	7	6	13	0	0	0	0	1	1	2	0	0	0	0	3	5	8	0	0	0	0	8	8	16	39				
Exiting Leg	13							2							8							16							39				
Total	26							4							16							32							78				

PDI File #: **217946 (6)**  
 Location: **N: Bussey Street S: Milton Street**  
 Location: **E: Sawmill Lane W: Harris Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Cars and Heavy Vehicles (Combined)**

	Bussey Street					Sawmill Lane					Milton Street					Harris Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	5	36	1	0	42	10	52	27	0	89	33	48	27	0	108	24	25	4	0	53	292
7:15 AM	5	47	3	0	55	4	61	36	0	101	28	64	35	0	127	26	32	2	0	60	343
7:30 AM	6	38	3	0	47	5	62	43	0	110	40	61	58	0	159	34	42	5	1	82	398
7:45 AM	5	54	4	0	63	4	73	50	0	127	27	57	33	2	119	29	30	3	0	62	371
<b>Total</b>	<b>21</b>	<b>175</b>	<b>11</b>	<b>0</b>	<b>207</b>	<b>23</b>	<b>248</b>	<b>156</b>	<b>0</b>	<b>427</b>	<b>128</b>	<b>230</b>	<b>153</b>	<b>2</b>	<b>513</b>	<b>113</b>	<b>129</b>	<b>14</b>	<b>1</b>	<b>257</b>	<b>1404</b>
8:00 AM	7	58	5	0	70	10	74	42	0	126	40	48	46	0	134	39	33	5	0	77	407
8:15 AM	12	79	6	0	97	7	71	45	0	123	40	55	39	0	134	32	40	9	1	82	436
8:30 AM	8	61	2	0	71	13	56	34	0	103	29	56	26	0	111	34	52	12	0	98	383
8:45 AM	10	46	6	0	62	10	61	29	0	100	24	50	35	1	110	33	39	12	0	84	356
<b>Total</b>	<b>37</b>	<b>244</b>	<b>19</b>	<b>0</b>	<b>300</b>	<b>40</b>	<b>262</b>	<b>150</b>	<b>0</b>	<b>452</b>	<b>133</b>	<b>209</b>	<b>146</b>	<b>1</b>	<b>489</b>	<b>138</b>	<b>164</b>	<b>38</b>	<b>1</b>	<b>341</b>	<b>1582</b>
Grand Total	58	419	30	0	507	63	510	306	0	879	261	439	299	3	1002	251	293	52	2	598	2986
Approach %	11.4	82.6	5.9	0.0		7.2	58.0	34.8	0.0		26.0	43.8	29.8	0.3		42.0	49.0	8.7	0.3		
Total %	1.9	14.0	1.0	0.0	17.0	2.1	17.1	10.2	0.0	29.4	8.7	14.7	10.0	0.1	33.6	8.4	9.8	1.7	0.1	20.0	
Exiting Leg Total	554					584					979					869					2986
Cars	52	398	30	0	480	62	500	297	0	859	253	388	282	3	926	234	287	50	2	573	2838
% Cars	89.7	95.0	100.0	0.0	94.7	98.4	98.0	97.1	0.0	97.7	96.9	88.4	94.3	100.0	92.4	93.2	98.0	96.2	100.0	95.8	95.0
Exiting Leg Total	500					570					932					836					2838
Heavy Vehicles	6	21	0	0	27	1	10	9	0	20	8	51	17	0	76	17	6	2	0	25	148
% Heavy Vehicles	10.3	5.0	0.0	0.0	5.3	1.6	2.0	2.9	0.0	2.3	3.1	11.6	5.7	0.0	7.6	6.8	2.0	3.8	0.0	4.2	5.0
Exiting Leg Total	54					14					47					33					148

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

7:30 AM	Bussey Street					Sawmill Lane					Milton Street					Harris Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:30 AM	6	38	3	0	47	5	62	43	0	110	40	61	58	0	159	34	42	5	1	82	398
7:45 AM	5	54	4	0	63	4	73	50	0	127	27	57	33	2	119	29	30	3	0	62	371
8:00 AM	7	58	5	0	70	10	74	42	0	126	40	48	46	0	134	39	33	5	0	77	407
8:15 AM	12	79	6	0	97	7	71	45	0	123	40	55	39	0	134	32	40	9	1	82	436
Total Volume	30	229	18	0	277	26	280	180	0	486	147	221	176	2	546	134	145	22	2	303	1612
% Approach Total	10.8	82.7	6.5	0.0		5.3	57.6	37.0	0.0		26.9	40.5	32.2	0.4		44.2	47.9	7.3	0.7		
PHF	0.625	0.725	0.750	0.000	0.714	0.650	0.946	0.900	0.000	0.957	0.919	0.906	0.759	0.250	0.858	0.859	0.863	0.611	0.500	0.924	0.924
Cars	28	219	18	0	265	26	275	174	0	475	142	198	168	2	510	120	141	21	2	284	1534
Cars %	93.3	95.6	100.0	0.0	95.7	100.0	98.2	96.7	0.0	97.7	96.6	89.6	95.5	100.0	93.4	89.6	97.2	95.5	100.0	93.7	95.2
Heavy Vehicles	2	10	0	0	12	0	5	6	0	11	5	23	8	0	36	14	4	1	0	19	78
Heavy Vehicles %	6.7	4.4	0.0	0.0	4.3	0.0	1.8	3.3	0.0	2.3	3.4	10.4	4.5	0.0	6.6	10.4	2.8	4.5	0.0	6.3	4.8
Cars Enter Leg	28	219	18	0	265	26	275	174	0	475	142	198	168	2	510	120	141	21	2	284	1534
Heavy Enter Leg	2	10	0	0	12	0	5	6	0	11	5	23	8	0	36	14	4	1	0	19	78
Total Entering Leg	30	229	18	0	277	26	280	180	0	486	147	221	176	2	546	134	145	22	2	303	1612
Cars Exiting Leg	245					301					515					473					1534
Heavy Exiting Leg	24					9					30					15					78
Total Exiting Leg	269					310					545					488					1612



PDI File #: **217946 (6)**  
 Location: **N: Bussey Street S: Milton Street**  
 Location: **E: Sawmill Lane W: Harris Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. CUREWITZ**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Cars**

	Bussey Street					Sawmill Lane					Milton Street					Harris Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	5	31	1	0	37	9	49	27	0	85	33	42	24	0	99	24	23	4	0	51	272
7:15 AM	2	45	3	0	50	4	60	33	0	97	26	48	32	0	106	25	32	2	0	59	312
7:30 AM	6	32	3	0	41	5	61	42	0	108	39	55	53	0	147	28	40	4	1	73	369
7:45 AM	5	52	4	0	61	4	70	49	0	123	26	51	30	2	109	28	29	3	0	60	353
<b>Total</b>	<b>18</b>	<b>160</b>	<b>11</b>	<b>0</b>	<b>189</b>	<b>22</b>	<b>240</b>	<b>151</b>	<b>0</b>	<b>413</b>	<b>124</b>	<b>196</b>	<b>139</b>	<b>2</b>	<b>461</b>	<b>105</b>	<b>124</b>	<b>13</b>	<b>1</b>	<b>243</b>	<b>1306</b>
8:00 AM	5	57	5	0	67	10	74	38	0	122	38	44	46	0	128	34	32	5	0	71	388
8:15 AM	12	78	6	0	96	7	70	45	0	122	39	48	39	0	126	30	40	9	1	80	424
8:30 AM	8	58	2	0	68	13	55	34	0	102	29	52	25	0	106	33	52	12	0	97	373
8:45 AM	9	45	6	0	60	10	61	29	0	100	23	48	33	1	105	32	39	11	0	82	347
<b>Total</b>	<b>34</b>	<b>238</b>	<b>19</b>	<b>0</b>	<b>291</b>	<b>40</b>	<b>260</b>	<b>146</b>	<b>0</b>	<b>446</b>	<b>129</b>	<b>192</b>	<b>143</b>	<b>1</b>	<b>465</b>	<b>129</b>	<b>163</b>	<b>37</b>	<b>1</b>	<b>330</b>	<b>1532</b>
Grand Total	52	398	30	0	480	62	500	297	0	859	253	388	282	3	926	234	287	50	2	573	2838
Approach %	10.8	82.9	6.3	0.0		7.2	58.2	34.6	0.0		27.3	41.9	30.5	0.3		40.8	50.1	8.7	0.3		
Total %	1.8	14.0	1.1	0.0	16.9	2.2	17.6	10.5	0.0	30.3	8.9	13.7	9.9	0.1	32.6	8.2	10.1	1.8	0.1	20.2	
Exiting Leg Total	500					570					932					836					2838

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

	Bussey Street					Sawmill Lane					Milton Street					Harris Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	5	52	4	0	61	4	70	49	0	123	26	51	30	2	109	28	29	3	0	60	353
8:00 AM	5	57	5	0	67	10	74	38	0	122	38	44	46	0	128	34	32	5	0	71	388
8:15 AM	12	78	6	0	96	7	70	45	0	122	39	48	39	0	126	30	40	9	1	80	424
8:30 AM	8	58	2	0	68	13	55	34	0	102	29	52	25	0	106	33	52	12	0	97	373
Total Volume	30	245	17	0	292	34	269	166	0	469	132	195	140	2	469	125	153	29	1	308	1538
% Approach Total	10.3	83.9	5.8	0.0		7.2	57.4	35.4	0.0		28.1	41.6	29.9	0.4		40.6	49.7	9.4	0.3		
PHF	0.625	0.785	0.708	0.000	0.760	0.654	0.909	0.847	0.000	0.953	0.846	0.938	0.761	0.250	0.916	0.919	0.736	0.604	0.250	0.794	0.907
Entering Leg	30	245	17	0	292	34	269	166	0	469	132	195	140	2	469	125	153	29	1	308	1538
Exiting Leg	258					302					538					440					1538
Total	550					771					1007					748					3076

PDI File #: 217946 (6)  
 Location: N: Bussey Street S: Milton Street  
 Location: E: Sawmill Lane W: Harris Street  
 City, State: Dedham, MA  
 Client: BETA/ J. CUREWITZ  
 Site Code: 7588  
 Count Date: Wednesday, May 19, 2021  
 Start Time: 7:00 AM  
 End Time: 9:00 AM



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

	Bussey Street					Sawmill Lane					Milton Street					Harris Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	5	0	0	5	1	3	0	0	4	0	6	3	0	9	0	2	0	0	2	20
7:15 AM	3	2	0	0	5	0	1	3	0	4	2	16	3	0	21	1	0	0	0	1	31
7:30 AM	0	6	0	0	6	0	1	1	0	2	1	6	5	0	12	6	2	1	0	9	29
7:45 AM	0	2	0	0	2	0	3	1	0	4	1	6	3	0	10	1	1	0	0	2	18
<b>Total</b>	3	15	0	0	18	1	8	5	0	14	4	34	14	0	52	8	5	1	0	14	98
8:00 AM	2	1	0	0	3	0	0	4	0	4	2	4	0	0	6	5	1	0	0	6	19
8:15 AM	0	1	0	0	1	0	1	0	0	1	1	7	0	0	8	2	0	0	0	2	12
8:30 AM	0	3	0	0	3	0	1	0	0	1	0	4	1	0	5	1	0	0	0	1	10
8:45 AM	1	1	0	0	2	0	0	0	0	0	1	2	2	0	5	1	0	1	0	2	9
<b>Total</b>	3	6	0	0	9	0	2	4	0	6	4	17	3	0	24	9	1	1	0	11	50
Grand Total	6	21	0	0	27	1	10	9	0	20	8	51	17	0	76	17	6	2	0	25	148
Approach %	22.2	77.8	0.0	0.0		5.0	50.0	45.0	0.0		10.5	67.1	22.4	0.0		68.0	24.0	8.0	0.0		
Total %	4.1	14.2	0.0	0.0	18.2	0.7	6.8	6.1	0.0	13.5	5.4	34.5	11.5	0.0	51.4	11.5	4.1	1.4	0.0	16.9	
Exiting Leg Total	54					14					47					33					148
Buses	0	4	0	0	4	0	6	1	0	7	1	3	4	0	8	2	2	0	0	4	23
% Buses	0.0	19.0	0.0	0.0	14.8	0.0	60.0	11.1	0.0	35.0	12.5	5.9	23.5	0.0	10.5	11.8	33.3	0.0	0.0	16.0	15.5
Exiting Leg Total	3					3					7					10					23
Single-Unit Trucks	6	13	0	0	19	1	3	8	0	12	6	35	10	0	51	11	4	2	0	17	99
% Single-Unit	100.0	61.9	0.0	0.0	70.4	100.0	30.0	88.9	0.0	60.0	75.0	68.6	58.8	0.0	67.1	64.7	66.7	100.0	0.0	68.0	66.9
Exiting Leg Total	38					10					32					19					99
Articulated Trucks	0	4	0	0	4	0	1	0	0	1	1	13	3	0	17	4	0	0	0	4	26
% Articulated	0.0	19.0	0.0	0.0	14.8	0.0	10.0	0.0	0.0	5.0	12.5	25.5	17.6	0.0	22.4	23.5	0.0	0.0	0.0	16.0	17.6
Exiting Leg Total	13					1					8					4					26

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

	Bussey Street					Sawmill Lane					Milton Street					Harris Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	5	0	0	5	1	3	0	0	4	0	6	3	0	9	0	2	0	0	2	20
7:15 AM	3	2	0	0	5	0	1	3	0	4	2	16	3	0	21	1	0	0	0	1	31
7:30 AM	0	6	0	0	6	0	1	1	0	2	1	6	5	0	12	6	2	1	0	9	29
7:45 AM	0	2	0	0	2	0	3	1	0	4	1	6	3	0	10	1	1	0	0	2	18
<b>Total Volume</b>	3	15	0	0	18	1	8	5	0	14	4	34	14	0	52	8	5	1	0	14	98
% Approach Total	16.7	83.3	0.0	0.0		7.1	57.1	35.7	0.0		7.7	65.4	26.9	0.0		57.1	35.7	7.1	0.0		
PHF	0.250	0.625	0.000	0.000	0.750	0.250	0.667	0.417	0.000	0.875	0.500	0.531	0.700	0.000	0.619	0.333	0.625	0.250	0.000	0.389	0.790
Buses	0	3	0	0	3	0	4	0	0	4	0	3	4	0	7	1	1	0	0	2	16
Buses %	0.0	20.0	0.0	0.0	16.7	0.0	50.0	0.0	0.0	28.6	0.0	8.8	28.6	0.0	13.5	12.5	20.0	0.0	0.0	14.3	16.3
Single-Unit Trucks	3	8	0	0	11	1	3	5	0	9	3	23	8	0	34	7	4	1	0	12	66
Single-Unit %	100.0	53.3	0.0	0.0	61.1	100.0	37.5	100.0	0.0	64.3	75.0	67.6	57.1	0.0	65.4	87.5	80.0	100.0	0.0	85.7	67.3
Articulated Trucks	0	4	0	0	4	0	1	0	0	1	1	8	2	0	11	0	0	0	0	0	16
Articulated %	0.0	26.7	0.0	0.0	22.2	0.0	12.5	0.0	0.0	7.1	25.0	23.5	14.3	0.0	21.2	0.0	0.0	0.0	0.0	0.0	16.3
Buses	0	3	0	0	3	0	4	0	0	4	0	3	4	0	7	1	1	0	0	2	16
Single-Unit Trucks	3	8	0	0	11	1	3	5	0	9	3	23	8	0	34	7	4	1	0	12	66
Articulated Trucks	0	4	0	0	4	0	1	0	0	1	1	8	2	0	11	0	0	0	0	0	16
<b>Total Entering Leg</b>	3	15	0	0	18	1	8	5	0	14	4	34	14	0	52	8	5	1	0	14	98
Buses	3					1					4					8					16
Single-Unit Trucks	25					7					20					14					66
Articulated Trucks	8					1					4					3					16
<b>Total Exiting Leg</b>	36					9					28					25					98

PDI File #: **217946 (6)**  
 Location: **N: Bussey Street S: Milton Street**  
 Location: **E: Sawmill Lane W: Harris Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Buses**

	Bussey Street					Sawmill Lane					Milton Street					Harris Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	1	0	0	1	0	3	0	0	3	0	1	2	0	3	0	0	0	0	0	7
7:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	2
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	1	1	0	0	2	6
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	0	3	0	0	3	0	4	0	0	4	0	3	4	0	7	1	1	0	0	2	16
8:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2
8:15 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2
8:30 AM	0	1	0	0	1	0	1	0	0	1	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	1	0	0	0	1	1
<b>Total</b>	0	1	0	0	1	0	2	1	0	3	1	0	0	0	1	1	1	0	0	2	7
<b>Grand Total</b>	0	4	0	0	4	0	6	1	0	7	1	3	4	0	8	2	2	0	0	4	23
Approach %	0.0	100.0	0.0	0.0		0.0	85.7	14.3	0.0		12.5	37.5	50.0	0.0		50.0	50.0	0.0	0.0		
Total %	0.0	17.4	0.0	0.0	17.4	0.0	26.1	4.3	0.0	30.4	4.3	13.0	17.4	0.0	34.8	8.7	8.7	0.0	0.0	17.4	
Exiting Leg Total	3					3					7					10					23

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

7:00 AM	Bussey Street					Sawmill Lane					Milton Street					Harris Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	1	0	0	1	0	3	0	0	3	0	1	2	0	3	0	0	0	0	0	7
7:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	2
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	1	1	0	0	2	6
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total Volume</b>	0	3	0	0	3	0	4	0	0	4	0	3	4	0	7	1	1	0	0	2	16
% Approach Total	0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	42.9	57.1	0.0		50.0	50.0	0.0	0.0		
PHF	0.000	0.750	0.000	0.000	0.750	0.000	0.333	0.000	0.000	0.333	0.000	0.375	0.500	0.000	0.583	0.250	0.250	0.000	0.000	0.250	0.571
Entering Leg	0	3	0	0	3	0	4	0	0	4	0	3	4	0	7	1	1	0	0	2	16
Exiting Leg	3					1					4					8					16
<b>Total</b>	6					5					11					10					32

PDI File #: **217946 (6)**  
 Location: **N: Bussey Street S: Milton Street**  
 Location: **E: Sawmill Lane W: Harris Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Single-Unit Trucks**

	Bussey Street					Sawmill Lane					Milton Street					Harris Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	3	0	0	3	1	0	0	0	1	0	4	1	0	5	0	2	0	0	2	11
7:15 AM	3	1	0	0	4	0	0	3	0	3	1	12	1	0	14	1	0	0	0	1	22
7:30 AM	0	3	0	0	3	0	1	1	0	2	1	3	3	0	7	5	1	1	0	7	19
7:45 AM	0	1	0	0	1	0	2	1	0	3	1	4	3	0	8	1	1	0	0	2	14
<b>Total</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>9</b>	<b>3</b>	<b>23</b>	<b>8</b>	<b>0</b>	<b>34</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>66</b>
8:00 AM	2	1	0	0	3	0	0	3	0	3	2	4	0	0	6	3	0	0	0	3	15
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
8:30 AM	0	2	0	0	2	0	0	0	0	0	0	3	1	0	4	1	0	0	0	1	7
8:45 AM	1	1	0	0	2	0	0	0	0	0	1	0	1	0	2	0	0	1	0	1	5
<b>Total</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>33</b>
Grand Total	6	13	0	0	19	1	3	8	0	12	6	35	10	0	51	11	4	2	0	17	99
Approach %	31.6	68.4	0.0	0.0		8.3	25.0	66.7	0.0		11.8	68.6	19.6	0.0		64.7	23.5	11.8	0.0		
Total %	6.1	13.1	0.0	0.0	19.2	1.0	3.0	8.1	0.0	12.1	6.1	35.4	10.1	0.0	51.5	11.1	4.0	2.0	0.0	17.2	
Exiting Leg Total	38					10					32					19					99

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

7:15 AM	Bussey Street					Sawmill Lane					Milton Street					Harris Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:15 AM	3	1	0	0	4	0	0	3	0	3	1	12	1	0	14	1	0	0	0	1	22
7:30 AM	0	3	0	0	3	0	1	1	0	2	1	3	3	0	7	5	1	1	0	7	19
7:45 AM	0	1	0	0	1	0	2	1	0	3	1	4	3	0	8	1	1	0	0	2	14
8:00 AM	2	1	0	0	3	0	0	3	0	3	2	4	0	0	6	3	0	0	0	3	15
Total Volume	5	6	0	0	11	0	3	8	0	11	5	23	7	0	35	10	2	1	0	13	70
% Approach Total	45.5	54.5	0.0	0.0		0.0	27.3	72.7	0.0		14.3	65.7	20.0	0.0		76.9	15.4	7.7	0.0		
PHF	0.417	0.500	0.000	0.000	0.688	0.000	0.375	0.667	0.000	0.917	0.625	0.479	0.583	0.000	0.625	0.500	0.500	0.250	0.000	0.464	0.795
Entering Leg	5	6	0	0	11	0	3	8	0	11	5	23	7	0	35	10	2	1	0	13	70
Exiting Leg	24					7					24					15					70
Total	35					18					59					28					140

PDI File #: **217946 (6)**  
 Location: **N: Bussey Street S: Milton Street**  
 Location: **E: Sawmill Lane W: Harris Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Articulated Trucks**

	Bussey Street					Sawmill Lane					Milton Street					Harris Street					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
7:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	1	0	0	1	0	0	0	0	0	1	4	1	0	6	0	0	0	0	0	0	0	0	0	0	7
7:30 AM	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	4
7:45 AM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
<b>Total</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	0	2	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	0	0	0	2	2	0	0	0	2	4
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	3
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>10</b>
Grand Total	0	4	0	0	4	0	1	0	0	1	1	13	3	0	17	4	0	0	0	4	4	0	0	0	4	26
Approach %	0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		5.9	76.5	17.6	0.0		100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		
Total %	0.0	15.4	0.0	0.0	15.4	0.0	3.8	0.0	0.0	3.8	3.8	50.0	11.5	0.0	65.4	15.4	0.0	0.0	0.0	15.4	15.4	0.0	0.0	0.0	15.4	
Exiting Leg Total	13					1					8					4					26					

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

7:00 AM	Bussey Street					Sawmill Lane					Milton Street					Harris Street					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
7:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	1	0	0	1	0	0	0	0	0	1	4	1	0	6	0	0	0	0	0	0	0	0	0	0	7
7:30 AM	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	4
7:45 AM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
Total Volume	0	4	0	0	4	0	1	0	0	1	1	8	2	0	11	0	0	0	0	0	0	0	0	0	0	16
% Approach Total	0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		9.1	72.7	18.2	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.500	0.000	0.250	0.000	0.000	0.250	0.250	0.500	0.500	0.000	0.458	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.571
Entering Leg	0	4	0	0	4	0	1	0	0	1	1	8	2	0	11	0	0	0	0	0	0	0	0	0	0	16
Exiting Leg	8					1					4					3					16					
Total	12					2					15					3					32					



PDI File #: **217946 (6)**  
 Location: **N: Bussey Street S: Milton Street**  
 Location: **E: Sawmill Lane W: Harris Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Pedestrians**

	Bussey Street								Sawmill Lane								Milton Street								Harris Street								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1		0	0	0	0	3	2	5		0	0	0	0	2	0	2		8	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	3	0	3		0	0	0	0	2	0	2		5	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	0	0	1	1		0	0	0	0	0	0	0		2	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	4	6		0	0	0	0	2	0	2		0	0	0	0	0	0	0		8	
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	3	5	8		0	0	0	0	8	3	11		0	0	0	0	4	0	4		23	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	4	6		0	0	0	0	2	0	2		0	0	0	0	0	0	0		8	
8:15 AM	0	0	0	0	1	0	1	0	0	0	0	2	1	3		0	0	0	0	0	1	1		0	0	0	0	0	1	1		6	
8:30 AM	0	0	0	0	0	1	1	0	0	0	0	1	2	3		0	0	0	0	2	0	2		0	0	0	0	2	1	3		9	
8:45 AM	0	0	0	0	1	0	1	0	0	0	0	0	1	1		0	0	0	0	2	0	2		0	0	0	0	0	0	0		4	
<b>Total</b>	0	0	0	0	2	1	3	0	0	0	0	5	8	13		0	0	0	0	6	1	7		0	0	0	0	2	2	4		27	
<b>Grand Total</b>	0	0	0	0	2	1	3	0	0	0	0	8	13	21		0	0	0	0	14	4	18		0	0	0	0	6	2	8		50	
<b>Approach %</b>	0	0	0	0	66.7	33.3		0	0	0	0	38.1	61.9		0	0	0	0	77.8	22.2		0	0	0	0	75	25						
<b>Total %</b>	0	0	0	0	4	2	6	0	0	0	0	16	26	42		0	0	0	0	28	8	36		0	0	0	0	12	4	16			
<b>Exiting Leg Total</b>	3							21							18							8	50										

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

	Bussey Street								Sawmill Lane								Milton Street								Harris Street								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	4	6		0	0	0	0	2	0	2		0	0	0	0	0	0	0		8	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	4	6		0	0	0	0	2	0	2		0	0	0	0	0	0	0		8	
8:15 AM	0	0	0	0	1	0	1	0	0	0	0	2	1	3		0	0	0	0	0	1	1		0	0	0	0	0	1	1		6	
8:30 AM	0	0	0	0	0	1	1	0	0	0	0	1	2	3		0	0	0	0	2	0	2		0	0	0	0	2	1	3		9	
<b>Total Volume</b>	0	0	0	0	1	1	2	0	0	0	0	7	11	18		0	0	0	0	6	1	7		0	0	0	0	2	2	4		31	
<b>% Approach Total</b>	0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	38.9	61.1		0.0	0.0	0.0	0.0	85.7	14.3		0.0	0.0	0.0	0.0	50.0	50.0						
<b>PHF</b>	0.000	0.000	0.000	0.000	0.250	0.250	0.500	0.000	0.000	0.000	0.000	0.875	0.688	0.750	0.000	0.000	0.000	0.000	0.750	0.250	0.875	0.000	0.000	0.000	0.000	0.250	0.500	0.333	0.861				
<b>Entering Leg</b>	0	0	0	0	1	1	2	0	0	0	0	7	11	18		0	0	0	0	6	1	7		0	0	0	0	2	2	4		31	
<b>Exiting Leg</b>	2							18							7							4	31										
<b>Total</b>	4							36							14							8	62										

PDI File #: **217946 (6)**  
 Location: **N: Bussey Street S: Milton Street**  
 Location: **E: Sawmill Lane W: Harris Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. CUREWITZ**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Cars and Heavy Vehicles (Combined)**

	Bussey Street					Sawmill Lane					Milton Street					Harris Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	9	119	9	0	137	6	77	65	0	148	21	82	33	0	136	47	55	13	0	115	536
4:15 PM	16	129	14	0	159	7	71	60	0	138	40	65	41	0	146	41	47	19	0	107	550
4:30 PM	12	96	12	0	120	3	80	63	0	146	25	56	32	0	113	45	54	9	0	108	487
4:45 PM	15	132	9	0	156	10	58	70	0	138	31	71	35	0	137	42	79	13	0	134	565
<b>Total</b>	<b>52</b>	<b>476</b>	<b>44</b>	<b>0</b>	<b>572</b>	<b>26</b>	<b>286</b>	<b>258</b>	<b>0</b>	<b>570</b>	<b>117</b>	<b>274</b>	<b>141</b>	<b>0</b>	<b>532</b>	<b>175</b>	<b>235</b>	<b>54</b>	<b>0</b>	<b>464</b>	<b>2138</b>
5:00 PM	16	107	10	0	133	13	81	58	0	152	34	65	44	0	143	41	59	20	0	120	548
5:15 PM	14	118	12	0	144	11	65	51	0	127	45	65	42	0	152	44	60	8	0	112	535
5:30 PM	15	110	7	0	132	11	69	42	0	122	33	64	35	0	132	41	68	12	0	121	507
5:45 PM	4	95	9	0	108	12	69	43	0	124	38	63	28	0	129	49	65	13	0	127	488
<b>Total</b>	<b>49</b>	<b>430</b>	<b>38</b>	<b>0</b>	<b>517</b>	<b>47</b>	<b>284</b>	<b>194</b>	<b>0</b>	<b>525</b>	<b>150</b>	<b>257</b>	<b>149</b>	<b>0</b>	<b>556</b>	<b>175</b>	<b>252</b>	<b>53</b>	<b>0</b>	<b>480</b>	<b>2078</b>
Grand Total	101	906	82	0	1089	73	570	452	0	1095	267	531	290	0	1088	350	487	107	0	944	4216
Approach %	9.3	83.2	7.5	0.0		6.7	52.1	41.3	0.0		24.5	48.8	26.7	0.0		37.1	51.6	11.3	0.0		
Total %	2.4	21.5	1.9	0.0	25.8	1.7	13.5	10.7	0.0	26.0	6.3	12.6	6.9	0.0	25.8	8.3	11.6	2.5	0.0	22.4	
Exiting Leg Total	711					836					1708					961					4216
Cars	99	874	82	0	1055	73	566	447	0	1086	264	522	284	0	1070	337	484	107	0	928	4139
% Cars	98.0	96.5	100.0	0.0	96.9	100.0	99.3	98.9	0.0	99.2	98.9	98.3	97.9	0.0	98.3	96.3	99.4	100.0	0.0	98.3	98.2
Exiting Leg Total	702					830					1658					949					4139
Heavy Vehicles	2	32	0	0	34	0	4	5	0	9	3	9	6	0	18	13	3	0	0	16	77
% Heavy Vehicles	2.0	3.5	0.0	0.0	3.1	0.0	0.7	1.1	0.0	0.8	1.1	1.7	2.1	0.0	1.7	3.7	0.6	0.0	0.0	1.7	1.8
Exiting Leg Total	9					6					50					12					77

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

4:45 PM	Bussey Street					Sawmill Lane					Milton Street					Harris Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:45 PM	15	132	9	0	156	10	58	70	0	138	31	71	35	0	137	42	79	13	0	134	565
5:00 PM	16	107	10	0	133	13	81	58	0	152	34	65	44	0	143	41	59	20	0	120	548
5:15 PM	14	118	12	0	144	11	65	51	0	127	45	65	42	0	152	44	60	8	0	112	535
5:30 PM	15	110	7	0	132	11	69	42	0	122	33	64	35	0	132	41	68	12	0	121	507
Total Volume	60	467	38	0	565	45	273	221	0	539	143	265	156	0	564	168	266	53	0	487	2155
% Approach Total	10.6	82.7	6.7	0.0		8.3	50.6	41.0	0.0		25.4	47.0	27.7	0.0		34.5	54.6	10.9	0.0		
PHF	0.938	0.884	0.792	0.000	0.905	0.865	0.843	0.789	0.000	0.887	0.794	0.933	0.886	0.000	0.928	0.955	0.842	0.663	0.000	0.909	0.954
Cars	58	446	38	0	542	45	271	219	0	535	141	263	155	0	559	160	266	53	0	479	2115
Cars %	96.7	95.5	100.0	0.0	95.9	100.0	99.3	99.1	0.0	99.3	98.6	99.2	99.4	0.0	99.1	95.2	100.0	100.0	0.0	98.4	98.1
Heavy Vehicles	2	21	0	0	23	0	2	2	0	4	2	2	1	0	5	8	0	0	0	8	40
Heavy Vehicles %	3.3	4.5	0.0	0.0	4.1	0.0	0.7	0.9	0.0	0.7	1.4	0.8	0.6	0.0	0.9	4.8	0.0	0.0	0.0	1.6	1.9
Cars Enter Leg	58	446	38	0	542	45	271	219	0	535	141	263	155	0	559	160	266	53	0	479	2115
Heavy Enter Leg	2	21	0	0	23	0	2	2	0	4	2	2	1	0	5	8	0	0	0	8	40
Total Entering Leg	60	467	38	0	565	45	273	221	0	539	143	265	156	0	564	168	266	53	0	487	2155
Cars Exiting Leg	361					445					825					484					2115
Heavy Exiting Leg	2					2					31					5					40
Total Exiting Leg	363					447					856					489					2155



PDI File #: **217946 (6)**  
 Location: **N: Bussey Street S: Milton Street**  
 Location: **E: Sawmill Lane W: Harris Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. CUREWITZ**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Cars**

	Bussey Street					Sawmill Lane					Milton Street					Harris Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:00 PM	9	116	9	0	134	6	76	64	0	146	21	79	31	0	131	46	54	13	0	113	524	
4:15 PM	16	127	14	0	157	7	70	58	0	135	40	64	39	0	143	38	47	19	0	104	539	
4:30 PM	12	91	12	0	115	3	80	63	0	146	25	54	31	0	110	44	53	9	0	106	477	
4:45 PM	14	126	9	0	149	10	56	69	0	135	31	71	35	0	137	41	79	13	0	133	554	
<b>Total</b>	<b>51</b>	<b>460</b>	<b>44</b>	<b>0</b>	<b>555</b>	<b>26</b>	<b>282</b>	<b>254</b>	<b>0</b>	<b>562</b>	<b>117</b>	<b>268</b>	<b>136</b>	<b>0</b>	<b>521</b>	<b>169</b>	<b>233</b>	<b>54</b>	<b>0</b>	<b>456</b>	<b>2094</b>	
5:00 PM	16	97	10	0	123	13	81	58	0	152	33	65	43	0	141	39	59	20	0	118	534	
5:15 PM	13	115	12	0	140	11	65	51	0	127	45	65	42	0	152	40	60	8	0	108	527	
5:30 PM	15	108	7	0	130	11	69	41	0	121	32	62	35	0	129	40	68	12	0	120	500	
5:45 PM	4	94	9	0	107	12	69	43	0	124	37	62	28	0	127	49	64	13	0	126	484	
<b>Total</b>	<b>48</b>	<b>414</b>	<b>38</b>	<b>0</b>	<b>500</b>	<b>47</b>	<b>284</b>	<b>193</b>	<b>0</b>	<b>524</b>	<b>147</b>	<b>254</b>	<b>148</b>	<b>0</b>	<b>549</b>	<b>168</b>	<b>251</b>	<b>53</b>	<b>0</b>	<b>472</b>	<b>2045</b>	
Grand Total	99	874	82	0	1055	73	566	447	0	1086	264	522	284	0	1070	337	484	107	0	928	4139	
Approach %	9.4	82.8	7.8	0.0		6.7	52.1	41.2	0.0		24.7	48.8	26.5	0.0		36.3	52.2	11.5	0.0			
Total %	2.4	21.1	2.0	0.0	25.5	1.8	13.7	10.8	0.0	26.2	6.4	12.6	6.9	0.0	25.9	8.1	11.7	2.6	0.0	22.4		
Exiting Leg Total						702					830					1658					949	4139

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

	Bussey Street					Sawmill Lane					Milton Street					Harris Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:45 PM	14	126	9	0	149	10	56	69	0	135	31	71	35	0	137	41	79	13	0	133	554	
5:00 PM	16	97	10	0	123	13	81	58	0	152	33	65	43	0	141	39	59	20	0	118	534	
5:15 PM	13	115	12	0	140	11	65	51	0	127	45	65	42	0	152	40	60	8	0	108	527	
5:30 PM	15	108	7	0	130	11	69	41	0	121	32	62	35	0	129	40	68	12	0	120	500	
<b>Total Volume</b>	<b>58</b>	<b>446</b>	<b>38</b>	<b>0</b>	<b>542</b>	<b>45</b>	<b>271</b>	<b>219</b>	<b>0</b>	<b>535</b>	<b>141</b>	<b>263</b>	<b>155</b>	<b>0</b>	<b>559</b>	<b>160</b>	<b>266</b>	<b>53</b>	<b>0</b>	<b>479</b>	<b>2115</b>	
% Approach Total	10.7	82.3	7.0	0.0		8.4	50.7	40.9	0.0		25.2	47.0	27.7	0.0		33.4	55.5	11.1	0.0			
PHF	0.906	0.885	0.792	0.000	0.909	0.865	0.836	0.793	0.000	0.880	0.783	0.926	0.901	0.000	0.919	0.976	0.842	0.663	0.000	0.900	0.954	
Entering Leg	58	446	38	0	542	45	271	219	0	535	141	263	155	0	559	160	266	53	0	479	2115	
Exiting Leg						361					445					825					484	2115
<b>Total</b>						903					980					1384					963	4230

PDI File #: **217946 (6)**  
 Location: **N: Bussey Street S: Milton Street**  
 Location: **E: Sawmill Lane W: Harris Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. CUREWITZ**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**



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

	Bussey Street					Sawmill Lane					Milton Street					Harris Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	3	0	0	3	0	1	1	0	2	0	3	2	0	5	1	1	0	0	2	12
4:15 PM	0	2	0	0	2	0	1	2	0	3	0	1	2	0	3	3	0	0	0	3	11
4:30 PM	0	5	0	0	5	0	0	0	0	0	0	2	1	0	3	1	1	0	0	2	10
4:45 PM	1	6	0	0	7	0	2	1	0	3	0	0	0	0	0	1	0	0	0	1	11
<b>Total</b>	<b>1</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>44</b>
5:00 PM	0	10	0	0	10	0	0	0	0	0	1	0	1	0	2	2	0	0	0	2	14
5:15 PM	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	8
5:30 PM	0	2	0	0	2	0	0	1	0	1	1	2	0	0	3	1	0	0	0	1	7
5:45 PM	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	4
<b>Total</b>	<b>1</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>33</b>
Grand Total	2	32	0	0	34	0	4	5	0	9	3	9	6	0	18	13	3	0	0	16	77
Approach %	5.9	94.1	0.0	0.0		0.0	44.4	55.6	0.0		16.7	50.0	33.3	0.0		81.3	18.8	0.0	0.0		
Total %	2.6	41.6	0.0	0.0	44.2	0.0	5.2	6.5	0.0	11.7	3.9	11.7	7.8	0.0	23.4	16.9	3.9	0.0	0.0	20.8	
Exiting Leg Total	9					6					50					12					77
Buses	0	9	0	0	9	0	2	2	0	4	1	1	0	0	2	2	2	0	0	4	19
% Buses	0.0	28.1	0.0	0.0	26.5	0.0	50.0	40.0	0.0	44.4	33.3	11.1	0.0	0.0	11.1	15.4	66.7	0.0	0.0	25.0	24.7
Exiting Leg Total	1					3					13					2					19
Single-Unit Trucks	2	19	0	0	21	0	2	3	0	5	1	7	5	0	13	11	1	0	0	12	51
% Single-Unit	100.0	59.4	0.0	0.0	61.8	0.0	50.0	60.0	0.0	55.6	33.3	77.8	83.3	0.0	72.2	84.6	33.3	0.0	0.0	75.0	66.2
Exiting Leg Total	7					2					33					9					51
Articulated Trucks	0	4	0	0	4	0	0	0	0	0	1	1	1	0	3	0	0	0	0	0	7
% Articulated	0.0	12.5	0.0	0.0	11.8	0.0	0.0	0.0	0.0	0.0	33.3	11.1	16.7	0.0	16.7	0.0	0.0	0.0	0.0	0.0	9.1
Exiting Leg Total	1					1					4					1					7

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

	Bussey Street					Sawmill Lane					Milton Street					Harris Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:15 PM	0	2	0	0	2	0	1	2	0	3	0	1	2	0	3	3	0	0	0	3	11
4:30 PM	0	5	0	0	5	0	0	0	0	0	0	2	1	0	3	1	1	0	0	2	10
4:45 PM	1	6	0	0	7	0	2	1	0	3	0	0	0	0	0	1	0	0	0	1	11
5:00 PM	0	10	0	0	10	0	0	0	0	0	1	0	1	0	2	2	0	0	0	2	14
<b>Total Volume</b>	<b>1</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>46</b>
<b>% Approach Total</b>	<b>4.2</b>	<b>95.8</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>		<b>12.5</b>	<b>37.5</b>	<b>50.0</b>	<b>0.0</b>		<b>87.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>		
PHF	0.250	0.575	0.000	0.000	0.600	0.000	0.375	0.375	0.000	0.500	0.250	0.375	0.500	0.000	0.667	0.583	0.250	0.000	0.000	0.667	0.821
Buses	0	6	0	0	6	0	2	1	0	3	0	1	0	0	1	1	1	0	0	2	12
Buses %	0.0	26.1	0.0	0.0	25.0	0.0	66.7	33.3	0.0	50.0	0.0	33.3	0.0	0.0	12.5	14.3	100.0	0.0	0.0	25.0	26.1
Single-Unit Trucks	1	15	0	0	16	0	1	2	0	3	0	2	3	0	5	6	0	0	0	6	30
Single-Unit %	100.0	65.2	0.0	0.0	66.7	0.0	33.3	66.7	0.0	50.0	0.0	66.7	75.0	0.0	62.5	85.7	0.0	0.0	0.0	75.0	65.2
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	4
Articulated %	0.0	8.7	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	100.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	8.7
Buses	0	6	0	0	6	0	2	1	0	3	0	1	0	0	1	1	1	0	0	2	12
Single-Unit Trucks	1	15	0	0	16	0	1	2	0	3	0	2	3	0	5	6	0	0	0	6	30
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	4
Total Entering Leg	1	23	0	0	24	0	3	3	0	6	1	3	4	0	8	7	1	0	0	8	46
Buses	1					1					8					2					12
Single-Unit Trucks	2					0					23					5					30
Articulated Trucks	0					1					2					1					4
Total Exiting Leg	3					2					33					8					46

PDI File #: **217946 (6)**  
 Location: **N: Bussey Street S: Milton Street**  
 Location: **E: Sawmill Lane W: Harris Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Buses**

	Bussey Street					Sawmill Lane					Milton Street					Harris Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
4:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	4
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
4:45 PM	0	1	0	0	1	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	4
<b>Total</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>12</b>
5:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
5:30 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>7</b>
Grand Total	0	9	0	0	9	0	2	2	0	4	1	1	0	0	2	2	2	0	0	4	19
Approach %	0.0	100.0	0.0	0.0		0.0	50.0	50.0	0.0		50.0	50.0	0.0	0.0		50.0	50.0	0.0	0.0		
Total %	0.0	47.4	0.0	0.0	47.4	0.0	10.5	10.5	0.0	21.1	5.3	5.3	0.0	0.0	10.5	10.5	10.5	0.0	0.0	21.1	
Exiting Leg Total	1					3					13					2					19

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

4:00 PM	Bussey Street					Sawmill Lane					Milton Street					Harris Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
4:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	4
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
4:45 PM	0	1	0	0	1	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	4
Total Volume	0	5	0	0	5	0	2	1	0	3	0	1	0	0	1	1	2	0	0	3	12
% Approach Total	0.0	100.0	0.0	0.0		0.0	66.7	33.3	0.0		0.0	100.0	0.0	0.0		33.3	66.7	0.0	0.0		
PHF	0.000	0.625	0.000	0.000	0.625	0.000	0.250	0.250	0.000	0.250	0.000	0.250	0.000	0.000	0.250	0.250	0.500	0.000	0.000	0.750	0.750
Entering Leg	0	5	0	0	5	0	2	1	0	3	0	1	0	0	1	1	2	0	0	3	12
Exiting Leg	1					2					7					2					12
Total	6					5					8					5					24

PDI File #: **217946 (6)**  
 Location: **N: Bussey Street S: Milton Street**  
 Location: **E: Sawmill Lane W: Harris Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Single-Unit Trucks**

	Bussey Street					Sawmill Lane					Milton Street					Harris Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	1	1	0	2	0	3	2	0	5	1	0	0	0	1	8
4:15 PM	0	0	0	0	0	0	1	2	0	3	0	0	2	0	2	2	0	0	0	2	7
4:30 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	6
4:45 PM	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	6
<b>Total</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>27</b>
5:00 PM	0	8	0	0	8	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	11
5:15 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	6
5:30 PM	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	1	0	0	0	1	4
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
<b>Total</b>	<b>1</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>24</b>
Grand Total	2	19	0	0	21	0	2	3	0	5	1	7	5	0	13	11	1	0	0	12	51
Approach %	9.5	90.5	0.0	0.0		0.0	40.0	60.0	0.0		7.7	53.8	38.5	0.0		91.7	8.3	0.0	0.0		
Total %	3.9	37.3	0.0	0.0	41.2	0.0	3.9	5.9	0.0	9.8	2.0	13.7	9.8	0.0	25.5	21.6	2.0	0.0	0.0	23.5	
Exiting Leg Total	7					2					33					9					51

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

4:15 PM	Bussey Street					Sawmill Lane					Milton Street					Harris Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:15 PM	0	0	0	0	0	0	1	2	0	3	0	0	2	0	2	2	0	0	0	2	7
4:30 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	6
4:45 PM	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	6
5:00 PM	0	8	0	0	8	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	11
Total Volume	1	15	0	0	16	0	1	2	0	3	0	2	3	0	5	6	0	0	0	6	30
% Approach Total	6.3	93.8	0.0	0.0		0.0	33.3	66.7	0.0		0.0	40.0	60.0	0.0		100.0	0.0	0.0	0.0		
PHF	0.250	0.469	0.000	0.000	0.500	0.000	0.250	0.250	0.000	0.250	0.000	0.250	0.375	0.000	0.625	0.750	0.000	0.000	0.000	0.750	0.682
Entering Leg	1	15	0	0	16	0	1	2	0	3	0	2	3	0	5	6	0	0	0	6	30
Exiting Leg	2					0					23					5					30
Total	18					3					28					11					60

PDI File #: **217946 (6)**  
 Location: **N: Bussey Street S: Milton Street**  
 Location: **E: Sawmill Lane W: Harris Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Articulated Trucks**

	Bussey Street					Sawmill Lane					Milton Street					Harris Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
<b>Grand Total</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		33.3	33.3	33.3	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	57.1	0.0	0.0	57.1	0.0	0.0	0.0	0.0	0.0	14.3	14.3	14.3	0.0	42.9	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	1					1					4					1					7

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

4:00 PM	Bussey Street					Sawmill Lane					Milton Street					Harris Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total Volume</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.625
Entering Leg	0	4	0	0	4	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	5
Exiting Leg	0					0					4					1					5
<b>Total</b>	<b>4</b>					<b>0</b>					<b>5</b>					<b>1</b>					<b>10</b>

PDI File #: **217946 (6)**  
 Location: **N: Bussey Street S: Milton Street**  
 Location: **E: Sawmill Lane W: Harris Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Bicycles (on Roadway and Crosswalks)**

	Bussey Street								Sawmill Lane								Milton Street								Harris Street								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1			
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	1			
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>			
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	3	4	0	0	0	0	0	0	0	0	5			
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	1	0	1	2			
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	1	1	0	0	0	0	0	2	4			
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>11</b>				
Grand Total	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	0	4	3	9	1	1	0	0	1	1	4	14					
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	11.1	11.1	0.0	44.4	33.3		25.0	25.0	0.0	0.0	25.0	25.0							
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.1	7.1	0.0	7.1	7.1	0.0	28.6	21.4	64.3	7.1	7.1	0.0	0.0	7.1	7.1	28.6						
Exiting Leg Total	1								2								8								3								14

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

	Bussey Street								Sawmill Lane								Milton Street								Harris Street								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:45 PM	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	1	1	2			
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	3	4	0	0	0	0	0	0	0	0	5				
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	0	1	0	1	2				
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	1	1	0	0	0	0	0	2	4				
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	0	3	3	8	1	1	0	0	1	1	4	13					
% 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	12.5	12.5	0.0	37.5	37.5		25.0	25.0	0.0	0.0	25.0	25.0							
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.250	0.250	0.000	0.375	0.250	0.500	0.250	0.250	0.000	0.000	0.250	0.250	0.500	0.650						
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	0	3	3	8	1	1	0	0	1	1	4	13					
Exiting Leg	1								2								7								3								13
Total	1								3								15								7								26

PDI File #: **217946 (6)**  
 Location: **N: Bussey Street S: Milton Street**  
 Location: **E: Sawmill Lane W: Harris Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Pedestrians**

	Bussey Street								Sawmill Lane								Milton Street								Harris Street								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1		0	0	0	0	0	0	0	0	0	0	0	2	2	3			
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	1	1	0	0	0	0	2	0	2		
4:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1		0	0	0	0	0	0	1	1	0	0	0	0	1	0	1		
4:45 PM	0	0	0	0	2	0	2	0	0	0	0	0	0	1	1		0	0	0	0	0	1	0	1	0	0	0	0	1	1	2		
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>3</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>3</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>3</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>7</b>		
5:00 PM	0	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	1	1	2			
5:15 PM	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1		0	0	0	0	0	1	0	1	0	0	0	0	0	0	0		
5:30 PM	0	0	0	0	0	0	2	2	0	0	0	0	1	0	1		0	0	0	0	0	0	0	0	0	0	0	1	0	1			
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	1	1			
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>4</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>6</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>4</b>		
Grand Total	0	0	0	0	4	3	7		0	0	0	0	3	6	9		0	0	0	0	2	2	4		0	0	0	0	6	5	11		
Approach %	0	0	0	0	57.1	42.9			0	0	0	0	33.3	66.7		0	0	0	0	50	50				0	0	0	0	54.5	45.5			
Total %	0	0	0	0	12.9	9.68	22.6		0	0	0	0	9.68	19.4	29		0	0	0	0	6.45	6.45	12.9		0	0	0	0	19.4	16.1	35.5		
Exiting Leg Total	7							9							4							11							31				

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

	Bussey Street								Sawmill Lane								Milton Street								Harris Street								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:30 PM	0	0	0	0	0	1	1		0	0	0	0	0	1	1		0	0	0	0	0	0	1	1	0	0	0	0	1	0	1		
4:45 PM	0	0	0	0	2	0	2		0	0	0	0	0	1	1		0	0	0	0	0	1	0	1	0	0	0	0	1	1	2		
5:00 PM	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	1	1	2			
5:15 PM	0	0	0	0	2	0	2		0	0	0	0	1	0	1		0	0	0	0	0	1	0	1	0	0	0	0	0	0	0		
Total Volume	0	0	0	0	4	1	5		0	0	0	0	1	6	7		0	0	0	0	2	1	3		0	0	0	0	3	2	5		
% Approach Total	0.0	0.0	0.0	0.0	80.0	20.0			0.0	0.0	0.0	0.0	14.3	85.7		0.0	0.0	0.0	0.0	66.7	33.3				0.0	0.0	0.0	0.0	60.0	40.0			
PHF	0.000	0.000	0.000	0.000	0.500	0.250	0.625		0.000	0.000	0.000	0.000	0.250	0.375	0.438		0.000	0.000	0.000	0.000	0.500	0.250	0.750		0.000	0.000	0.000	0.000	0.750	0.500	0.625		
Entering Leg	0	0	0	0	4	1	5		0	0	0	0	1	6	7		0	0	0	0	2	1	3		0	0	0	0	3	2	5		
Exiting Leg	5							7							3							5							20				
Total	10							14							6							10							40				

PDI File #: **217946 (7)**  
 Location: **N: Bridge Street S: Bridge Street**  
 Location: **E: Common Street W: Common Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Cars and Heavy Vehicles (Combined)**

	Bridge Street					Common Street					Bridge Street					Common Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	4	31	3	0	38	2	101	12	0	115	1	83	3	0	87	0	37	5	0	42	282
7:15 AM	6	33	0	0	39	4	86	18	0	108	2	57	12	0	71	7	51	1	0	59	277
7:30 AM	12	31	1	0	44	6	122	15	0	143	0	73	19	0	92	7	47	3	0	57	336
7:45 AM	11	51	1	0	63	1	111	24	0	136	2	74	25	0	101	10	61	16	0	87	387
<b>Total</b>	<b>33</b>	<b>146</b>	<b>5</b>	<b>0</b>	<b>184</b>	<b>13</b>	<b>420</b>	<b>69</b>	<b>0</b>	<b>502</b>	<b>5</b>	<b>287</b>	<b>59</b>	<b>0</b>	<b>351</b>	<b>24</b>	<b>196</b>	<b>25</b>	<b>0</b>	<b>245</b>	<b>1282</b>
8:00 AM	9	40	2	0	51	4	98	20	0	122	0	91	20	0	111	4	60	8	0	72	356
8:15 AM	10	65	1	0	76	8	98	22	0	128	0	73	10	0	83	5	59	3	0	67	354
8:30 AM	9	40	4	0	53	6	83	37	0	126	3	67	6	0	76	2	54	9	0	65	320
8:45 AM	16	35	4	0	55	3	74	31	0	108	0	86	4	0	90	4	72	4	0	80	333
<b>Total</b>	<b>44</b>	<b>180</b>	<b>11</b>	<b>0</b>	<b>235</b>	<b>21</b>	<b>353</b>	<b>110</b>	<b>0</b>	<b>484</b>	<b>3</b>	<b>317</b>	<b>40</b>	<b>0</b>	<b>360</b>	<b>15</b>	<b>245</b>	<b>24</b>	<b>0</b>	<b>284</b>	<b>1363</b>
Grand Total	77	326	16	0	419	34	773	179	0	986	8	604	99	0	711	39	441	49	0	529	2645
Approach %	18.4	77.8	3.8	0.0		3.4	78.4	18.2	0.0		1.1	85.0	13.9	0.0		7.4	83.4	9.3	0.0		
Total %	2.9	12.3	0.6	0.0	15.8	1.3	29.2	6.8	0.0	37.3	0.3	22.8	3.7	0.0	26.9	1.5	16.7	1.9	0.0	20.0	
Exiting Leg Total	687					465					544					949					2645
Cars	73	318	14	0	405	31	751	170	0	952	7	591	97	0	695	39	423	45	0	507	2559
% Cars	94.8	97.5	87.5	0.0	96.7	91.2	97.2	95.0	0.0	96.6	87.5	97.8	98.0	0.0	97.7	100.0	95.9	91.8	0.0	95.8	96.7
Exiting Leg Total	667					444					527					921					2559
Heavy Vehicles	4	8	2	0	14	3	22	9	0	34	1	13	2	0	16	0	18	4	0	22	86
% Heavy Vehicles	5.2	2.5	12.5	0.0	3.3	8.8	2.8	5.0	0.0	3.4	12.5	2.2	2.0	0.0	2.3	0.0	4.1	8.2	0.0	4.2	3.3
Exiting Leg Total	20					21					17					28					86

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

	Bridge Street					Common Street					Bridge Street					Common Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:30 AM	12	31	1	0	44	6	122	15	0	143	0	73	19	0	92	7	47	3	0	57	336
7:45 AM	11	51	1	0	63	1	111	24	0	136	2	74	25	0	101	10	61	16	0	87	387
8:00 AM	9	40	2	0	51	4	98	20	0	122	0	91	20	0	111	4	60	8	0	72	356
8:15 AM	10	65	1	0	76	8	98	22	0	128	0	73	10	0	83	5	59	3	0	67	354
Total Volume	42	187	5	0	234	19	429	81	0	529	2	311	74	0	387	26	227	30	0	283	1433
% Approach Total	17.9	79.9	2.1	0.0		3.6	81.1	15.3	0.0		0.5	80.4	19.1	0.0		9.2	80.2	10.6	0.0		
PHF	0.875	0.719	0.625	0.000	0.770	0.594	0.879	0.844	0.000	0.925	0.250	0.854	0.740	0.000	0.872	0.650	0.930	0.469	0.000	0.813	0.926
Cars	40	184	5	0	229	16	414	76	0	506	2	309	72	0	383	26	212	28	0	266	1384
Cars %	95.2	98.4	100.0	0.0	97.9	84.2	96.5	93.8	0.0	95.7	100.0	99.4	97.3	0.0	99.0	100.0	93.4	93.3	0.0	94.0	96.6
Heavy Vehicles	2	3	0	0	5	3	15	5	0	23	0	2	2	0	4	0	15	2	0	17	49
Heavy Vehicles %	4.8	1.6	0.0	0.0	2.1	15.8	3.5	6.2	0.0	4.3	0.0	0.6	2.7	0.0	1.0	0.0	6.6	6.7	0.0	6.0	3.4
Cars Enter Leg	40	184	5	0	229	16	414	76	0	506	2	309	72	0	383	26	212	28	0	266	1384
Heavy Enter Leg	2	3	0	0	5	3	15	5	0	23	0	2	2	0	4	0	15	2	0	17	49
Total Entering Leg	42	187	5	0	234	19	429	81	0	529	2	311	74	0	387	26	227	30	0	283	1433
Cars Exiting Leg	353					219					286					526					1384
Heavy Exiting Leg	7					15					8					19					49
Total Exiting Leg	360					234					294					545					1433



PDI File #: **217946 (7)**  
 Location: **N: Bridge Street S: Bridge Street**  
 Location: **E: Common Street W: Common Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Cars**

	Bridge Street					Common Street					Bridge Street					Common Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
7:00 AM	4	30	2	0	36	2	99	11	0	112	1	77	3	0	81	0	37	5	0	42	271	
7:15 AM	6	32	0	0	38	4	84	17	0	105	2	55	12	0	69	7	51	1	0	59	271	
7:30 AM	11	31	1	0	43	5	119	14	0	138	0	73	19	0	92	7	41	3	0	51	324	
7:45 AM	11	51	1	0	63	1	107	22	0	130	2	74	24	0	100	10	58	15	0	83	376	
<b>Total</b>	<b>32</b>	<b>144</b>	<b>4</b>	<b>0</b>	<b>180</b>	<b>12</b>	<b>409</b>	<b>64</b>	<b>0</b>	<b>485</b>	<b>5</b>	<b>279</b>	<b>58</b>	<b>0</b>	<b>342</b>	<b>24</b>	<b>187</b>	<b>24</b>	<b>0</b>	<b>235</b>	<b>1242</b>	
8:00 AM	9	37	2	0	48	3	96	18	0	117	0	90	19	0	109	4	58	8	0	70	344	
8:15 AM	9	65	1	0	75	7	92	22	0	121	0	72	10	0	82	5	55	2	0	62	340	
8:30 AM	8	39	3	0	50	6	81	35	0	122	2	64	6	0	72	2	52	8	0	62	306	
8:45 AM	15	33	4	0	52	3	73	31	0	107	0	86	4	0	90	4	71	3	0	78	327	
<b>Total</b>	<b>41</b>	<b>174</b>	<b>10</b>	<b>0</b>	<b>225</b>	<b>19</b>	<b>342</b>	<b>106</b>	<b>0</b>	<b>467</b>	<b>2</b>	<b>312</b>	<b>39</b>	<b>0</b>	<b>353</b>	<b>15</b>	<b>236</b>	<b>21</b>	<b>0</b>	<b>272</b>	<b>1317</b>	
Grand Total	73	318	14	0	405	31	751	170	0	952	7	591	97	0	695	39	423	45	0	507	2559	
Approach %	18.0	78.5	3.5	0.0		3.3	78.9	17.9	0.0		1.0	85.0	14.0	0.0		7.7	83.4	8.9	0.0			
Total %	2.9	12.4	0.5	0.0	15.8	1.2	29.3	6.6	0.0	37.2	0.3	23.1	3.8	0.0	27.2	1.5	16.5	1.8	0.0	19.8		
Exiting Leg Total						667					444					527					921	2559

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

	Bridge Street					Common Street					Bridge Street					Common Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
7:30 AM	11	31	1	0	43	5	119	14	0	138	0	73	19	0	92	7	41	3	0	51	324	
7:45 AM	11	51	1	0	63	1	107	22	0	130	2	74	24	0	100	10	58	15	0	83	376	
8:00 AM	9	37	2	0	48	3	96	18	0	117	0	90	19	0	109	4	58	8	0	70	344	
8:15 AM	9	65	1	0	75	7	92	22	0	121	0	72	10	0	82	5	55	2	0	62	340	
<b>Total Volume</b>	<b>40</b>	<b>184</b>	<b>5</b>	<b>0</b>	<b>229</b>	<b>16</b>	<b>414</b>	<b>76</b>	<b>0</b>	<b>506</b>	<b>2</b>	<b>309</b>	<b>72</b>	<b>0</b>	<b>383</b>	<b>26</b>	<b>212</b>	<b>28</b>	<b>0</b>	<b>266</b>	<b>1384</b>	
% Approach Total	17.5	80.3	2.2	0.0		3.2	81.8	15.0	0.0		0.5	80.7	18.8	0.0		9.8	79.7	10.5	0.0			
PHF	0.909	0.708	0.625	0.000	0.763	0.571	0.870	0.864	0.000	0.917	0.250	0.858	0.750	0.000	0.878	0.650	0.914	0.467	0.000	0.801	0.920	
Entering Leg	40	184	5	0	229	16	414	76	0	506	2	309	72	0	383	26	212	28	0	266	1384	
Exiting Leg						353					219					286					526	1384
<b>Total</b>						582					725					669					792	2768

PDI File #: **217946 (7)**  
 Location: **N: Bridge Street S: Bridge Street**  
 Location: **E: Common Street W: Common Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**



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

	Bridge Street					Common Street					Bridge Street					Common Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	1	1	0	2	0	2	1	0	3	0	6	0	0	6	0	0	0	0	0	11
7:15 AM	0	1	0	0	1	0	2	1	0	3	0	2	0	0	2	0	0	0	0	0	6
7:30 AM	1	0	0	0	1	1	3	1	0	5	0	0	0	0	0	0	6	0	0	6	12
7:45 AM	0	0	0	0	0	0	4	2	0	6	0	0	1	0	1	0	3	1	0	4	11
<b>Total</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>40</b>
8:00 AM	0	3	0	0	3	1	2	2	0	5	0	1	1	0	2	0	2	0	0	2	12
8:15 AM	1	0	0	0	1	1	6	0	0	7	0	1	0	0	1	0	4	1	0	5	14
8:30 AM	1	1	1	0	3	0	2	2	0	4	1	3	0	0	4	0	2	1	0	3	14
8:45 AM	1	2	0	0	3	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	6
<b>Total</b>	<b>3</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>2</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>17</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>46</b>
Grand Total	4	8	2	0	14	3	22	9	0	34	1	13	2	0	16	0	18	4	0	22	86
Approach %	28.6	57.1	14.3	0.0		8.8	64.7	26.5	0.0		6.3	81.3	12.5	0.0		0.0	81.8	18.2	0.0		
Total %	4.7	9.3	2.3	0.0	16.3	3.5	25.6	10.5	0.0	39.5	1.2	15.1	2.3	0.0	18.6	0.0	20.9	4.7	0.0	25.6	
Exiting Leg Total	20					21					17					28					86
Buses	2	2	1	0	5	0	6	4	0	10	0	5	0	0	5	0	1	2	0	3	23
% Buses	50.0	25.0	50.0	0.0	35.7	0.0	27.3	44.4	0.0	29.4	0.0	38.5	0.0	0.0	31.3	0.0	5.6	50.0	0.0	13.6	26.7
Exiting Leg Total	7					2					6					8					23
Single-Unit Trucks	2	5	1	0	8	3	13	5	0	21	1	8	2	0	11	0	14	1	0	15	55
% Single-Unit	50.0	62.5	50.0	0.0	57.1	100.0	59.1	55.6	0.0	61.8	100.0	61.5	100.0	0.0	68.8	0.0	77.8	25.0	0.0	68.2	64.0
Exiting Leg Total	12					16					10					17					55
Articulated Trucks	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	3	1	0	4	8
% Articulated	0.0	12.5	0.0	0.0	7.1	0.0	13.6	0.0	0.0	8.8	0.0	0.0	0.0	0.0	0.0	0.0	16.7	25.0	0.0	18.2	9.3
Exiting Leg Total	1					3					1					3					8

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

	Bridge Street					Common Street					Bridge Street					Common Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	0	0	0	0	0	0	4	2	0	6	0	0	1	0	1	0	3	1	0	4	11
8:00 AM	0	3	0	0	3	1	2	2	0	5	0	1	1	0	2	0	2	0	0	2	12
8:15 AM	1	0	0	0	1	1	6	0	0	7	0	1	0	0	1	0	4	1	0	5	14
8:30 AM	1	1	1	0	3	0	2	2	0	4	1	3	0	0	4	0	2	1	0	3	14
<b>Total Volume</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>22</b>	<b>1</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>51</b>
% Approach Total	28.6	57.1	14.3	0.0		9.1	63.6	27.3	0.0		12.5	62.5	25.0	0.0		0.0	78.6	21.4	0.0		
PHF	0.500	0.333	0.250	0.000	0.583	0.500	0.583	0.750	0.000	0.786	0.250	0.417	0.500	0.000	0.500	0.000	0.688	0.750	0.000	0.700	0.911
Buses	1	0	0	0	1	0	1	2	0	3	0	3	0	0	3	0	1	1	0	2	9
Buses %	50.0	0.0	0.0	0.0	14.3	0.0	7.1	33.3	0.0	13.6	0.0	60.0	0.0	0.0	37.5	0.0	9.1	33.3	0.0	14.3	17.6
Single-Unit Trucks	1	4	1	0	6	2	11	4	0	17	1	2	2	0	5	0	8	1	0	9	37
Single-Unit %	50.0	100.0	100.0	0.0	85.7	100.0	78.6	66.7	0.0	77.3	100.0	40.0	100.0	0.0	62.5	0.0	72.7	33.3	0.0	64.3	72.5
Articulated Trucks	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	1	0	3	5
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	14.3	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	18.2	33.3	0.0	21.4	9.8
Buses	1	0	0	0	1	0	1	2	0	3	0	3	0	0	3	0	1	1	0	2	9
Single-Unit Trucks	1	4	1	0	6	2	11	4	0	17	1	2	2	0	5	0	8	1	0	9	37
Articulated Trucks	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	1	0	3	5
Total Entering Leg	2	4	1	0	7	2	14	6	0	22	1	5	2	0	8	0	11	3	0	14	51
Buses	4					1					2					2					9
Single-Unit Trucks	5					10					8					14					37
Articulated Trucks	1					2					0					2					5
Total Exiting Leg	10					13					10					18					51

PDI File #: **217946 (7)**  
 Location: **N: Bridge Street S: Bridge Street**  
 Location: **E: Common Street W: Common Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Buses**

	Bridge Street					Common Street					Bridge Street					Common Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	1	1	0	2	0	2	1	0	3	0	2	0	0	2	0	0	0	0	0	7
7:15 AM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	3
7:30 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>
8:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
8:30 AM	1	0	0	0	1	0	0	1	0	1	0	2	0	0	2	0	1	1	0	2	6
8:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
<b>Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>10</b>
Grand Total	2	2	1	0	5	0	6	4	0	10	0	5	0	0	5	0	1	2	0	3	23
Approach %	40.0	40.0	20.0	0.0		0.0	60.0	40.0	0.0		0.0	100.0	0.0	0.0		0.0	33.3	66.7	0.0		
Total %	8.7	8.7	4.3	0.0	21.7	0.0	26.1	17.4	0.0	43.5	0.0	21.7	0.0	0.0	21.7	0.0	4.3	8.7	0.0	13.0	
Exiting Leg Total	7					2					6					8					23

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

7:00 AM	Bridge Street					Common Street					Bridge Street					Common Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	1	1	0	2	0	2	1	0	3	0	2	0	0	2	0	0	0	0	0	7
7:15 AM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	3
7:30 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	1	1	0	3	0	6	2	0	8	0	2	0	0	2	0	0	0	0	0	13
% Approach Total	33.3	33.3	33.3	0.0		0.0	75.0	25.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.250	0.250	0.250	0.000	0.375	0.000	0.750	0.500	0.000	0.667	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.464
Entering Leg	1	1	1	0	3	0	6	2	0	8	0	2	0	0	2	0	0	0	0	0	13
Exiting Leg	2					1					3					7					13
Total	5					9					5					7					26

PDI File #: **217946 (7)**  
 Location: **N: Bridge Street S: Bridge Street**  
 Location: **E: Common Street W: Common Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Single-Unit Trucks**

	Bridge Street					Common Street					Bridge Street					Common Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	1	1	1	0	3	0	0	0	0	0	0	6	0	0	0	6
7:45 AM	0	0	0	0	0	0	3	2	0	5	0	0	1	0	1	0	2	0	0	0	2
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>24</b>
8:00 AM	0	3	0	0	3	1	2	1	0	4	0	1	1	0	2	0	2	0	0	0	2
8:15 AM	1	0	0	0	1	1	4	0	0	5	0	0	0	0	0	0	4	1	0	0	5
8:30 AM	0	1	1	0	2	0	2	1	0	3	1	1	0	0	2	0	0	0	0	0	0
8:45 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>31</b>
Grand Total	2	5	1	0	8	3	13	5	0	21	1	8	2	0	11	0	14	1	0	15	55
Approach %	25.0	62.5	12.5	0.0		14.3	61.9	23.8	0.0		9.1	72.7	18.2	0.0		0.0	93.3	6.7	0.0		
Total %	3.6	9.1	1.8	0.0	14.5	5.5	23.6	9.1	0.0	38.2	1.8	14.5	3.6	0.0	20.0	0.0	25.5	1.8	0.0	27.3	
Exiting Leg Total	12					16					10					17					55

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

7:30 AM	Bridge Street					Common Street					Bridge Street					Common Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:30 AM	0	0	0	0	0	1	1	1	0	3	0	0	0	0	0	0	6	0	0	0	6
7:45 AM	0	0	0	0	0	0	3	2	0	5	0	0	1	0	1	0	2	0	0	0	2
8:00 AM	0	3	0	0	3	1	2	1	0	4	0	1	1	0	2	0	2	0	0	0	2
8:15 AM	1	0	0	0	1	1	4	0	0	5	0	0	0	0	0	0	4	1	0	0	5
Total Volume	1	3	0	0	4	3	10	4	0	17	0	1	2	0	3	0	14	1	0	15	39
% Approach Total	25.0	75.0	0.0	0.0		17.6	58.8	23.5	0.0		0.0	33.3	66.7	0.0		0.0	93.3	6.7	0.0		
PHF	0.250	0.250	0.000	0.000	0.333	0.750	0.625	0.500	0.000	0.850	0.000	0.250	0.500	0.000	0.375	0.000	0.583	0.250	0.000	0.625	0.886
Entering Leg	1	3	0	0	4	3	10	4	0	17	0	1	2	0	3	0	14	1	0	15	39
Exiting Leg																					13
Total	9					31					10					28					78

PDI File #: **217946 (7)**  
 Location: **N: Bridge Street S: Bridge Street**  
 Location: **E: Common Street W: Common Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Articulated Trucks**

	Bridge Street					Common Street					Bridge Street					Common Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
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	1	0	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	0	0	0	0	0	1	1	0	2	2
<b>Total</b>	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	0	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
8:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
8:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
<b>Total</b>	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	5
Grand Total	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	3	1	0	4	8
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	75.0	25.0	0.0		
Total %	0.0	12.5	0.0	0.0	12.5	0.0	37.5	0.0	0.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	37.5	12.5	0.0	50.0	
Exiting Leg Total	1					3					1					3					8

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

	Bridge Street					Common Street					Bridge Street					Common Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	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	0	0
8:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
<b>Total Volume</b>	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	1	0	2	5
% 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	50.0	50.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.250	0.625
Entering Leg	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	1	0	2	5
Exiting Leg	1					1					0					3					5
<b>Total</b>	1					4					0					5					10

PDI File #: **217946 (7)**  
 Location: **N: Bridge Street S: Bridge Street**  
 Location: **E: Common Street W: Common Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Bicycles (on Roadway and Crosswalks)**

	Bridge Street								Common Street								Bridge Street								Common Street								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 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	0	0	1	
7:15 AM	1	0	0	0	0	1	2	1	1	0	0	0	0	2		0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	5	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>6</b>		
8:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	2		0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	3	
8:15 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0		0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	1	3	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	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	
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>		<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>6</b>		
<b>Grand Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>		<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>12</b>		
Approach %	33.3	33.3	0.0	0.0	0.0	33.3		20.0	60.0	0.0	0.0	20.0	0.0		0.0	0.0	50.0	0.0	50.0	0.0		0.0	50.0	50.0	0.0	0.0	0.0						
Total %	8.3	8.3	0.0	0.0	0.0	8.3	25.0	8.3	25.0	0.0	0.0	8.3	0.0	41.7		0.0	0.0	8.3	0.0	8.3	0.0	16.7		0.0	8.3	8.3	0.0	0.0	0.0	16.7			
Exiting Leg Total	3							2							2							5							12				

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

	Bridge Street								Common Street								Bridge Street								Common Street								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:15 AM	1	0	0	0	0	1	2	1	1	0	0	0	0	2		0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	5	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	
8:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	2		0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	3	
<b>Total Volume</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>8</b>		
% Approach Total	50.0	0.0	0.0	0.0	0.0	50.0		25.0	50.0	0.0	0.0	25.0	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						
PHF	0.250	0.000	0.000	0.000	0.000	0.250	0.250	0.250	0.500	0.000	0.000	0.250	0.000	0.500		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	0.250	0.400		
Entering Leg	1	0	0	0	0	1	2	1	2	0	0	1	0	4		0	0	0	0	1	0	1	1	0	0	1	0	0	0	1	8		
Exiting Leg	3							1							1							3							8				
<b>Total</b>	<b>5</b>							<b>5</b>							<b>2</b>							<b>4</b>							<b>16</b>				

PDI File #: 217946 (7)  
 Location: N: Bridge Street S: Bridge Street  
 Location: E: Common Street W: Common Street  
 City, State: Dedham, MA  
 Client: BETA/ J. Curewitz  
 Site Code: 7588  
 Count Date: Wednesday, May 19, 2021  
 Start Time: 7:00 AM  
 End Time: 9:00 AM  
 Class:



**Pedestrians**

	Bridge Street								Common Street								Bridge Street								Common Street								Total				
	from North								from East								from South								from West												
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total						
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	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
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	0	1	0	1	0	1	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	1	0	1	0	1	0	1		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	2	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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
8:45 AM	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	1	0	1	0	4	
Total	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0	1	0	1	0	1	0	7	
Grand Total	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0	3	0	3	0	3	0	9	
Approach %	0	0	0	0	0	0	100		0	0	0	0	0	0		0	0	0	0	0	75	25		0	0	0	0	100	0					0			
Total %	0	0	0	0	0	0	22.2	22.2	0	0	0	0	0	0	0		0	0	0	0	33.3	11.1	44.4		0	0	0	0	33.3	0	33.3	0	33.3	0	33.3	0	33.3
Exiting Leg Total	2								0								4								3								9				

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

	Bridge Street								Common Street								Bridge Street								Common Street								Total			
	from North								from East								from South								from West											
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total					
8:00 AM	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	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	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	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	1	0	1	0	4
Total Volume	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	1	0	1	0	1	0	7	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	75.0	25.0		0.0	0.0	0.0	0.0	100.0	0.0					0.438		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.250		0.000	0.000	0.000	0.000	0.000	0.000	0.000		0.000	0.000	0.000	0.000	0.375	0.250	0.500		0.000	0.000	0.000	0.000	0.250	0.000	0.250		0.438		0.438	
Entering Leg	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	1	0	1	0	1	0	1	0	7
Exiting Leg	2								0								4								1								7			
Total	4								0								8								2								14			

PDI File #: **217946 (7)**  
 Location: **N: Bridge Street S: Bridge Street**  
 Location: **E: Common Street W: Common Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Cars and Heavy Vehicles (Combined)**

	Bridge Street					Common Street					Bridge Street					Common Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	7	92	1	0	100	2	69	20	0	91	3	36	5	0	44	26	106	9	0	141	376
4:15 PM	8	97	1	0	106	7	77	28	0	112	0	53	4	0	57	22	100	2	0	124	399
4:30 PM	7	94	2	0	103	3	75	16	0	94	1	63	6	0	70	22	75	14	0	111	378
4:45 PM	6	82	2	0	90	3	71	20	0	94	1	52	3	0	56	12	93	9	0	114	354
<b>Total</b>	<b>28</b>	<b>365</b>	<b>6</b>	<b>0</b>	<b>399</b>	<b>15</b>	<b>292</b>	<b>84</b>	<b>0</b>	<b>391</b>	<b>5</b>	<b>204</b>	<b>18</b>	<b>0</b>	<b>227</b>	<b>82</b>	<b>374</b>	<b>34</b>	<b>0</b>	<b>490</b>	<b>1507</b>
5:00 PM	4	86	2	0	92	2	74	13	0	89	1	51	4	0	56	10	93	10	0	113	350
5:15 PM	1	58	1	0	60	5	91	13	0	109	2	46	8	0	56	18	110	6	0	134	359
5:30 PM	2	69	4	0	75	3	73	24	0	100	0	57	4	0	61	14	115	4	0	133	369
5:45 PM	7	75	1	0	83	1	91	16	0	108	1	56	8	0	65	9	66	5	0	80	336
<b>Total</b>	<b>14</b>	<b>288</b>	<b>8</b>	<b>0</b>	<b>310</b>	<b>11</b>	<b>329</b>	<b>66</b>	<b>0</b>	<b>406</b>	<b>4</b>	<b>210</b>	<b>24</b>	<b>0</b>	<b>238</b>	<b>51</b>	<b>384</b>	<b>25</b>	<b>0</b>	<b>460</b>	<b>1414</b>
Grand Total	42	653	14	0	709	26	621	150	0	797	9	414	42	0	465	133	758	59	0	950	2921
Approach %	5.9	92.1	2.0	0.0		3.3	77.9	18.8	0.0		1.9	89.0	9.0	0.0		14.0	79.8	6.2	0.0		
Total %	1.4	22.4	0.5	0.0	24.3	0.9	21.3	5.1	0.0	27.3	0.3	14.2	1.4	0.0	15.9	4.6	26.0	2.0	0.0	32.5	
Exiting Leg Total	499					781					936					705					2921
Cars	41	647	14	0	702	26	611	146	0	783	9	413	42	0	464	132	746	58	0	936	2885
% Cars	97.6	99.1	100.0	0.0	99.0	100.0	98.4	97.3	0.0	98.2	100.0	99.8	100.0	0.0	99.8	99.2	98.4	98.3	0.0	98.5	98.8
Exiting Leg Total	497					769					925					694					2885
Heavy Vehicles	1	6	0	0	7	0	10	4	0	14	0	1	0	0	1	1	12	1	0	14	36
% Heavy Vehicles	2.4	0.9	0.0	0.0	1.0	0.0	1.6	2.7	0.0	1.8	0.0	0.2	0.0	0.0	0.2	0.8	1.6	1.7	0.0	1.5	1.2
Exiting Leg Total	2					12					11					11					36

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

4:00 PM	Bridge Street					Common Street					Bridge Street					Common Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	7	92	1	0	100	2	69	20	0	91	3	36	5	0	44	26	106	9	0	141	376
4:15 PM	8	97	1	0	106	7	77	28	0	112	0	53	4	0	57	22	100	2	0	124	399
4:30 PM	7	94	2	0	103	3	75	16	0	94	1	63	6	0	70	22	75	14	0	111	378
4:45 PM	6	82	2	0	90	3	71	20	0	94	1	52	3	0	56	12	93	9	0	114	354
Total Volume	28	365	6	0	399	15	292	84	0	391	5	204	18	0	227	82	374	34	0	490	1507
% Approach Total	7.0	91.5	1.5	0.0		3.8	74.7	21.5	0.0		2.2	89.9	7.9	0.0		16.7	76.3	6.9	0.0		
PHF	0.875	0.941	0.750	0.000	0.941	0.536	0.948	0.750	0.000	0.873	0.417	0.810	0.750	0.000	0.811	0.788	0.882	0.607	0.000	0.869	0.944
Cars	28	360	6	0	394	15	284	81	0	380	5	203	18	0	226	81	366	33	0	480	1480
Cars %	100.0	98.6	100.0	0.0	98.7	100.0	97.3	96.4	0.0	97.2	100.0	99.5	100.0	0.0	99.6	98.8	97.9	97.1	0.0	98.0	98.2
Heavy Vehicles	0	5	0	0	5	0	8	3	0	11	0	1	0	0	1	1	8	1	0	10	27
Heavy Vehicles %	0.0	1.4	0.0	0.0	1.3	0.0	2.7	3.6	0.0	2.8	0.0	0.5	0.0	0.0	0.4	1.2	2.1	2.9	0.0	2.0	1.8
Cars Enter Leg	28	360	6	0	394	15	284	81	0	380	5	203	18	0	226	81	366	33	0	480	1480
Heavy Enter Leg	0	5	0	0	5	0	8	3	0	11	0	1	0	0	1	1	8	1	0	10	27
Total Entering Leg	28	365	6	0	399	15	292	84	0	391	5	204	18	0	227	82	374	34	0	490	1507
Cars Exiting Leg	251					377					522					330					1480
Heavy Exiting Leg	2					8					9					8					27
Total Exiting Leg	253					385					531					338					1507



PDI File #: **217946 (7)**  
 Location: **N: Bridge Street S: Bridge Street**  
 Location: **E: Common Street W: Common Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Cars**

	Bridge Street					Common Street					Bridge Street					Common Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:00 PM	7	91	1	0	99	2	66	19	0	87	3	36	5	0	44	26	102	9	0	137	367	
4:15 PM	8	95	1	0	104	7	74	28	0	109	0	52	4	0	56	22	99	2	0	123	392	
4:30 PM	7	94	2	0	103	3	74	14	0	91	1	63	6	0	70	22	74	13	0	109	373	
4:45 PM	6	80	2	0	88	3	70	20	0	93	1	52	3	0	56	11	91	9	0	111	348	
<b>Total</b>	<b>28</b>	<b>360</b>	<b>6</b>	<b>0</b>	<b>394</b>	<b>15</b>	<b>284</b>	<b>81</b>	<b>0</b>	<b>380</b>	<b>5</b>	<b>203</b>	<b>18</b>	<b>0</b>	<b>226</b>	<b>81</b>	<b>366</b>	<b>33</b>	<b>0</b>	<b>480</b>	<b>1480</b>	
5:00 PM	3	86	2	0	91	2	74	13	0	89	1	51	4	0	56	10	93	10	0	113	349	
5:15 PM	1	58	1	0	60	5	90	13	0	108	2	46	8	0	56	18	107	6	0	131	355	
5:30 PM	2	68	4	0	74	3	73	23	0	99	0	57	4	0	61	14	114	4	0	132	366	
5:45 PM	7	75	1	0	83	1	90	16	0	107	1	56	8	0	65	9	66	5	0	80	335	
<b>Total</b>	<b>13</b>	<b>287</b>	<b>8</b>	<b>0</b>	<b>308</b>	<b>11</b>	<b>327</b>	<b>65</b>	<b>0</b>	<b>403</b>	<b>4</b>	<b>210</b>	<b>24</b>	<b>0</b>	<b>238</b>	<b>51</b>	<b>380</b>	<b>25</b>	<b>0</b>	<b>456</b>	<b>1405</b>	
Grand Total	41	647	14	0	702	26	611	146	0	783	9	413	42	0	464	132	746	58	0	936	2885	
Approach %	5.8	92.2	2.0	0.0		3.3	78.0	18.6	0.0		1.9	89.0	9.1	0.0		14.1	79.7	6.2	0.0			
Total %	1.4	22.4	0.5	0.0	24.3	0.9	21.2	5.1	0.0	27.1	0.3	14.3	1.5	0.0	16.1	4.6	25.9	2.0	0.0	32.4		
Exiting Leg Total						497					769					925					694	2885

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

	Bridge Street					Common Street					Bridge Street					Common Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:00 PM	7	91	1	0	99	2	66	19	0	87	3	36	5	0	44	26	102	9	0	137	367	
4:15 PM	8	95	1	0	104	7	74	28	0	109	0	52	4	0	56	22	99	2	0	123	392	
4:30 PM	7	94	2	0	103	3	74	14	0	91	1	63	6	0	70	22	74	13	0	109	373	
4:45 PM	6	80	2	0	88	3	70	20	0	93	1	52	3	0	56	11	91	9	0	111	348	
<b>Total Volume</b>	<b>28</b>	<b>360</b>	<b>6</b>	<b>0</b>	<b>394</b>	<b>15</b>	<b>284</b>	<b>81</b>	<b>0</b>	<b>380</b>	<b>5</b>	<b>203</b>	<b>18</b>	<b>0</b>	<b>226</b>	<b>81</b>	<b>366</b>	<b>33</b>	<b>0</b>	<b>480</b>	<b>1480</b>	
% Approach Total	7.1	91.4	1.5	0.0		3.9	74.7	21.3	0.0		2.2	89.8	8.0	0.0		16.9	76.3	6.9	0.0			
PHF	0.875	0.947	0.750	0.000	0.947	0.536	0.959	0.723	0.000	0.872	0.417	0.806	0.750	0.000	0.807	0.779	0.897	0.635	0.000	0.876	0.944	
Entering Leg	28	360	6	0	394	15	284	81	0	380	5	203	18	0	226	81	366	33	0	480	1480	
Exiting Leg						251					377					522					330	1480
<b>Total</b>						645					757					748					810	2960

PDI File #: 217946 (7)  
 Location: N: Bridge Street S: Bridge Street  
 Location: E: Common Street W: Common Street  
 City, State: Dedham, MA  
 Client: BETA/ J. CUREWITZ  
 Site Code: 7588  
 Count Date: Wednesday, May 19, 2021  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



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

	Bridge Street					Common Street					Bridge Street					Common Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	0	3	1	0	4	0	0	0	0	0	0	4	0	0	4	9
4:15 PM	0	2	0	0	2	0	3	0	0	3	0	1	0	0	1	0	1	0	0	1	7
4:30 PM	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	1	1	0	2	5
4:45 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	6
<b>Total</b>	0	5	0	0	5	0	8	3	0	11	0	1	0	0	1	1	8	1	0	10	27
5:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
5:30 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	3
5:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	1	1	0	0	2	0	2	1	0	3	0	0	0	0	0	0	4	0	0	4	9
Grand Total	1	6	0	0	7	0	10	4	0	14	0	1	0	0	1	1	12	1	0	14	36
Approach %	14.3	85.7	0.0	0.0		0.0	71.4	28.6	0.0		0.0	100.0	0.0	0.0		7.1	85.7	7.1	0.0		
Total %	2.8	16.7	0.0	0.0	19.4	0.0	27.8	11.1	0.0	38.9	0.0	2.8	0.0	0.0	2.8	2.8	33.3	2.8	0.0	38.9	
Exiting Leg Total	2					12					11					11					36
Buses	0	1	0	0	1	0	3	1	0	4	0	1	0	0	1	0	2	0	0	2	8
% Buses	0.0	16.7	0.0	0.0	14.3	0.0	30.0	25.0	0.0	28.6	0.0	100.0	0.0	0.0	100.0	0.0	16.7	0.0	0.0	14.3	22.2
Exiting Leg Total	1					2					2					3					8
Single-Unit Trucks	0	5	0	0	5	0	6	2	0	8	0	0	0	0	0	1	9	0	0	10	23
% Single-Unit	0.0	83.3	0.0	0.0	71.4	0.0	60.0	50.0	0.0	57.1	0.0	0.0	0.0	0.0	0.0	100.0	75.0	0.0	0.0	71.4	63.9
Exiting Leg Total	0					9					8					6					23
Articulated Trucks	1	0	0	0	1	0	1	1	0	2	0	0	0	0	0	0	1	1	0	2	5
% Articulated	100.0	0.0	0.0	0.0	14.3	0.0	10.0	25.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	8.3	100.0	0.0	14.3	13.9
Exiting Leg Total	1					1					1					2					5

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

	Bridge Street					Common Street					Bridge Street					Common Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	0	3	1	0	4	0	0	0	0	0	0	4	0	0	4	9
4:15 PM	0	2	0	0	2	0	3	0	0	3	0	1	0	0	1	0	1	0	0	1	7
4:30 PM	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	1	1	0	2	5
4:45 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	6
Total Volume	0	5	0	0	5	0	8	3	0	11	0	1	0	0	1	1	8	1	0	10	27
% Approach Total	0.0	100.0	0.0	0.0		0.0	72.7	27.3	0.0		0.0	100.0	0.0	0.0		10.0	80.0	10.0	0.0		
PHF	0.000	0.625	0.000	0.000	0.625	0.000	0.667	0.375	0.000	0.688	0.000	0.250	0.000	0.000	0.250	0.250	0.500	0.250	0.000	0.625	0.750
Buses	0	1	0	0	1	0	2	1	0	3	0	1	0	0	1	0	0	0	0	0	5
Buses %	0.0	20.0	0.0	0.0	20.0	0.0	25.0	33.3	0.0	27.3	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	18.5
Single-Unit Trucks	0	4	0	0	4	0	5	1	0	6	0	0	0	0	0	1	7	0	0	8	18
Single-Unit %	0.0	80.0	0.0	0.0	80.0	0.0	62.5	33.3	0.0	54.5	0.0	0.0	0.0	0.0	0.0	100.0	87.5	0.0	0.0	80.0	66.7
Articulated Trucks	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	1	1	0	2	4
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	12.5	33.3	0.0	18.2	0.0	0.0	0.0	0.0	0.0	0.0	12.5	100.0	0.0	20.0	14.8
Buses	0	1	0	0	1	0	2	1	0	3	0	1	0	0	1	0	0	0	0	0	5
Single-Unit Trucks	0	4	0	0	4	0	5	1	0	6	0	0	0	0	0	1	7	0	0	8	18
Articulated Trucks	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	1	1	0	2	4
Total Entering Leg	0	5	0	0	5	0	8	3	0	11	0	1	0	0	1	1	8	1	0	10	27
Buses	1					0					2					2					5
Single-Unit Trucks	0					7					6					5					18
Articulated Trucks	1					1					1					1					4
Total Exiting Leg	2					8					9					8					27

PDI File #: **217946 (7)**  
 Location: **N: Bridge Street S: Bridge Street**  
 Location: **E: Common Street W: Common Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Buses**

	Bridge Street					Common Street					Bridge Street					Common Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>
Grand Total	0	1	0	0	1	0	3	1	0	4	0	1	0	0	1	0	2	0	0	2	8
Approach %	0.0	100.0	0.0	0.0		0.0	75.0	25.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	12.5	0.0	0.0	12.5	0.0	37.5	12.5	0.0	50.0	0.0	12.5	0.0	0.0	12.5	0.0	25.0	0.0	0.0	25.0	
Exiting Leg Total	1					2					2					3					8

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

	Bridge Street					Common Street					Bridge Street					Common Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
<b>Total Volume</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
% Approach Total	0.0	100.0	0.0	0.0		0.0	66.7	33.3	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.500	0.250	0.000	0.375	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.625
Entering Leg	0	1	0	0	1	0	2	1	0	3	0	1	0	0	1	0	0	0	0	0	5
Exiting Leg	1					0					2					2					5
<b>Total</b>	<b>2</b>					<b>3</b>					<b>3</b>					<b>2</b>					<b>10</b>

PDI File #: **217946 (7)**  
 Location: **N: Bridge Street S: Bridge Street**  
 Location: **E: Common Street W: Common Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Single-Unit Trucks**

	Bridge Street					Common Street					Bridge Street					Common Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	6
4:15 PM	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	5
4:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2
4:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	5
<b>Total</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>18</b>
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
5:30 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>5</b>
<b>Grand Total</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>23</b>
Approach %	0.0	100.0	0.0	0.0		0.0	75.0	25.0	0.0		0.0	0.0	0.0	0.0		10.0	90.0	0.0	0.0		
Total %	0.0	21.7	0.0	0.0	21.7	0.0	26.1	8.7	0.0	34.8	0.0	0.0	0.0	0.0	0.0	4.3	39.1	0.0	0.0	43.5	
Exiting Leg Total	0					9					8					6					23

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

4:00 PM	Bridge Street					Common Street					Bridge Street					Common Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	6
4:15 PM	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	5
4:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2
4:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	5
<b>Total Volume</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>18</b>
% Approach Total	0.0	100.0	0.0	0.0		0.0	83.3	16.7	0.0		0.0	0.0	0.0	0.0		12.5	87.5	0.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.500	0.000	0.417	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.250	0.583	0.000	0.000	0.667	0.750
Entering Leg	0	4	0	0	4	0	5	1	0	6	0	0	0	0	0	1	7	0	0	8	18
Exiting Leg	0					7					6					5					18
<b>Total</b>	<b>4</b>					<b>13</b>					<b>6</b>					<b>13</b>					<b>36</b>

PDI File #: **217946 (7)**  
 Location: **N: Bridge Street S: Bridge Street**  
 Location: **E: Common Street W: Common Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Articulated Trucks**

	Bridge Street					Common Street					Bridge Street					Common Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	1	0	1	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>4</b>
5:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
Grand Total	1	0	0	0	1	0	1	1	0	2	0	0	0	0	0	0	1	1	0	2	5
Approach %	100.0	0.0	0.0	0.0		0.0	50.0	50.0	0.0		0.0	0.0	0.0	0.0		0.0	50.0	50.0	0.0		
Total %	20.0	0.0	0.0	0.0	20.0	0.0	20.0	20.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	20.0	0.0	40.0	
Exiting Leg Total	1					1					1					2					5

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

	Bridge Street					Common Street					Bridge Street					Common Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	1	0	1	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	1	1	0	2	4
% Approach Total	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	50.0	50.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.500	0.333
Entering Leg	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	1	1	0	2	4
Exiting Leg	1					1					1					1					4
Total	1					3					1					3					8

PDI File #: **217946 (7)**  
 Location: **N: Bridge Street S: Bridge Street**  
 Location: **E: Common Street W: Common Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Bicycles (on Roadway and Crosswalks)**

	Bridge Street								Common Street								Bridge Street								Common Street								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>				
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2			
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>					
Grand Total	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	5				
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	40.0	20.0	0.0	0.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	40.0	0.0	0.0			
Exiting Leg Total	0								2								1								2								5

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

	Bridge Street								Common Street								Bridge Street								Common Street								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:30 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			
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2				
Total Volume	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	4				
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.500	0.250	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.500				
Entering Leg	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	4					
Exiting Leg	0								1								1								2								4
Total	0								4								1								3								8

PDI File #: 217946 (7)  
 Location: N: Bridge Street S: Bridge Street  
 Location: E: Common Street W: Common Street  
 City, State: Dedham, MA  
 Client: BETA/ J. Curewitz  
 Site Code: 7588  
 Count Date: Wednesday, May 19, 2021  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



**Pedestrians**

	Bridge Street								Common Street								Bridge Street								Common Street								Total			
	from North								from East								from South								from West											
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total</b>	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	
<b>Total</b>	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3	
<b>Grand Total</b>	0	0	0	0	0	1	2	3	0	0	0	0	0	1	2	3	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	7		
Approach %	0	0	0	0	33.3	66.7			0	0	0	0	33.3	66.7			0	0	0	0	100	0			0	0	0	0	0	0	0	0				
Total %	0	0	0	0	14.3	28.6	42.9		0	0	0	0	14.3	28.6	42.9		0	0	0	0	14.3	0	14.3		0	0	0	0	0	0	0	0				
Exiting Leg Total	3								3								1								0								7			

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

	Bridge Street								Common Street								Bridge Street								Common Street								Total	
	from North								from East								from South								from West									
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total			
4:30 PM	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Total Volume</b>	0	0	0	0	0	1	2	3	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
% Approach Total	0.0	0.0	0.0	0.0	33.3	66.7			0.0	0.0	0.0	0.0	33.3	66.7			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.250	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	0.000	0.000	0.000	0.375		
Entering Leg	0	0	0	0	0	1	2	3	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
Exiting Leg	3								3								0								0								6	
<b>Total</b>	6								6								0								0								12	

PDI File #: **217946 (8)**  
 Location: **N: Newbridge Way**  
 Location: **E: West Stret W: West Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Cars and Heavy Vehicles (Combined)**

	Newbridge Way				West Stret				West Street				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:00 AM	6	1	0	7	5	96	0	101	45	23	0	68	176
7:15 AM	17	10	0	27	11	94	0	105	56	20	0	76	208
7:30 AM	21	7	0	28	26	128	0	154	55	70	0	125	307
7:45 AM	82	20	0	102	32	137	0	169	100	100	0	200	471
Total	126	38	0	164	74	455	0	529	256	213	0	469	1162
8:00 AM	44	8	0	52	17	133	0	150	65	20	0	85	287
8:15 AM	11	1	0	12	6	103	0	109	77	24	0	101	222
8:30 AM	5	1	0	6	7	98	0	105	68	21	0	89	200
8:45 AM	5	8	0	13	11	90	0	101	80	20	0	100	214
Total	65	18	0	83	41	424	0	465	290	85	0	375	923
Grand Total	191	56	0	247	115	879	0	994	546	298	0	844	2085
Approach %	77.3	22.7	0.0		11.6	88.4	0.0		64.7	35.3	0.0		
Total %	9.2	2.7	0.0	11.8	5.5	42.2	0.0	47.7	26.2	14.3	0.0	40.5	
Exiting Leg Total	413				602				1070				2085
Cars	184	55	0	239	114	851	0	965	526	294	0	820	2024
% Cars	96.3	98.2	0.0	96.8	99.1	96.8	0.0	97.1	96.3	98.7	0.0	97.2	97.1
Exiting Leg Total	408				581				1035				2024
Heavy Vehicles	7	1	0	8	1	28	0	29	20	4	0	24	61
% Heavy Vehicles	3.7	1.8	0.0	3.2	0.9	3.2	0.0	2.9	3.7	1.3	0.0	2.8	2.9
Exiting Leg Total	5				21				35				61

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

	Newbridge Way				West Stret				West Street				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:30 AM	21	7	0	28	26	128	0	154	55	70	0	125	307
7:45 AM	82	20	0	102	32	137	0	169	100	100	0	200	471
8:00 AM	44	8	0	52	17	133	0	150	65	20	0	85	287
8:15 AM	11	1	0	12	6	103	0	109	77	24	0	101	222
Total Volume	158	36	0	194	81	501	0	582	297	214	0	511	1287
% Approach Total	81.4	18.6	0.0		13.9	86.1	0.0		58.1	41.9	0.0		
PHF	0.482	0.450	0.000	0.475	0.633	0.914	0.000	0.861	0.743	0.535	0.000	0.639	0.683
Cars	151	36	0	187	80	484	0	564	283	210	0	493	1244
Cars %	95.6	100.0	0.0	96.4	98.8	96.6	0.0	96.9	95.3	98.1	0.0	96.5	96.7
Heavy Vehicles	7	0	0	7	1	17	0	18	14	4	0	18	43
Heavy Vehicles %	4.4	0.0	0.0	3.6	1.2	3.4	0.0	3.1	4.7	1.9	0.0	3.5	3.3
Cars Enter Leg	151	36	0	187	80	484	0	564	283	210	0	493	1244
Heavy Enter Leg	7	0	0	7	1	17	0	18	14	4	0	18	43
Total Entering Leg	158	36	0	194	81	501	0	582	297	214	0	511	1287
Cars Exiting Leg	290				319				635				1244
Heavy Exiting Leg	5				14				24				43
Total Exiting Leg	295				333				659				1287



PDI File #: **217946 (8)**  
 Location: **N: Newbridge Way**  
 Location: **E: West Stret W: West Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Cars**

	Newbridge Way				West Stret				West Street				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:00 AM	6	1	0	7	5	94	0	99	45	23	0	68	174
7:15 AM	17	10	0	27	11	91	0	102	55	20	0	75	204
7:30 AM	20	7	0	27	25	124	0	149	49	67	0	116	292
7:45 AM	77	20	0	97	32	131	0	163	97	99	0	196	456
<b>Total</b>	<b>120</b>	<b>38</b>	<b>0</b>	<b>158</b>	<b>73</b>	<b>440</b>	<b>0</b>	<b>513</b>	<b>246</b>	<b>209</b>	<b>0</b>	<b>455</b>	<b>1126</b>
8:00 AM	43	8	0	51	17	131	0	148	64	20	0	84	283
8:15 AM	11	1	0	12	6	98	0	104	73	24	0	97	213
8:30 AM	5	1	0	6	7	95	0	102	65	21	0	86	194
8:45 AM	5	7	0	12	11	87	0	98	78	20	0	98	208
<b>Total</b>	<b>64</b>	<b>17</b>	<b>0</b>	<b>81</b>	<b>41</b>	<b>411</b>	<b>0</b>	<b>452</b>	<b>280</b>	<b>85</b>	<b>0</b>	<b>365</b>	<b>898</b>
Grand Total	184	55	0	239	114	851	0	965	526	294	0	820	2024
Approach %	77.0	23.0	0.0		11.8	88.2	0.0		64.1	35.9	0.0		
Total %	9.1	2.7	0.0	11.8	5.6	42.0	0.0	47.7	26.0	14.5	0.0	40.5	
Exiting Leg Total				408				581				1035	2024

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

	Newbridge Way				West Stret				West Street				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:30 AM	20	7	0	27	25	124	0	149	49	67	0	116	292
7:45 AM	77	20	0	97	32	131	0	163	97	99	0	196	456
8:00 AM	43	8	0	51	17	131	0	148	64	20	0	84	283
8:15 AM	11	1	0	12	6	98	0	104	73	24	0	97	213
<b>Total Volume</b>	<b>151</b>	<b>36</b>	<b>0</b>	<b>187</b>	<b>80</b>	<b>484</b>	<b>0</b>	<b>564</b>	<b>283</b>	<b>210</b>	<b>0</b>	<b>493</b>	<b>1244</b>
% Approach Total	80.7	19.3	0.0		14.2	85.8	0.0		57.4	42.6	0.0		
PHF	0.490	0.450	0.000	0.482	0.625	0.924	0.000	0.865	0.729	0.530	0.000	0.629	0.682
Entering Leg	151	36	0	187	80	484	0	564	283	210	0	493	1244
Exiting Leg				290				319				635	1244
<b>Total</b>				<b>477</b>				<b>883</b>				<b>1128</b>	<b>2488</b>

PDI File #: **217946 (8)**  
 Location: **N: Newbridge Way**  
 Location: **E: West Stret W: West Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. CUREWITZ**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**



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

	Newbridge Way				West Stret				West Street				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	2
7:15 AM	0	0	0	0	0	3	0	3	1	0	0	1	4
7:30 AM	1	0	0	1	1	4	0	5	6	3	0	9	15
7:45 AM	5	0	0	5	0	6	0	6	3	1	0	4	15
<b>Total</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>15</b>	<b>0</b>	<b>16</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>14</b>	<b>36</b>
8:00 AM	1	0	0	1	0	2	0	2	1	0	0	1	4
8:15 AM	0	0	0	0	0	5	0	5	4	0	0	4	9
8:30 AM	0	0	0	0	0	3	0	3	3	0	0	3	6
8:45 AM	0	1	0	1	0	3	0	3	2	0	0	2	6
<b>Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>25</b>
Grand Total	7	1	0	8	1	28	0	29	20	4	0	24	61
Approach %	87.5	12.5	0.0		3.4	96.6	0.0		83.3	16.7	0.0		
Total %	11.5	1.6	0.0	13.1	1.6	45.9	0.0	47.5	32.8	6.6	0.0	39.3	
Exiting Leg Total				5				21				35	61
Buses	5	1	0	6	1	7	0	8	2	4	0	6	20
% Buses	71.4	100.0	0.0	75.0	100.0	25.0	0.0	27.6	10.0	100.0	0.0	25.0	32.8
Exiting Leg Total				5				3				12	20
Single-Unit Trucks	2	0	0	2	0	17	0	17	14	0	0	14	33
% Single-Unit	28.6	0.0	0.0	25.0	0.0	60.7	0.0	58.6	70.0	0.0	0.0	58.3	54.1
Exiting Leg Total				0				14				19	33
Articulated Trucks	0	0	0	0	0	4	0	4	4	0	0	4	8
% Articulated	0.0	0.0	0.0	0.0	0.0	14.3	0.0	13.8	20.0	0.0	0.0	16.7	13.1
Exiting Leg Total				0				4				4	8

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

	Newbridge Way				West Stret				West Street				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:30 AM	1	0	0	1	1	4	0	5	6	3	0	9	15
7:45 AM	5	0	0	5	0	6	0	6	3	1	0	4	15
8:00 AM	1	0	0	1	0	2	0	2	1	0	0	1	4
8:15 AM	0	0	0	0	0	5	0	5	4	0	0	4	9
<b>Total Volume</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>17</b>	<b>0</b>	<b>18</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>18</b>	<b>43</b>
% Approach Total	100.0	0.0	0.0		5.6	94.4	0.0		77.8	22.2	0.0		
PHF	0.350	0.000	0.000	0.350	0.250	0.708	0.000	0.750	0.583	0.333	0.000	0.500	0.717
Buses	5	0	0	5	1	3	0	4	0	4	0	4	13
Buses %	71.4	0.0	0.0	71.4	100.0	17.6	0.0	22.2	0.0	100.0	0.0	22.2	30.2
Single-Unit Trucks	2	0	0	2	0	11	0	11	12	0	0	12	25
Single-Unit %	28.6	0.0	0.0	28.6	0.0	64.7	0.0	61.1	85.7	0.0	0.0	66.7	58.1
Articulated Trucks	0	0	0	0	0	3	0	3	2	0	0	2	5
Articulated %	0.0	0.0	0.0	0.0	0.0	17.6	0.0	16.7	14.3	0.0	0.0	11.1	11.6
Buses	5	0	0	5	1	3	0	4	0	4	0	4	13
Single-Unit Trucks	2	0	0	2	0	11	0	11	12	0	0	12	25
Articulated Trucks	0	0	0	0	0	3	0	3	2	0	0	2	5
<b>Total Entering Leg</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>17</b>	<b>0</b>	<b>18</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>18</b>	<b>43</b>
Buses				5				0				8	13
Single-Unit Trucks				0				12				13	25
Articulated Trucks				0				2				3	5
<b>Total Exiting Leg</b>				<b>5</b>				<b>14</b>				<b>24</b>	<b>43</b>

PDI File #: **217946 (8)**  
 Location: **N: Newbridge Way**  
 Location: **E: West Stret W: West Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Buses**

	Newbridge Way				West Stret				West Street				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
7:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	2
7:30 AM	0	0	0	0	1	2	0	3	0	3	0	3	6
7:45 AM	5	0	0	5	0	1	0	1	0	1	0	1	7
<b>Total</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>16</b>
8:00 AM	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
8:30 AM	0	0	0	0	0	0	0	0	2	0	0	2	2
8:45 AM	0	1	0	1	0	1	0	1	0	0	0	0	2
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>4</b>
<b>Grand Total</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>8</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>20</b>
Approach %	83.3	16.7	0.0		12.5	87.5	0.0		33.3	66.7	0.0		
Total %	25.0	5.0	0.0	30.0	5.0	35.0	0.0	40.0	10.0	20.0	0.0	30.0	
Exiting Leg Total				5				3				12	20

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

7:00 AM	Newbridge Way				West Stret				West Street				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
7:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	2
7:30 AM	0	0	0	0	1	2	0	3	0	3	0	3	6
7:45 AM	5	0	0	5	0	1	0	1	0	1	0	1	7
<b>Total Volume</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>16</b>
% Approach Total	100.0	0.0	0.0		14.3	85.7	0.0		0.0	100.0	0.0		
PHF	0.250	0.000	0.000	0.250	0.250	0.750	0.000	0.583	0.000	0.333	0.000	0.333	0.571
Entering Leg	5	0	0	5	1	6	0	7	0	4	0	4	16
Exiting Leg				5				0				11	16
<b>Total</b>				<b>10</b>				<b>7</b>				<b>15</b>	<b>32</b>

PDI File #: **217946 (8)**  
 Location: **N: Newbridge Way**  
 Location: **E: West Stret W: West Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Single-Unit Trucks**

	Newbridge Way				West Stret				West Street				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
7:30 AM	1	0	0	1	0	1	0	1	5	0	0	5	7
7:45 AM	0	0	0	0	0	5	0	5	2	0	0	2	7
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>16</b>
8:00 AM	1	0	0	1	0	2	0	2	1	0	0	1	4
8:15 AM	0	0	0	0	0	3	0	3	4	0	0	4	7
8:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	3
8:45 AM	0	0	0	0	0	2	0	2	1	0	0	1	3
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>17</b>
<b>Grand Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>17</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>33</b>
Approach %	100.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
Total %	6.1	0.0	0.0	6.1	0.0	51.5	0.0	51.5	42.4	0.0	0.0	42.4	
Exiting Leg Total				0				14				19	33

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

7:30 AM	Newbridge Way				West Stret				West Street				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:30 AM	1	0	0	1	0	1	0	1	5	0	0	5	7
7:45 AM	0	0	0	0	0	5	0	5	2	0	0	2	7
8:00 AM	1	0	0	1	0	2	0	2	1	0	0	1	4
8:15 AM	0	0	0	0	0	3	0	3	4	0	0	4	7
<b>Total Volume</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>25</b>
% Approach Total	100.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
PHF	0.500	0.000	0.000	0.500	0.000	0.550	0.000	0.550	0.600	0.000	0.000	0.600	0.893
Entering Leg	2	0	0	2	0	11	0	11	12	0	0	12	25
Exiting Leg				0				12				13	25
<b>Total</b>				<b>2</b>				<b>23</b>				<b>25</b>	<b>50</b>

PDI File #: **217946 (8)**  
 Location: **N: Newbridge Way**  
 Location: **E: West Stret W: West Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Articulated Trucks**

	Newbridge Way				West Stret				West Street				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	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	1	0	1	0	0	0	0	1
7:30 AM	0	0	0	0	0	1	0	1	1	0	0	1	2
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>4</b>
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
8:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>4</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>8</b>
Approach %	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	50.0	0.0	0.0	50.0	
Exiting Leg Total				0				4				4	8

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

7:30 AM	Newbridge Way				West Stret				West Street				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:30 AM	0	0	0	0	0	1	0	1	1	0	0	1	2
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	2
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>5</b>
<b>% Approach Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>100.0</b>	<b>0.0</b>		<b>100.0</b>	<b>0.0</b>	<b>0.0</b>		
PHF	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.375	0.500	0.000	0.000	0.500	0.625
Entering Leg	0	0	0	0	0	3	0	3	2	0	0	2	5
Exiting Leg				0				2				3	5
<b>Total</b>				<b>0</b>				<b>5</b>				<b>5</b>	<b>10</b>

PDI File #: **217946 (8)**  
 Location: **N: Newbridge Way**  
 Location: **E: West Stret W: West Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Bicycles (on Roadway and Crosswalks)**

	Newbridge Way						West Stret						West Street						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	1	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
7:30 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	3
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	1	1	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
8:30 AM	0	0	0	0	0	0	0	1	0	0	0	1	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
<b>Total</b>	0	0	0	0	0	0	0	2	0	0	0	2	1	0	0	0	0	0	1
<b>Grand Total</b>	0	0	0	0	0	0	0	5	0	0	0	5	1	0	0	0	0	0	1
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	100.0	0.0	0.0	0.0	0.0	0.0	0.0
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	83.3	0.0	0.0	0.0	83.3	16.7	0.0	0.0	0.0	0.0	0.0	16.7
Exiting Leg Total	0						1						5						6

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

7:15 AM	Newbridge Way						West Stret						West Street						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	1
<b>Total Volume</b>	0	0	0	0	0	0	0	3	0	0	0	3	1	0	0	0	0	0	1
<b>% Approach Total</b>	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
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.375	0.250	0.000	0.000	0.000	0.000	0.250	0.500
Entering Leg	0	0	0	0	0	0	0	3	0	0	0	3	1	0	0	0	0	0	1
Exiting Leg	0						1						3						4
<b>Total</b>	0						4						4						8

PDI File #: **217946 (8)**  
 Location: **N: Newbridge Way**  
 Location: **E: West Stret W: West Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Pedestrians**

	Newbridge Way						West Stret						West Street						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
<b>Total</b>	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
<b>Total</b>	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	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg Total	0						0						0						0

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

	Newbridge Way						West Stret						West Street						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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 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	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
<b>Total</b>	0						0						0						0

PDI File #: **217946 (8)**  
 Location: **N: Newbridge Way**  
 Location: **E: West Stret W: West Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Cars and Heavy Vehicles (Combined)**

	Newbridge Way				West Stret				West Street				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:00 PM	37	10	0	47	6	84	0	90	140	8	0	148	285
4:15 PM	31	9	0	40	3	86	0	89	138	7	0	145	274
4:30 PM	15	19	0	34	5	93	0	98	106	12	0	118	250
4:45 PM	26	7	0	33	2	83	0	85	110	8	0	118	236
<b>Total</b>	<b>109</b>	<b>45</b>	<b>0</b>	<b>154</b>	<b>16</b>	<b>346</b>	<b>0</b>	<b>362</b>	<b>494</b>	<b>35</b>	<b>0</b>	<b>529</b>	<b>1045</b>
5:00 PM	26	6	0	32	1	86	0	87	123	9	0	132	251
5:15 PM	21	12	0	33	1	92	0	93	135	4	0	139	265
5:30 PM	19	7	0	26	3	72	0	75	124	8	0	132	233
5:45 PM	15	6	0	21	7	70	0	77	78	8	0	86	184
<b>Total</b>	<b>81</b>	<b>31</b>	<b>0</b>	<b>112</b>	<b>12</b>	<b>320</b>	<b>0</b>	<b>332</b>	<b>460</b>	<b>29</b>	<b>0</b>	<b>489</b>	<b>933</b>
Grand Total	190	76	0	266	28	666	0	694	954	64	0	1018	1978
Approach %	71.4	28.6	0.0		4.0	96.0	0.0		93.7	6.3	0.0		
Total %	9.6	3.8	0.0	13.4	1.4	33.7	0.0	35.1	48.2	3.2	0.0	51.5	
Exiting Leg Total				92				1030				856	1978
Cars	189	76	0	265	28	650	0	678	942	62	0	1004	1947
% Cars	99.5	100.0	0.0	99.6	100.0	97.6	0.0	97.7	98.7	96.9	0.0	98.6	98.4
Exiting Leg Total				90				1018				839	1947
Heavy Vehicles	1	0	0	1	0	16	0	16	12	2	0	14	31
% Heavy Vehicles	0.5	0.0	0.0	0.4	0.0	2.4	0.0	2.3	1.3	3.1	0.0	1.4	1.6
Exiting Leg Total				2				12				17	31

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

4:00 PM	Newbridge Way				West Stret				West Street				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:00 PM	37	10	0	47	6	84	0	90	140	8	0	148	285
4:15 PM	31	9	0	40	3	86	0	89	138	7	0	145	274
4:30 PM	15	19	0	34	5	93	0	98	106	12	0	118	250
4:45 PM	26	7	0	33	2	83	0	85	110	8	0	118	236
<b>Total Volume</b>	<b>109</b>	<b>45</b>	<b>0</b>	<b>154</b>	<b>16</b>	<b>346</b>	<b>0</b>	<b>362</b>	<b>494</b>	<b>35</b>	<b>0</b>	<b>529</b>	<b>1045</b>
% Approach Total	70.8	29.2	0.0		4.4	95.6	0.0		93.4	6.6	0.0		
PHF	0.736	0.592	0.000	0.819	0.667	0.930	0.000	0.923	0.882	0.729	0.000	0.894	0.917
Cars	108	45	0	153	16	335	0	351	486	33	0	519	1023
Cars %	99.1	100.0	0.0	99.4	100.0	96.8	0.0	97.0	98.4	94.3	0.0	98.1	97.9
Heavy Vehicles	1	0	0	1	0	11	0	11	8	2	0	10	22
Heavy Vehicles %	0.9	0.0	0.0	0.6	0.0	3.2	0.0	3.0	1.6	5.7	0.0	1.9	2.1
Cars Enter Leg	108	45	0	153	16	335	0	351	486	33	0	519	1023
Heavy Enter Leg	1	0	0	1	0	11	0	11	8	2	0	10	22
<b>Total Entering Leg</b>	<b>109</b>	<b>45</b>	<b>0</b>	<b>154</b>	<b>16</b>	<b>346</b>	<b>0</b>	<b>362</b>	<b>494</b>	<b>35</b>	<b>0</b>	<b>529</b>	<b>1045</b>
Cars Exiting Leg				49				531				443	1023
Heavy Exiting Leg				2				8				12	22
<b>Total Exiting Leg</b>				<b>51</b>				<b>539</b>				<b>455</b>	<b>1045</b>



PDI File #: **217946 (8)**  
 Location: **N: Newbridge Way**  
 Location: **E: West Stret W: West Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Cars**

	Newbridge Way				West Stret				West Street				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:00 PM	37	10	0	47	6	80	0	86	136	8	0	144	277
4:15 PM	31	9	0	40	3	83	0	86	137	6	0	143	269
4:30 PM	15	19	0	34	5	90	0	95	105	11	0	116	245
4:45 PM	25	7	0	32	2	82	0	84	108	8	0	116	232
<b>Total</b>	<b>108</b>	<b>45</b>	<b>0</b>	<b>153</b>	<b>16</b>	<b>335</b>	<b>0</b>	<b>351</b>	<b>486</b>	<b>33</b>	<b>0</b>	<b>519</b>	<b>1023</b>
5:00 PM	26	6	0	32	1	85	0	86	123	9	0	132	250
5:15 PM	21	12	0	33	1	89	0	90	132	4	0	136	259
5:30 PM	19	7	0	26	3	72	0	75	123	8	0	131	232
5:45 PM	15	6	0	21	7	69	0	76	78	8	0	86	183
<b>Total</b>	<b>81</b>	<b>31</b>	<b>0</b>	<b>112</b>	<b>12</b>	<b>315</b>	<b>0</b>	<b>327</b>	<b>456</b>	<b>29</b>	<b>0</b>	<b>485</b>	<b>924</b>
Grand Total	189	76	0	265	28	650	0	678	942	62	0	1004	1947
Approach %	71.3	28.7	0.0		4.1	95.9	0.0		93.8	6.2	0.0		
Total %	9.7	3.9	0.0	13.6	1.4	33.4	0.0	34.8	48.4	3.2	0.0	51.6	
Exiting Leg Total				90				1018				839	1947

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

	Newbridge Way				West Stret				West Street				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:00 PM	37	10	0	47	6	80	0	86	136	8	0	144	277
4:15 PM	31	9	0	40	3	83	0	86	137	6	0	143	269
4:30 PM	15	19	0	34	5	90	0	95	105	11	0	116	245
4:45 PM	25	7	0	32	2	82	0	84	108	8	0	116	232
<b>Total Volume</b>	<b>108</b>	<b>45</b>	<b>0</b>	<b>153</b>	<b>16</b>	<b>335</b>	<b>0</b>	<b>351</b>	<b>486</b>	<b>33</b>	<b>0</b>	<b>519</b>	<b>1023</b>
% Approach Total	70.6	29.4	0.0		4.6	95.4	0.0		93.6	6.4	0.0		
PHF	0.730	0.592	0.000	0.814	0.667	0.931	0.000	0.924	0.887	0.750	0.000	0.901	0.923
Entering Leg	108	45	0	153	16	335	0	351	486	33	0	519	1023
Exiting Leg				49				531				443	1023
<b>Total</b>				<b>202</b>				<b>882</b>				<b>962</b>	<b>2046</b>

PDI File #: **217946 (8)**  
 Location: **N: Newbridge Way**  
 Location: **E: West Stret W: West Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

	Newbridge Way				West Stret				West Street				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	4	0	4	4	0	0	4	8
4:15 PM	0	0	0	0	0	3	0	3	1	1	0	2	5
4:30 PM	0	0	0	0	0	3	0	3	1	1	0	2	5
4:45 PM	1	0	0	1	0	1	0	1	2	0	0	2	4
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>22</b>
5:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
5:15 PM	0	0	0	0	0	3	0	3	3	0	0	3	6
5:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
5:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>9</b>
Grand Total	1	0	0	1	0	16	0	16	12	2	0	14	31
Approach %	100.0	0.0	0.0		0.0	100.0	0.0		85.7	14.3	0.0		
Total %	3.2	0.0	0.0	3.2	0.0	51.6	0.0	51.6	38.7	6.5	0.0	45.2	
Exiting Leg Total				2				12				17	31
Buses	1	0	0	1	0	3	0	3	2	1	0	3	7
% Buses	100.0	0.0	0.0	100.0	0.0	18.8	0.0	18.8	16.7	50.0	0.0	21.4	22.6
Exiting Leg Total				1				2				4	7
Single-Unit Trucks	0	0	0	0	0	10	0	10	9	1	0	10	20
% Single-Unit	0.0	0.0	0.0	0.0	0.0	62.5	0.0	62.5	75.0	50.0	0.0	71.4	64.5
Exiting Leg Total				1				9				10	20
Articulated Trucks	0	0	0	0	0	3	0	3	1	0	0	1	4
% Articulated	0.0	0.0	0.0	0.0	0.0	18.8	0.0	18.8	8.3	0.0	0.0	7.1	12.9
Exiting Leg Total				0				1				3	4

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

4:00 PM	Newbridge Way				West Stret				West Street				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	4	0	4	4	0	0	4	8
4:15 PM	0	0	0	0	0	3	0	3	1	1	0	2	5
4:30 PM	0	0	0	0	0	3	0	3	1	1	0	2	5
4:45 PM	1	0	0	1	0	1	0	1	2	0	0	2	4
<b>Total Volume</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>22</b>
<b>% Approach Total</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>100.0</b>	<b>0.0</b>		<b>80.0</b>	<b>20.0</b>	<b>0.0</b>		
PHF	0.250	0.000	0.000	0.250	0.000	0.688	0.000	0.688	0.500	0.500	0.000	0.625	0.688
Buses	1	0	0	1	0	2	0	2	0	1	0	1	4
Buses %	100.0	0.0	0.0	100.0	0.0	18.2	0.0	18.2	0.0	50.0	0.0	10.0	18.2
Single-Unit Trucks	0	0	0	0	0	7	0	7	7	1	0	8	15
Single-Unit %	0.0	0.0	0.0	0.0	0.0	63.6	0.0	63.6	87.5	50.0	0.0	80.0	68.2
Articulated Trucks	0	0	0	0	0	2	0	2	1	0	0	1	3
Articulated %	0.0	0.0	0.0	0.0	0.0	18.2	0.0	18.2	12.5	0.0	0.0	10.0	13.6
Buses	1	0	0	1	0	2	0	2	0	1	0	1	4
Single-Unit Trucks	0	0	0	0	0	7	0	7	7	1	0	8	15
Articulated Trucks	0	0	0	0	0	2	0	2	1	0	0	1	3
<b>Total Entering Leg</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>22</b>
Buses				1				0				3	4
Single-Unit Trucks				1				7				7	15
Articulated Trucks				0				1				2	3
<b>Total Exiting Leg</b>				<b>2</b>				<b>8</b>				<b>12</b>	<b>22</b>

PDI File #: **217946 (8)**  
 Location: **N: Newbridge Way**  
 Location: **E: West Stret W: West Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Buses**

	Newbridge Way				West Stret				West Street				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:45 PM	1	0	0	1	0	1	0	1	0	0	0	0	2
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>4</b>
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
5:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>
<b>Grand Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>7</b>
Approach %	100.0	0.0	0.0		0.0	100.0	0.0		66.7	33.3	0.0		
Total %	14.3	0.0	0.0	14.3	0.0	42.9	0.0	42.9	28.6	14.3	0.0	42.9	
Exiting Leg Total				1				2				4	7

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

	Newbridge Way				West Stret				West Street				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:45 PM	1	0	0	1	0	1	0	1	0	0	0	0	2
<b>Total Volume</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>4</b>
% Approach Total	100.0	0.0	0.0		0.0	100.0	0.0		0.0	100.0	0.0		
PHF	0.250	0.000	0.000	0.250	0.000	0.500	0.000	0.500	0.000	0.250	0.000	0.250	0.500
Entering Leg	1	0	0	1	0	2	0	2	0	1	0	1	4
Exiting Leg				1				0				3	4
<b>Total</b>				<b>2</b>				<b>2</b>				<b>4</b>	<b>8</b>

PDI File #: **217946 (8)**  
 Location: **N: Newbridge Way**  
 Location: **E: West Stret W: West Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Single-Unit Trucks**

	Newbridge Way				West Stret				West Street				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	3	0	3	3	0	0	3	6
4:15 PM	0	0	0	0	0	3	0	3	1	1	0	2	5
4:30 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
4:45 PM	0	0	0	0	0	0	0	0	2	0	0	2	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>15</b>
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	3	0	3	2	0	0	2	5
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>5</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>20</b>
Approach %	0.0	0.0	0.0		0.0	100.0	0.0		90.0	10.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	45.0	5.0	0.0	50.0	
Exiting Leg Total				1				9				10	20

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

	Newbridge Way				West Stret				West Street				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	3	0	3	3	0	0	3	6
4:15 PM	0	0	0	0	0	3	0	3	1	1	0	2	5
4:30 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
4:45 PM	0	0	0	0	0	0	0	0	2	0	0	2	2
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>15</b>
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0		87.5	12.5	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.583	0.000	0.583	0.583	0.250	0.000	0.667	0.625
Entering Leg	0	0	0	0	0	7	0	7	7	1	0	8	15
Exiting Leg				1				7				7	15
<b>Total</b>				<b>1</b>				<b>14</b>				<b>15</b>	<b>30</b>

PDI File #: **217946 (8)**  
 Location: **N: Newbridge Way**  
 Location: **E: West Stret W: West Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Articulated Trucks**

	Newbridge Way				West Stret				West Street				Total	
	from North				from East				from West					
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>
5:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	
Approach %	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	75.0	0.0	75.0	25.0	0.0	0.0	25.0		
Exiting Leg Total				0				1					3	4

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

	Newbridge Way				West Stret				West Street				Total	
	from North				from East				from West					
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	
<b>% Approach Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>100.0</b>	<b>0.0</b>		<b>100.0</b>	<b>0.0</b>	<b>0.0</b>			
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.250	0.000	0.000	0.250	0.375	
Entering Leg	0	0	0	0	0	2	0	2	1	0	0	1	3	
Exiting Leg				0				1				2	3	
<b>Total</b>				<b>0</b>				<b>3</b>				<b>3</b>	<b>6</b>	

PDI File #: **217946 (8)**  
 Location: **N: Newbridge Way**  
 Location: **E: West Stret W: West Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Bicycles (on Roadway and Crosswalks)**

	Newbridge Way						West Stret						West Street						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	1	2
<b>Total</b>	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	0	2	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
5:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	0	1	0	0	0	1	0	1	0	0	0	1	1	0	0	0	0	1	3
<b>Grand Total</b>	0	1	0	0	0	1	0	2	0	0	0	2	3	0	0	0	0	3	6
Approach %	0.0	100.0	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	16.7	0.0	0.0	0.0	16.7	0.0	33.3	0.0	0.0	0.0	33.3	50.0	0.0	0.0	0.0	0.0	50.0	
Exiting Leg Total	0						4						2						6

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

4:45 PM	Newbridge Way						West Stret						West Street						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:45 PM	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	1	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
<b>Total Volume</b>	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	0	0	2	4
<b>% Approach Total</b>	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		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.500	0.500	0.000	0.000	0.000	0.000	0.500	0.500
Entering Leg	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	0	0	2	4
Exiting Leg	0						2						2						4
<b>Total</b>	0						4						4						8

PDI File #: **217946 (8)**  
 Location: **N: Newbridge Way**  
 Location: **E: West Stret W: West Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Pedestrians**

	Newbridge Way						West Stret						West Street						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	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	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg Total	0						0						0						0

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

4:00 PM	Newbridge Way						West Stret						West Street						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	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
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 #: **217946 (9)**  
 Location: **N: Milton Street S: Milton Street**  
 Location: **E: River Street W: River Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Cars and Heavy Vehicles (Combined)**

	Milton Street					River Street					Milton Street					River Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	6	21	15	0	42	18	27	0	0	45	2	37	11	0	50	11	37	24	0	72	209
7:15 AM	6	31	15	0	52	37	26	2	0	65	4	48	16	0	68	19	49	10	0	78	263
7:30 AM	4	27	12	0	43	34	35	3	0	72	4	63	13	0	80	17	39	21	0	77	272
7:45 AM	6	37	18	0	61	28	34	2	0	64	1	42	23	0	66	19	45	12	0	76	267
<b>Total</b>	<b>22</b>	<b>116</b>	<b>60</b>	<b>0</b>	<b>198</b>	<b>117</b>	<b>122</b>	<b>7</b>	<b>0</b>	<b>246</b>	<b>11</b>	<b>190</b>	<b>63</b>	<b>0</b>	<b>264</b>	<b>66</b>	<b>170</b>	<b>67</b>	<b>0</b>	<b>303</b>	<b>1011</b>
8:00 AM	8	40	21	0	69	37	43	3	0	83	6	51	19	0	76	18	44	17	0	79	307
8:15 AM	10	45	21	0	76	26	42	2	0	70	1	45	18	0	64	22	38	17	0	77	287
8:30 AM	9	41	26	0	76	26	31	2	0	59	4	32	22	0	58	17	39	20	0	76	269
8:45 AM	7	39	23	0	69	20	40	2	0	62	4	39	16	0	59	13	46	12	0	71	261
<b>Total</b>	<b>34</b>	<b>165</b>	<b>91</b>	<b>0</b>	<b>290</b>	<b>109</b>	<b>156</b>	<b>9</b>	<b>0</b>	<b>274</b>	<b>15</b>	<b>167</b>	<b>75</b>	<b>0</b>	<b>257</b>	<b>70</b>	<b>167</b>	<b>66</b>	<b>0</b>	<b>303</b>	<b>1124</b>
Grand Total	56	281	151	0	488	226	278	16	0	520	26	357	138	0	521	136	337	133	0	606	2135
Approach %	11.5	57.6	30.9	0.0		43.5	53.5	3.1	0.0		5.0	68.5	26.5	0.0		22.4	55.6	21.9	0.0		
Total %	2.6	13.2	7.1	0.0	22.9	10.6	13.0	0.7	0.0	24.4	1.2	16.7	6.5	0.0	24.4	6.4	15.8	6.2	0.0	28.4	
Exiting Leg Total	716					514					433					472					2135
Cars	53	257	136	0	446	211	267	16	0	494	21	320	128	0	469	129	326	127	0	582	1991
% Cars	94.6	91.5	90.1	0.0	91.4	93.4	96.0	100.0	0.0	95.0	80.8	89.6	92.8	0.0	90.0	94.9	96.7	95.5	0.0	96.0	93.3
Exiting Leg Total	658					483					402					448					1991
Heavy Vehicles	3	24	15	0	42	15	11	0	0	26	5	37	10	0	52	7	11	6	0	24	144
% Heavy Vehicles	5.4	8.5	9.9	0.0	8.6	6.6	4.0	0.0	0.0	5.0	19.2	10.4	7.2	0.0	10.0	5.1	3.3	4.5	0.0	4.0	6.7
Exiting Leg Total	58					31					31					24					144

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

7:30 AM	Milton Street					River Street					Milton Street					River Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:30 AM	4	27	12	0	43	34	35	3	0	72	4	63	13	0	80	17	39	21	0	77	272
7:45 AM	6	37	18	0	61	28	34	2	0	64	1	42	23	0	66	19	45	12	0	76	267
8:00 AM	8	40	21	0	69	37	43	3	0	83	6	51	19	0	76	18	44	17	0	79	307
8:15 AM	10	45	21	0	76	26	42	2	0	70	1	45	18	0	64	22	38	17	0	77	287
Total Volume	28	149	72	0	249	125	154	10	0	289	12	201	73	0	286	76	166	67	0	309	1133
% Approach Total	11.2	59.8	28.9	0.0		43.3	53.3	3.5	0.0		4.2	70.3	25.5	0.0		24.6	53.7	21.7	0.0		
PHF	0.700	0.828	0.857	0.000	0.819	0.845	0.895	0.833	0.000	0.870	0.500	0.798	0.793	0.000	0.894	0.864	0.922	0.798	0.000	0.978	0.923
Cars	27	133	64	0	224	121	148	10	0	279	9	186	67	0	262	73	163	64	0	300	1065
Cars %	96.4	89.3	88.9	0.0	90.0	96.8	96.1	100.0	0.0	96.5	75.0	92.5	91.8	0.0	91.6	96.1	98.2	95.5	0.0	97.1	94.0
Heavy Vehicles	1	16	8	0	25	4	6	0	0	10	3	15	6	0	24	3	3	3	0	9	68
Heavy Vehicles %	3.6	10.7	11.1	0.0	10.0	3.2	3.9	0.0	0.0	3.5	25.0	7.5	8.2	0.0	8.4	3.9	1.8	4.5	0.0	2.9	6.0
Cars Enter Leg	27	133	64	0	224	121	148	10	0	279	9	186	67	0	262	73	163	64	0	300	1065
Heavy Enter Leg	1	16	8	0	25	4	6	0	0	10	3	15	6	0	24	3	3	3	0	9	68
Total Entering Leg	28	149	72	0	249	125	154	10	0	289	12	201	73	0	286	76	166	67	0	309	1133
Cars Exiting Leg	371					236					216					242					1065
Heavy Exiting Leg	22					14					19					13					68
Total Exiting Leg	393					250					235					255					1133



PDI File #: **217946 (9)**  
 Location: **N: Milton Street S: Milton Street**  
 Location: **E: River Street W: River Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. CUREWITZ**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Cars**

	Milton Street					River Street					Milton Street					River Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	6	18	14	0	38	15	24	0	0	39	1	33	10	0	44	10	34	23	0	67	188
7:15 AM	6	30	12	0	48	30	25	2	0	57	4	35	15	0	54	18	47	9	0	74	233
7:30 AM	4	25	10	0	39	33	34	3	0	70	3	57	11	0	71	16	39	20	0	75	255
7:45 AM	5	34	16	0	55	27	33	2	0	62	1	40	22	0	63	18	45	12	0	75	255
<b>Total</b>	<b>21</b>	<b>107</b>	<b>52</b>	<b>0</b>	<b>180</b>	<b>105</b>	<b>116</b>	<b>7</b>	<b>0</b>	<b>228</b>	<b>9</b>	<b>165</b>	<b>58</b>	<b>0</b>	<b>232</b>	<b>62</b>	<b>165</b>	<b>64</b>	<b>0</b>	<b>291</b>	<b>931</b>
8:00 AM	8	31	17	0	56	35	40	3	0	78	5	50	17	0	72	17	43	17	0	77	283
8:15 AM	10	43	21	0	74	26	41	2	0	69	0	39	17	0	56	22	36	15	0	73	272
8:30 AM	7	39	25	0	71	25	31	2	0	58	4	29	20	0	53	15	38	20	0	73	255
8:45 AM	7	37	21	0	65	20	39	2	0	61	3	37	16	0	56	13	44	11	0	68	250
<b>Total</b>	<b>32</b>	<b>150</b>	<b>84</b>	<b>0</b>	<b>266</b>	<b>106</b>	<b>151</b>	<b>9</b>	<b>0</b>	<b>266</b>	<b>12</b>	<b>155</b>	<b>70</b>	<b>0</b>	<b>237</b>	<b>67</b>	<b>161</b>	<b>63</b>	<b>0</b>	<b>291</b>	<b>1060</b>
Grand Total	53	257	136	0	446	211	267	16	0	494	21	320	128	0	469	129	326	127	0	582	1991
Approach %	11.9	57.6	30.5	0.0		42.7	54.0	3.2	0.0		4.5	68.2	27.3	0.0		22.2	56.0	21.8	0.0		
Total %	2.7	12.9	6.8	0.0	22.4	10.6	13.4	0.8	0.0	24.8	1.1	16.1	6.4	0.0	23.6	6.5	16.4	6.4	0.0	29.2	
Exiting Leg Total	658					483					402					448					1991

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

	Milton Street					River Street					Milton Street					River Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:30 AM	4	25	10	0	39	33	34	3	0	70	3	57	11	0	71	16	39	20	0	75	255
7:45 AM	5	34	16	0	55	27	33	2	0	62	1	40	22	0	63	18	45	12	0	75	255
8:00 AM	8	31	17	0	56	35	40	3	0	78	5	50	17	0	72	17	43	17	0	77	283
8:15 AM	10	43	21	0	74	26	41	2	0	69	0	39	17	0	56	22	36	15	0	73	272
<b>Total Volume</b>	<b>27</b>	<b>133</b>	<b>64</b>	<b>0</b>	<b>224</b>	<b>121</b>	<b>148</b>	<b>10</b>	<b>0</b>	<b>279</b>	<b>9</b>	<b>186</b>	<b>67</b>	<b>0</b>	<b>262</b>	<b>73</b>	<b>163</b>	<b>64</b>	<b>0</b>	<b>300</b>	<b>1065</b>
% Approach Total	12.1	59.4	28.6	0.0		43.4	53.0	3.6	0.0		3.4	71.0	25.6	0.0		24.3	54.3	21.3	0.0		
PHF	0.675	0.773	0.762	0.000	0.757	0.864	0.902	0.833	0.000	0.894	0.450	0.816	0.761	0.000	0.910	0.830	0.906	0.800	0.000	0.974	0.941
Entering Leg	27	133	64	0	224	121	148	10	0	279	9	186	67	0	262	73	163	64	0	300	1065
Exiting Leg	371					236					216					242					1065
<b>Total</b>	<b>595</b>					<b>515</b>					<b>478</b>					<b>542</b>					<b>2130</b>

PDI File #: **217946 (9)**  
 Location: **N: Milton Street S: Milton Street**  
 Location: **E: River Street W: River Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**



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

	Milton Street					River Street					Milton Street					River Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	3	1	0	4	3	3	0	0	6	1	4	1	0	6	1	3	1	0	5	21
7:15 AM	0	1	3	0	4	7	1	0	0	8	0	13	1	0	14	1	2	1	0	4	30
7:30 AM	0	2	2	0	4	1	1	0	0	2	1	6	2	0	9	1	0	1	0	2	17
7:45 AM	1	3	2	0	6	1	1	0	0	2	0	2	1	0	3	1	0	0	0	1	12
<b>Total</b>	<b>1</b>	<b>9</b>	<b>8</b>	<b>0</b>	<b>18</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>2</b>	<b>25</b>	<b>5</b>	<b>0</b>	<b>32</b>	<b>4</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>80</b>
8:00 AM	0	9	4	0	13	2	3	0	0	5	1	1	2	0	4	1	1	0	0	2	24
8:15 AM	0	2	0	0	2	0	1	0	0	1	1	6	1	0	8	0	2	2	0	4	15
8:30 AM	2	2	1	0	5	1	0	0	0	1	0	3	2	0	5	2	1	0	0	3	14
8:45 AM	0	2	2	0	4	0	1	0	0	1	1	2	0	0	3	0	2	1	0	3	11
<b>Total</b>	<b>2</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>24</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>3</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>20</b>	<b>3</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>64</b>
Grand Total	3	24	15	0	42	15	11	0	0	26	5	37	10	0	52	7	11	6	0	24	144
Approach %	7.1	57.1	35.7	0.0		57.7	42.3	0.0	0.0		9.6	71.2	19.2	0.0		29.2	45.8	25.0	0.0		
Total %	2.1	16.7	10.4	0.0	29.2	10.4	7.6	0.0	0.0	18.1	3.5	25.7	6.9	0.0	36.1	4.9	7.6	4.2	0.0	16.7	
Exiting Leg Total	58					31					31					24					144
Buses	1	3	3	0	7	2	2	0	0	4	5	4	2	0	11	0	0	0	0	0	22
% Buses	33.3	12.5	20.0	0.0	16.7	13.3	18.2	0.0	0.0	15.4	100.0	10.8	20.0	0.0	21.2	0.0	0.0	0.0	0.0	0.0	15.3
Exiting Leg Total	6					8					3					5					22
Single-Unit Trucks	2	17	9	0	28	12	8	0	0	20	0	27	7	0	34	6	8	6	0	20	102
% Single-Unit	66.7	70.8	60.0	0.0	66.7	80.0	72.7	0.0	0.0	76.9	0.0	73.0	70.0	0.0	65.4	85.7	72.7	100.0	0.0	83.3	70.8
Exiting Leg Total	45					17					23					17					102
Articulated Trucks	0	4	3	0	7	1	1	0	0	2	0	6	1	0	7	1	3	0	0	4	20
% Articulated	0.0	16.7	20.0	0.0	16.7	6.7	9.1	0.0	0.0	7.7	0.0	16.2	10.0	0.0	13.5	14.3	27.3	0.0	0.0	16.7	13.9
Exiting Leg Total	7					6					5					2					20

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

	Milton Street					River Street					Milton Street					River Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:15 AM	0	1	3	0	4	7	1	0	0	8	0	13	1	0	14	1	2	1	0	4	30
7:30 AM	0	2	2	0	4	1	1	0	0	2	1	6	2	0	9	1	0	1	0	2	17
7:45 AM	1	3	2	0	6	1	1	0	0	2	0	2	1	0	3	1	0	0	0	1	12
8:00 AM	0	9	4	0	13	2	3	0	0	5	1	1	2	0	4	1	1	0	0	2	24
<b>Total Volume</b>	<b>1</b>	<b>15</b>	<b>11</b>	<b>0</b>	<b>27</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>2</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>30</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>83</b>
% Approach Total	3.7	55.6	40.7	0.0		64.7	35.3	0.0	0.0		6.7	73.3	20.0	0.0		44.4	33.3	22.2	0.0		
PHF	0.250	0.417	0.688	0.000	0.519	0.393	0.500	0.000	0.000	0.531	0.500	0.423	0.750	0.000	0.536	1.000	0.375	0.500	0.000	0.563	0.692
Buses	0	3	1	0	4	1	0	0	0	1	2	2	1	0	5	0	0	0	0	0	10
Buses %	0.0	20.0	9.1	0.0	14.8	9.1	0.0	0.0	0.0	5.9	100.0	9.1	16.7	0.0	16.7	0.0	0.0	0.0	0.0	0.0	12.0
Single-Unit Trucks	1	11	8	0	20	9	6	0	0	15	0	18	4	0	22	3	1	2	0	6	63
Single-Unit %	100.0	73.3	72.7	0.0	74.1	81.8	100.0	0.0	0.0	88.2	0.0	81.8	66.7	0.0	73.3	75.0	33.3	100.0	0.0	66.7	75.9
Articulated Trucks	0	1	2	0	3	1	0	0	0	1	0	2	1	0	3	1	2	0	0	3	10
Articulated %	0.0	6.7	18.2	0.0	11.1	9.1	0.0	0.0	0.0	5.9	0.0	9.1	16.7	0.0	10.0	25.0	66.7	0.0	0.0	33.3	12.0
Buses	0	3	1	0	4	1	0	0	0	1	2	2	1	0	5	0	0	0	0	0	10
Single-Unit Trucks	1	11	8	0	20	9	6	0	0	15	0	18	4	0	22	3	1	2	0	6	63
Articulated Trucks	0	1	2	0	3	1	0	0	0	1	0	2	1	0	3	1	2	0	0	3	10
<b>Total Entering Leg</b>	<b>1</b>	<b>15</b>	<b>11</b>	<b>0</b>	<b>27</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>2</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>30</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>83</b>
Buses	3					3					3					1					10
Single-Unit Trucks	29					9					14					11					63
Articulated Trucks	3					4					2					1					10
<b>Total Exiting Leg</b>	<b>35</b>					<b>16</b>					<b>19</b>					<b>13</b>					<b>83</b>

PDI File #: **217946 (9)**  
 Location: **N: Milton Street S: Milton Street**  
 Location: **E: River Street W: River Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Buses**

	Milton Street					River Street					Milton Street					River Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	1	0	1	1	1	0	0	2	1	2	1	0	4	0	0	0	0	0	7
7:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	1	0	0	1	0	0	0	0	0	1	2	1	0	4	0	0	0	0	0	5
7:45 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Total</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>
8:00 AM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2
8:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
<b>Total</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
Grand Total	1	3	3	0	7	2	2	0	0	4	5	4	2	0	11	0	0	0	0	0	22
Approach %	14.3	42.9	42.9	0.0		50.0	50.0	0.0	0.0		45.5	36.4	18.2	0.0		0.0	0.0	0.0	0.0		
Total %	4.5	13.6	13.6	0.0	31.8	9.1	9.1	0.0	0.0	18.2	22.7	18.2	9.1	0.0	50.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	6					8					3					5					22

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

	Milton Street					River Street					Milton Street					River Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	1	0	1	1	1	0	0	2	1	2	1	0	4	0	0	0	0	0	7
7:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	1	0	0	1	0	0	0	0	0	1	2	1	0	4	0	0	0	0	0	5
7:45 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	2	2	0	4	2	1	0	0	3	2	4	2	0	8	0	0	0	0	0	15
% Approach Total	0.0	50.0	50.0	0.0		66.7	33.3	0.0	0.0		25.0	50.0	25.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.500	0.500	0.000	0.500	0.500	0.250	0.000	0.000	0.375	0.500	0.500	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.536
Entering Leg	0	2	2	0	4	2	1	0	0	3	2	4	2	0	8	0	0	0	0	0	15
Exiting Leg	6					4					2					3					15
Total	10					7					10					3					30

PDI File #: **217946 (9)**  
 Location: **N: Milton Street S: Milton Street**  
 Location: **E: River Street W: River Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Single-Unit Trucks**

	Milton Street					River Street					Milton Street					River Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	1	0	0	1	2	1	0	0	3	0	1	0	0	1	1	2	1	0	4	9
7:15 AM	0	1	2	0	3	5	1	0	0	6	0	12	1	0	13	0	1	1	0	2	24
7:30 AM	0	1	2	0	3	1	1	0	0	2	0	3	0	0	3	1	0	1	0	2	10
7:45 AM	1	2	1	0	4	1	1	0	0	2	0	2	1	0	3	1	0	0	0	1	10
<b>Total</b>	<b>1</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>11</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>53</b>
8:00 AM	0	7	3	0	10	2	3	0	0	5	0	1	2	0	3	1	0	0	0	1	19
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	4	1	0	5	0	2	2	0	4	10
8:30 AM	1	2	0	0	3	1	0	0	0	1	0	3	2	0	5	2	1	0	0	3	12
8:45 AM	0	2	1	0	3	0	1	0	0	1	0	1	0	0	1	0	2	1	0	3	8
<b>Total</b>	<b>1</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>17</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>14</b>	<b>3</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>49</b>
Grand Total	2	17	9	0	28	12	8	0	0	20	0	27	7	0	34	6	8	6	0	20	102
Approach %	7.1	60.7	32.1	0.0		60.0	40.0	0.0	0.0		0.0	79.4	20.6	0.0		30.0	40.0	30.0	0.0		
Total %	2.0	16.7	8.8	0.0	27.5	11.8	7.8	0.0	0.0	19.6	0.0	26.5	6.9	0.0	33.3	5.9	7.8	5.9	0.0	19.6	
Exiting Leg Total	45					17					23					17					102

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

	Milton Street					River Street					Milton Street					River Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:15 AM	0	1	2	0	3	5	1	0	0	6	0	12	1	0	13	0	1	1	0	2	24
7:30 AM	0	1	2	0	3	1	1	0	0	2	0	3	0	0	3	1	0	1	0	2	10
7:45 AM	1	2	1	0	4	1	1	0	0	2	0	2	1	0	3	1	0	0	0	1	10
8:00 AM	0	7	3	0	10	2	3	0	0	5	0	1	2	0	3	1	0	0	0	1	19
Total Volume	1	11	8	0	20	9	6	0	0	15	0	18	4	0	22	3	1	2	0	6	63
% Approach Total	5.0	55.0	40.0	0.0		60.0	40.0	0.0	0.0		0.0	81.8	18.2	0.0		50.0	16.7	33.3	0.0		
PHF	0.250	0.393	0.667	0.000	0.500	0.450	0.500	0.000	0.000	0.625	0.000	0.375	0.500	0.000	0.423	0.750	0.250	0.500	0.000	0.750	0.656
Entering Leg	1	11	8	0	20	9	6	0	0	15	0	18	4	0	22	3	1	2	0	6	63
Exiting Leg	29					9					14					11					63
Total	49					24					36					17					126

PDI File #: **217946 (9)**  
 Location: **N: Milton Street S: Milton Street**  
 Location: **E: River Street W: River Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Articulated Trucks**

	Milton Street					River Street					Milton Street					River Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	5
7:15 AM	0	0	1	0	1	1	0	0	0	1	0	1	0	0	1	1	1	0	0	2	5
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>12</b>
8:00 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
8:30 AM	0	0	1	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	1	0	0	1	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>8</b>
Grand Total	0	4	3	0	7	1	1	0	0	2	0	6	1	0	7	1	3	0	0	4	20
Approach %	0.0	57.1	42.9	0.0		50.0	50.0	0.0	0.0		0.0	85.7	14.3	0.0		25.0	75.0	0.0	0.0		
Total %	0.0	20.0	15.0	0.0	35.0	5.0	5.0	0.0	0.0	10.0	0.0	30.0	5.0	0.0	35.0	5.0	15.0	0.0	0.0	20.0	
Exiting Leg Total	7					6					5					2					20

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

	Milton Street					River Street					Milton Street					River Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	5
7:15 AM	0	0	1	0	1	1	0	0	0	1	0	1	0	0	1	1	1	0	0	2	5
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>12</b>
% Approach Total	0.0	66.7	33.3	0.0		50.0	50.0	0.0	0.0		0.0	75.0	25.0	0.0		33.3	66.7	0.0	0.0		
PHF	0.000	0.250	0.250	0.000	0.375	0.250	0.250	0.000	0.000	0.500	0.000	0.750	0.250	0.000	0.500	0.250	0.500	0.000	0.000	0.375	0.600
Entering Leg	0	2	1	0	3	1	1	0	0	2	0	3	1	0	4	1	2	0	0	3	12
Exiting Leg	4					3					3					2					12
<b>Total</b>	<b>7</b>					<b>5</b>					<b>7</b>					<b>5</b>					<b>24</b>

PDI File #: 217946 (9)  
 Location: N: Milton Street S: Milton Street  
 Location: E: River Street W: River Street  
 City, State: Dedham, MA  
 Client: BETA/ J. Curewitz  
 Site Code: 7588  
 Count Date: Wednesday, May 19, 2021  
 Start Time: 7:00 AM  
 End Time: 9:00 AM  
 Class:



**Bicycles (on Roadway and Crosswalks)**

	Milton Street								River Street								Milton Street								River Street								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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			
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
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			
<b>Total</b>	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0			
8:15 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	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			
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1			
<b>Total</b>	0	1	0	0	0	0	1	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	3			
Grand Total	0	2	0	0	0	0	1	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	4			
Approach %	0.0	66.7	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		0.0	0.0	0.0	0.0	0.0	0.0				
Total %	0.0	50.0	0.0	0.0	0.0	25.0	75.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0				
Exiting Leg Total	1								1								2								0								4

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

8:00 AM	Milton Street								River Street								Milton Street								River Street								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
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			
8:15 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	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			
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1			
Total Volume	0	1	0	0	0	0	1	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	3			
% Approach Total	0.0	50.0	0.0	0.0	0.0	50.0			0.0	0.0	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0				
PHF	0.000	0.250	0.000	0.000	0.000	0.250	0.250		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.375			
Entering Leg	0	1	0	0	0	0	1	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	3			
Exiting Leg	1								1								1								0								3
Total	3								1								2								0								6

PDI File #: 217946 (9)  
 Location: N: Milton Street S: Milton Street  
 Location: E: River Street W: River Street  
 City, State: Dedham, MA  
 Client: BETA/ J. Curewitz  
 Site Code: 7588  
 Count Date: Wednesday, May 19, 2021  
 Start Time: 7:00 AM  
 End Time: 9:00 AM  
 Class:



**Pedestrians**

	Milton Street								River Street								Milton Street								River Street								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	4			
7:15 AM	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	0	0	2				
7:30 AM	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	3				
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
<b>Total</b>	0	0	0	0	3	3	6	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	9				
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	1	1	0	0	0	0	0	0	1				
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	1	1	1				
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	2				
<b>Grand Total</b>	0	0	0	0	3	3	6	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0	1	11				
Approach %	0	0	0	0	50	50		0	0	0	0	0	0	0	0	0	0	0	0	75	25		0	0	0	0	0	100					
Total %	0	0	0	0	27.3	27.3	54.5	0	0	0	0	0	0	0	0	0	0	0	0	27.3	9.09	36.4	0	0	0	0	0	9.09	9.09				
Exiting Leg Total	6							0							4							1							11				

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

	Milton Street								River Street								Milton Street								River Street								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	4				
7:15 AM	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	0	0	2				
7:30 AM	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	3					
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
<b>Total Volume</b>	0	0	0	0	3	3	6	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	9				
% 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	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	0.375	0.375	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.563					
Entering Leg	0	0	0	0	3	3	6	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	9					
Exiting Leg	6							0							3							0							9				
<b>Total</b>	12							0							6							0							18				

PDI File #: **217946 (9)**  
 Location: **N: Milton Street S: Milton Street**  
 Location: **E: River Street W: River Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. CUREWITZ**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Cars and Heavy Vehicles (Combined)**

	Milton Street					River Street					Milton Street					River Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	14	82	24	0	120	43	38	2	0	83	6	51	31	0	88	19	60	5	0	84	375
4:15 PM	12	84	32	0	128	33	56	3	0	92	6	47	34	0	87	27	63	4	0	94	401
4:30 PM	5	73	24	0	102	39	56	5	0	100	4	50	25	0	79	26	47	5	0	78	359
4:45 PM	16	67	30	0	113	24	44	5	0	73	5	61	27	0	93	31	56	8	0	95	374
<b>Total</b>	<b>47</b>	<b>306</b>	<b>110</b>	<b>0</b>	<b>463</b>	<b>139</b>	<b>194</b>	<b>15</b>	<b>0</b>	<b>348</b>	<b>21</b>	<b>209</b>	<b>117</b>	<b>0</b>	<b>347</b>	<b>103</b>	<b>226</b>	<b>22</b>	<b>0</b>	<b>351</b>	<b>1509</b>
5:00 PM	14	75	21	0	110	33	72	5	0	110	6	36	24	0	66	33	61	4	0	98	384
5:15 PM	6	70	26	0	102	22	46	6	0	74	4	54	26	0	84	36	62	7	0	105	365
5:30 PM	12	86	24	0	122	28	57	7	0	92	4	34	18	0	56	34	71	12	0	117	387
5:45 PM	8	79	23	0	110	25	57	7	0	89	1	39	25	0	65	32	50	10	0	92	356
<b>Total</b>	<b>40</b>	<b>310</b>	<b>94</b>	<b>0</b>	<b>444</b>	<b>108</b>	<b>232</b>	<b>25</b>	<b>0</b>	<b>365</b>	<b>15</b>	<b>163</b>	<b>93</b>	<b>0</b>	<b>271</b>	<b>135</b>	<b>244</b>	<b>33</b>	<b>0</b>	<b>412</b>	<b>1492</b>
Grand Total	87	616	204	0	907	247	426	40	0	713	36	372	210	0	618	238	470	55	0	763	3001
Approach %	9.6	67.9	22.5	0.0		34.6	59.7	5.6	0.0		5.8	60.2	34.0	0.0		31.2	61.6	7.2	0.0		
Total %	2.9	20.5	6.8	0.0	30.2	8.2	14.2	1.3	0.0	23.8	1.2	12.4	7.0	0.0	20.6	7.9	15.7	1.8	0.0	25.4	
Exiting Leg Total	674					710					894					723					3001
Cars	87	583	197	0	867	237	421	35	0	693	35	366	206	0	607	235	462	53	0	750	2917
% Cars	100.0	94.6	96.6	0.0	95.6	96.0	98.8	87.5	0.0	97.2	97.2	98.4	98.1	0.0	98.2	98.7	98.3	96.4	0.0	98.3	97.2
Exiting Leg Total	656					694					853					714					2917
Heavy Vehicles	0	33	7	0	40	10	5	5	0	20	1	6	4	0	11	3	8	2	0	13	84
% Heavy Vehicles	0.0	5.4	3.4	0.0	4.4	4.0	1.2	12.5	0.0	2.8	2.8	1.6	1.9	0.0	1.8	1.3	1.7	3.6	0.0	1.7	2.8
Exiting Leg Total	18					16					41					9					84

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

4:15 PM	Milton Street					River Street					Milton Street					River Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:15 PM	12	84	32	0	128	33	56	3	0	92	6	47	34	0	87	27	63	4	0	94	401
4:30 PM	5	73	24	0	102	39	56	5	0	100	4	50	25	0	79	26	47	5	0	78	359
4:45 PM	16	67	30	0	113	24	44	5	0	73	5	61	27	0	93	31	56	8	0	95	374
5:00 PM	14	75	21	0	110	33	72	5	0	110	6	36	24	0	66	33	61	4	0	98	384
Total Volume	47	299	107	0	453	129	228	18	0	375	21	194	110	0	325	117	227	21	0	365	1518
% Approach Total	10.4	66.0	23.6	0.0		34.4	60.8	4.8	0.0		6.5	59.7	33.8	0.0		32.1	62.2	5.8	0.0		
PHF	0.734	0.890	0.836	0.000	0.885	0.827	0.792	0.900	0.000	0.852	0.875	0.795	0.809	0.000	0.874	0.886	0.901	0.656	0.000	0.931	0.946
Cars	47	276	105	0	428	125	226	16	0	367	20	191	108	0	319	114	221	20	0	355	1469
Cars %	100.0	92.3	98.1	0.0	94.5	96.9	99.1	88.9	0.0	97.9	95.2	98.5	98.2	0.0	98.2	97.4	97.4	95.2	0.0	97.3	96.8
Heavy Vehicles	0	23	2	0	25	4	2	2	0	8	1	3	2	0	6	3	6	1	0	10	49
Heavy Vehicles %	0.0	7.7	1.9	0.0	5.5	3.1	0.9	11.1	0.0	2.1	4.8	1.5	1.8	0.0	1.8	2.6	2.6	4.8	0.0	2.7	3.2
Cars Enter Leg	47	276	105	0	428	125	226	16	0	367	20	191	108	0	319	114	221	20	0	355	1469
Heavy Enter Leg	0	23	2	0	25	4	2	2	0	8	1	3	2	0	6	3	6	1	0	10	49
Total Entering Leg	47	299	107	0	453	129	228	18	0	375	21	194	110	0	325	117	227	21	0	365	1518
Cars Exiting Leg	336					346					406					381					1469
Heavy Exiting Leg	8					9					28					4					49
Total Exiting Leg	344					355					434					385					1518



PDI File #: **217946 (9)**  
 Location: **N: Milton Street S: Milton Street**  
 Location: **E: River Street W: River Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Cars**

	Milton Street					River Street					Milton Street					River Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	14	80	24	0	118	40	37	2	0	79	6	49	31	0	86	19	60	5	0	84	367
4:15 PM	12	79	31	0	122	32	56	2	0	90	6	45	32	0	83	27	62	4	0	93	388
4:30 PM	5	68	24	0	97	36	55	5	0	96	4	49	25	0	78	26	46	5	0	77	348
4:45 PM	16	62	30	0	108	24	44	4	0	72	4	61	27	0	92	29	53	7	0	89	361
Total	47	289	109	0	445	132	192	13	0	337	20	204	115	0	339	101	221	21	0	343	1464
5:00 PM	14	67	20	0	101	33	71	5	0	109	6	36	24	0	66	32	60	4	0	96	372
5:15 PM	6	66	25	0	97	22	45	5	0	72	4	54	26	0	84	36	61	7	0	104	357
5:30 PM	12	83	22	0	117	25	57	6	0	88	4	33	16	0	53	34	70	11	0	115	373
5:45 PM	8	78	21	0	107	25	56	6	0	87	1	39	25	0	65	32	50	10	0	92	351
Total	40	294	88	0	422	105	229	22	0	356	15	162	91	0	268	134	241	32	0	407	1453
Grand Total	87	583	197	0	867	237	421	35	0	693	35	366	206	0	607	235	462	53	0	750	2917
Approach %	10.0	67.2	22.7	0.0		34.2	60.8	5.1	0.0		5.8	60.3	33.9	0.0		31.3	61.6	7.1	0.0		
Total %	3.0	20.0	6.8	0.0	29.7	8.1	14.4	1.2	0.0	23.8	1.2	12.5	7.1	0.0	20.8	8.1	15.8	1.8	0.0	25.7	
Exiting Leg Total	656					694					853					714					2917

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

	Milton Street					River Street					Milton Street					River Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:15 PM	12	79	31	0	122	32	56	2	0	90	6	45	32	0	83	27	62	4	0	93	388
4:30 PM	5	68	24	0	97	36	55	5	0	96	4	49	25	0	78	26	46	5	0	77	348
4:45 PM	16	62	30	0	108	24	44	4	0	72	4	61	27	0	92	29	53	7	0	89	361
5:00 PM	14	67	20	0	101	33	71	5	0	109	6	36	24	0	66	32	60	4	0	96	372
Total Volume	47	276	105	0	428	125	226	16	0	367	20	191	108	0	319	114	221	20	0	355	1469
% Approach Total	11.0	64.5	24.5	0.0		34.1	61.6	4.4	0.0		6.3	59.9	33.9	0.0		32.1	62.3	5.6	0.0		
PHF	0.734	0.873	0.847	0.000	0.877	0.868	0.796	0.800	0.000	0.842	0.833	0.783	0.844	0.000	0.867	0.891	0.891	0.714	0.000	0.924	0.947
Entering Leg	47	276	105	0	428	125	226	16	0	367	20	191	108	0	319	114	221	20	0	355	1469
Exiting Leg	336					346					406					381					1469
Total	764					713					725					736					2938

PDI File #: **217946 (9)**  
 Location: **N: Milton Street S: Milton Street**  
 Location: **E: River Street W: River Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. CUREWITZ**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**



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

	Milton Street					River Street					Milton Street					River Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	2	0	0	2	3	1	0	0	4	0	2	0	0	2	0	0	0	0	0	8
4:15 PM	0	5	1	0	6	1	0	1	0	2	0	2	2	0	4	0	1	0	0	1	13
4:30 PM	0	5	0	0	5	3	1	0	0	4	0	1	0	0	1	0	1	0	0	1	11
4:45 PM	0	5	0	0	5	0	0	1	0	1	1	0	0	0	1	2	3	1	0	6	13
<b>Total</b>	0	17	1	0	18	7	2	2	0	11	1	5	2	0	8	2	5	1	0	8	45
5:00 PM	0	8	1	0	9	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	12
5:15 PM	0	4	1	0	5	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	8
5:30 PM	0	3	2	0	5	3	0	1	0	4	0	1	2	0	3	0	1	1	0	2	14
5:45 PM	0	1	2	0	3	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	5
<b>Total</b>	0	16	6	0	22	3	3	3	0	9	0	1	2	0	3	1	3	1	0	5	39
Grand Total	0	33	7	0	40	10	5	5	0	20	1	6	4	0	11	3	8	2	0	13	84
Approach %	0.0	82.5	17.5	0.0		50.0	25.0	25.0	0.0		9.1	54.5	36.4	0.0		23.1	61.5	15.4	0.0		
Total %	0.0	39.3	8.3	0.0	47.6	11.9	6.0	6.0	0.0	23.8	1.2	7.1	4.8	0.0	13.1	3.6	9.5	2.4	0.0	15.5	
Exiting Leg Total					18					16					41					9	84
Buses	0	10	1	0	11	0	0	4	0	4	1	1	0	0	2	0	1	0	0	1	18
% Buses	0.0	30.3	14.3	0.0	27.5	0.0	0.0	80.0	0.0	20.0	100.0	16.7	0.0	0.0	18.2	0.0	12.5	0.0	0.0	7.7	21.4
Exiting Leg Total					1					3					14					0	18
Single-Unit Trucks	0	22	4	0	26	9	5	1	0	15	0	4	3	0	7	3	6	2	0	11	59
% Single-Unit	0.0	66.7	57.1	0.0	65.0	90.0	100.0	20.0	0.0	75.0	0.0	66.7	75.0	0.0	63.6	100.0	75.0	100.0	0.0	84.6	70.2
Exiting Leg Total					15					10					26					8	59
Articulated Trucks	0	1	2	0	3	1	0	0	0	1	0	1	1	0	2	0	1	0	0	1	7
% Articulated	0.0	3.0	28.6	0.0	7.5	10.0	0.0	0.0	0.0	5.0	0.0	16.7	25.0	0.0	18.2	0.0	12.5	0.0	0.0	7.7	8.3
Exiting Leg Total					2					3					1					1	7

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

	Milton Street					River Street					Milton Street					River Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:15 PM	0	5	1	0	6	1	0	1	0	2	0	2	2	0	4	0	1	0	0	1	13
4:30 PM	0	5	0	0	5	3	1	0	0	4	0	1	0	0	1	0	1	0	0	1	11
4:45 PM	0	5	0	0	5	0	0	1	0	1	1	0	0	0	1	2	3	1	0	6	13
5:00 PM	0	8	1	0	9	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	12
<b>Total Volume</b>	0	23	2	0	25	4	2	2	0	8	1	3	2	0	6	3	6	1	0	10	49
<b>% Approach Total</b>	0.0	92.0	8.0	0.0		50.0	25.0	25.0	0.0		16.7	50.0	33.3	0.0		30.0	60.0	10.0	0.0		
PHF	0.000	0.719	0.500	0.000	0.694	0.333	0.500	0.500	0.000	0.500	0.250	0.375	0.250	0.000	0.375	0.375	0.500	0.250	0.000	0.417	0.942
Buses	0	7	0	0	7	0	0	2	0	2	1	1	0	0	2	0	0	0	0	0	11
Buses %	0.0	30.4	0.0	0.0	28.0	0.0	0.0	100.0	0.0	25.0	100.0	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	22.4
Single-Unit Trucks	0	15	2	0	17	3	2	0	0	5	0	2	1	0	3	3	5	1	0	9	34
Single-Unit %	0.0	65.2	100.0	0.0	68.0	75.0	100.0	0.0	0.0	62.5	0.0	66.7	50.0	0.0	50.0	100.0	83.3	100.0	0.0	90.0	69.4
Articulated Trucks	0	1	0	0	1	1	0	0	0	1	0	0	1	0	1	0	1	0	0	1	4
Articulated %	0.0	4.3	0.0	0.0	4.0	25.0	0.0	0.0	0.0	12.5	0.0	0.0	50.0	0.0	16.7	0.0	16.7	0.0	0.0	10.0	8.2
Buses	0	7	0	0	7	0	0	2	0	2	1	1	0	0	2	0	0	0	0	0	11
Single-Unit Trucks	0	15	2	0	17	3	2	0	0	5	0	2	1	0	3	3	5	1	0	9	34
Articulated Trucks	0	1	0	0	1	1	0	0	0	1	0	0	1	0	1	0	1	0	0	1	4
<b>Total Entering Leg</b>	0	23	2	0	25	4	2	2	0	8	1	3	2	0	6	3	6	1	0	10	49
Buses					1					1					9					0	11
Single-Unit Trucks					6					7					18					3	34
Articulated Trucks					1					1					1					1	4
<b>Total Exiting Leg</b>					8					9					28					4	49

PDI File #: **217946 (9)**  
 Location: **N: Milton Street S: Milton Street**  
 Location: **E: River Street W: River Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Buses**

	Milton Street					River Street					Milton Street					River Street					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	3	0	0	3	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	1	0	0	1	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
<b>Total</b>	0	6	0	0	6	0	0	2	0	2	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	10
5:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	3
5:30 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	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	1
<b>Total</b>	0	4	1	0	5	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	8
Grand Total	0	10	1	0	11	0	0	4	0	4	1	1	0	0	2	0	1	0	0	1	0	0	0	0	1	18
Approach %	0.0	90.9	9.1	0.0		0.0	0.0	100.0	0.0		50.0	50.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	55.6	5.6	0.0	61.1	0.0	0.0	22.2	0.0	22.2	5.6	5.6	0.0	0.0	11.1	0.0	5.6	0.0	0.0	5.6	0.0	0.0	0.0	0.0	5.6	
Exiting Leg Total	1					3					14					0					18					

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

4:15 PM	Milton Street					River Street					Milton Street					River Street					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
4:15 PM	0	3	0	0	3	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	1	0	0	1	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	7	0	0	7	0	0	2	0	2	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	11
% Approach Total	0.0	100.0	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	0.0	0.0		
PHF	0.000	0.583	0.000	0.000	0.583	0.000	0.000	0.500	0.000	0.500	0.250	0.250	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.550	
Entering Leg	0	7	0	0	7	0	0	2	0	2	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	11
Exiting Leg	1					1					9					0					11					
Total	8					3					11					0					22					

PDI File #: **217946 (9)**  
 Location: **N: Milton Street S: Milton Street**  
 Location: **E: River Street W: River Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Single-Unit Trucks**

	Milton Street					River Street					Milton Street					River Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	3	1	0	0	4	0	2	0	0	2	0	0	0	0	0	7
4:15 PM	0	2	1	0	3	1	0	0	0	1	0	1	1	0	2	0	1	0	0	1	7
4:30 PM	0	3	0	0	3	2	1	0	0	3	0	1	0	0	1	0	0	0	0	0	7
4:45 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	2	3	1	0	6	10
<b>Total</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>31</b>
5:00 PM	0	6	1	0	7	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	10
5:15 PM	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
5:30 PM	0	2	1	0	3	3	0	1	0	4	0	0	2	0	2	0	1	1	0	2	11
5:45 PM	0	1	1	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
<b>Total</b>	<b>0</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>28</b>
Grand Total	0	22	4	0	26	9	5	1	0	15	0	4	3	0	7	3	6	2	0	11	59
Approach %	0.0	84.6	15.4	0.0		60.0	33.3	6.7	0.0		0.0	57.1	42.9	0.0		27.3	54.5	18.2	0.0		
Total %	0.0	37.3	6.8	0.0	44.1	15.3	8.5	1.7	0.0	25.4	0.0	6.8	5.1	0.0	11.9	5.1	10.2	3.4	0.0	18.6	
Exiting Leg Total	15					10					26					8					59

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

4:45 PM	Milton Street					River Street					Milton Street					River Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:45 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	2	3	1	0	6	10
5:00 PM	0	6	1	0	7	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	10
5:15 PM	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
5:30 PM	0	2	1	0	3	3	0	1	0	4	0	0	2	0	2	0	1	1	0	2	11
Total Volume	0	15	2	0	17	3	2	1	0	6	0	0	2	0	2	3	5	2	0	10	35
% Approach Total	0.0	88.2	11.8	0.0		50.0	33.3	16.7	0.0		0.0	0.0	100.0	0.0		30.0	50.0	20.0	0.0		
PHF	0.000	0.625	0.500	0.000	0.607	0.250	0.500	0.250	0.000	0.375	0.000	0.000	0.250	0.000	0.250	0.375	0.417	0.500	0.000	0.417	0.795
Entering Leg	0	15	2	0	17	3	2	1	0	6	0	0	2	0	2	3	5	2	0	10	35
Exiting Leg	5					7					19					4					35
Total	22					13					21					14					70

PDI File #: **217946 (9)**  
 Location: **N: Milton Street S: Milton Street**  
 Location: **E: River Street W: River Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Articulated Trucks**

	Milton Street					River Street					Milton Street					River Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
4:30 PM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
Grand Total	0	1	2	0	3	1	0	0	0	1	0	1	1	0	2	0	1	0	0	1	7
Approach %	0.0	33.3	66.7	0.0		100.0	0.0	0.0	0.0		0.0	50.0	50.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	14.3	28.6	0.0	42.9	14.3	0.0	0.0	0.0	14.3	0.0	14.3	14.3	0.0	28.6	0.0	14.3	0.0	0.0	14.3	
Exiting Leg Total						2					3					1					7

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

	Milton Street					River Street					Milton Street					River Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
4:30 PM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>
% Approach Total	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	100.0	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	0.250	0.000	0.250	0.000	0.250	0.000	0.000	0.250	0.333
Entering Leg	0	1	0	0	1	1	0	0	0	1	0	0	1	0	1	0	1	0	0	1	4
Exiting Leg						1					1					1					4
<b>Total</b>						2					2					2					8



PDI File #: 217946 (9)  
 Location: N: Milton Street S: Milton Street  
 Location: E: River Street W: River Street  
 City, State: Dedham, MA  
 Client: BETA/ J. Curewitz  
 Site Code: 7588  
 Count Date: Wednesday, May 19, 2021  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



**Pedestrians**

	Milton Street								River Street								Milton Street								River Street								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1			
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:30 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2			
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>				
5:00 PM	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	5			
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1				
5:45 PM	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	3			
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>9</b>					
Grand Total	0	0	0	0	4	0	4	0	0	0	0	1	1	2	0	0	0	0	2	1	3	0	0	0	0	3	1	4	13				
Approach %	0	0	0	0	100	0		0	0	0	0	50	50		0	0	0	0	66.7	33.3		0	0	0	0	75	25						
Total %	0	0	0	0	30.8	0	30.8	0	0	0	0	7.69	7.69	15.4	0	0	0	0	15.4	7.69	23.1	0	0	0	0	23.1	7.69	30.8					
Exiting Leg Total	4								2								3								4								13

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

	Milton Street								River Street								Milton Street								River Street								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
5:00 PM	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	1	3	5				
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1				
5:45 PM	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	3				
Total Volume	0	0	0	0	3	0	3	0	0	0	0	1	0	1	0	0	0	0	1	1	0	0	0	0	3	1	4	9					
% Approach Total	0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	75.0	25.0						
PHF	0.000	0.000	0.000	0.000	0.375	0.000	0.375	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	0.375	0.250	0.333	0.450					
Entering Leg	0	0	0	0	3	0	3	0	0	0	0	1	0	1	0	0	0	0	1	1	0	0	0	0	3	1	4	9					
Exiting Leg	3								1								1								4								9
Total	6								2								2								8								18

PDI File #: **217946 (10)**  
 Location: **N: Driveway S: Vincent Road**  
 Location: **E: East Street W: East Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Cars and Heavy Vehicles (Combined)**

	Driveway					East Street					Vincent Road					East Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	146	1	0	147	1	0	34	0	35	9	187	0	0	196	378
7:15 AM	0	0	0	0	0	0	177	3	0	180	5	0	37	0	42	13	178	0	0	191	413
7:30 AM	0	0	0	0	0	0	173	1	0	174	4	0	42	0	46	17	226	0	0	243	463
7:45 AM	0	0	0	0	0	0	176	3	0	179	5	0	39	0	44	18	197	0	0	215	438
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>672</b>	<b>8</b>	<b>0</b>	<b>680</b>	<b>15</b>	<b>0</b>	<b>152</b>	<b>0</b>	<b>167</b>	<b>57</b>	<b>788</b>	<b>0</b>	<b>0</b>	<b>845</b>	<b>1692</b>
8:00 AM	0	0	0	0	0	0	190	1	0	191	4	0	47	0	51	37	205	0	0	242	484
8:15 AM	0	0	0	0	0	0	160	2	0	162	5	0	47	0	52	24	205	0	0	229	443
8:30 AM	0	0	0	0	0	0	194	2	0	196	11	0	58	0	69	17	177	0	0	194	459
8:45 AM	0	0	0	0	0	0	178	2	0	180	3	0	29	0	32	27	202	0	0	229	441
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>722</b>	<b>7</b>	<b>0</b>	<b>729</b>	<b>23</b>	<b>0</b>	<b>181</b>	<b>0</b>	<b>204</b>	<b>105</b>	<b>789</b>	<b>0</b>	<b>0</b>	<b>894</b>	<b>1827</b>
Grand Total	0	0	0	0	0	0	1394	15	0	1409	38	0	333	0	371	162	1577	0	0	1739	3519
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	98.9	1.1	0.0	100.0	10.2	0.0	89.8	0.0	100.0	9.3	90.7	0.0	0.0	100.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	39.6	0.4	0.0	40.0	1.1	0.0	9.5	0.0	10.5	4.6	44.8	0.0	0.0	49.4	
Exiting Leg Total	0					1615					177					1727					3519
Cars	0	0	0	0	0	0	1292	13	0	1305	33	0	326	0	359	154	1486	0	0	1640	3304
% Cars	0.0	0.0	0.0	0.0	0.0	0.0	92.7	86.7	0.0	92.6	86.8	0.0	97.9	0.0	96.8	95.1	94.2	0.0	0.0	94.3	93.9
Exiting Leg Total	0					1519					167					1618					3304
Heavy Vehicles	0	0	0	0	0	0	102	2	0	104	5	0	7	0	12	8	91	0	0	99	215
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.0	7.3	13.3	0.0	7.4	13.2	0.0	2.1	0.0	3.2	4.9	5.8	0.0	0.0	5.7	6.1
Exiting Leg Total	0					96					10					109					215

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

7:30 AM	Driveway					East Street					Vincent Road					East Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:30 AM	0	0	0	0	0	0	173	1	0	174	4	0	42	0	46	17	226	0	0	243	463
7:45 AM	0	0	0	0	0	0	176	3	0	179	5	0	39	0	44	18	197	0	0	215	438
8:00 AM	0	0	0	0	0	0	190	1	0	191	4	0	47	0	51	37	205	0	0	242	484
8:15 AM	0	0	0	0	0	0	160	2	0	162	5	0	47	0	52	24	205	0	0	229	443
Total Volume	0	0	0	0	0	0	699	7	0	706	18	0	175	0	193	96	833	0	0	929	1828
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	99.0	1.0	0.0	100.0	9.3	0.0	90.7	0.0	100.0	10.3	89.7	0.0	0.0	100.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.920	0.583	0.000	0.924	0.900	0.000	0.931	0.000	0.928	0.649	0.921	0.000	0.000	0.956	0.944
Cars	0	0	0	0	0	0	648	6	0	654	15	0	171	0	186	90	787	0	0	877	1717
Cars %	0.0	0.0	0.0	0.0	0.0	0.0	92.7	85.7	0.0	92.6	83.3	0.0	97.7	0.0	96.4	93.8	94.5	0.0	0.0	94.4	93.9
Heavy Vehicles	0	0	0	0	0	0	51	1	0	52	3	0	4	0	7	6	46	0	0	52	111
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	7.3	14.3	0.0	7.4	16.7	0.0	2.3	0.0	3.6	6.3	5.5	0.0	0.0	5.6	6.1
Cars Enter Leg	0	0	0	0	0	0	648	6	0	654	15	0	171	0	186	90	787	0	0	877	1717
Heavy Enter Leg	0	0	0	0	0	0	51	1	0	52	3	0	4	0	7	6	46	0	0	52	111
Total Entering Leg	0	0	0	0	0	0	699	7	0	706	18	0	175	0	193	96	833	0	0	929	1828
Cars Exiting Leg	0					802					96					819					1717
Heavy Exiting Leg	0					49					7					55					111
Total Exiting Leg	0					851					103					874					1828



PDI File #: **217946 (10)**  
 Location: **N: Driveway S: Vincent Road**  
 Location: **E: East Street W: East Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Cars**

	Driveway					East Street					Vincent Road					East Street					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
7:00 AM	0	0	0	0	0	0	126	1	0	127	1	0	34	0	35	9	177	0	0	186	348					
7:15 AM	0	0	0	0	0	0	162	3	0	165	4	0	36	0	40	12	171	0	0	183	388					
7:30 AM	0	0	0	0	0	0	161	1	0	162	2	0	41	0	43	16	218	0	0	234	439					
7:45 AM	0	0	0	0	0	0	159	3	0	162	5	0	38	0	43	17	185	0	0	202	407					
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>608</b>	<b>8</b>	<b>0</b>	<b>616</b>	<b>12</b>	<b>0</b>	<b>149</b>	<b>0</b>	<b>161</b>	<b>54</b>	<b>751</b>	<b>0</b>	<b>0</b>	<b>805</b>	<b>1582</b>					
8:00 AM	0	0	0	0	0	0	175	1	0	176	4	0	46	0	50	36	190	0	0	226	452					
8:15 AM	0	0	0	0	0	0	153	1	0	154	4	0	46	0	50	21	194	0	0	215	419					
8:30 AM	0	0	0	0	0	0	186	1	0	187	10	0	58	0	68	16	162	0	0	178	433					
8:45 AM	0	0	0	0	0	0	170	2	0	172	3	0	27	0	30	27	189	0	0	216	418					
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>684</b>	<b>5</b>	<b>0</b>	<b>689</b>	<b>21</b>	<b>0</b>	<b>177</b>	<b>0</b>	<b>198</b>	<b>100</b>	<b>735</b>	<b>0</b>	<b>0</b>	<b>835</b>	<b>1722</b>					
Grand Total	0	0	0	0	0	0	1292	13	0	1305	33	0	326	0	359	154	1486	0	0	1640	3304					
Approach %	0.0	0.0	0.0	0.0		0.0	99.0	1.0	0.0		9.2	0.0	90.8	0.0		9.4	90.6	0.0	0.0							
Total %	0.0	0.0	0.0	0.0	0.0	0.0	39.1	0.4	0.0	39.5	1.0	0.0	9.9	0.0	10.9	4.7	45.0	0.0	0.0	49.6						
Exiting Leg Total						0					1519					167					1618					3304

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

	Driveway					East Street					Vincent Road					East Street					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
8:00 AM	0	0	0	0	0	0	175	1	0	176	4	0	46	0	50	36	190	0	0	226	452					
8:15 AM	0	0	0	0	0	0	153	1	0	154	4	0	46	0	50	21	194	0	0	215	419					
8:30 AM	0	0	0	0	0	0	186	1	0	187	10	0	58	0	68	16	162	0	0	178	433					
8:45 AM	0	0	0	0	0	0	170	2	0	172	3	0	27	0	30	27	189	0	0	216	418					
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>684</b>	<b>5</b>	<b>0</b>	<b>689</b>	<b>21</b>	<b>0</b>	<b>177</b>	<b>0</b>	<b>198</b>	<b>100</b>	<b>735</b>	<b>0</b>	<b>0</b>	<b>835</b>	<b>1722</b>					
% Approach Total	0.0	0.0	0.0	0.0		0.0	99.3	0.7	0.0		10.6	0.0	89.4	0.0		12.0	88.0	0.0	0.0							
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.919	0.625	0.000	0.921	0.525	0.000	0.763	0.000	0.728	0.694	0.947	0.000	0.000	0.924	0.952					
Entering Leg	0	0	0	0	0	0	684	5	0	689	21	0	177	0	198	100	735	0	0	835	1722					
Exiting Leg						0					756					105					861					1722
<b>Total</b>						0					1445					303					1696					3444

PDI File #: **217946 (10)**  
 Location: **N: Driveway S: Vincent Road**  
 Location: **E: East Street W: East Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**



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

	Driveway					East Street					Vincent Road					East Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	10	0	0	10	30
7:15 AM	0	0	0	0	0	0	15	0	0	15	1	0	1	0	2	1	7	0	0	8	25
7:30 AM	0	0	0	0	0	0	12	0	0	12	2	0	1	0	3	1	8	0	0	9	24
7:45 AM	0	0	0	0	0	0	17	0	0	17	0	0	1	0	1	1	12	0	0	13	31
<b>Total</b>	0	0	0	0	0	0	64	0	0	64	3	0	3	0	6	3	37	0	0	40	110
8:00 AM	0	0	0	0	0	0	15	0	0	15	0	0	1	0	1	1	15	0	0	16	32
8:15 AM	0	0	0	0	0	0	7	1	0	8	1	0	1	0	2	3	11	0	0	14	24
8:30 AM	0	0	0	0	0	0	8	1	0	9	1	0	0	0	1	1	15	0	0	16	26
8:45 AM	0	0	0	0	0	0	8	0	0	8	0	0	2	0	2	0	13	0	0	13	23
<b>Total</b>	0	0	0	0	0	0	38	2	0	40	2	0	4	0	6	5	54	0	0	59	105
Grand Total	0	0	0	0	0	0	102	2	0	104	5	0	7	0	12	8	91	0	0	99	215
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	98.1	1.9	0.0		41.7	0.0	58.3	0.0		8.1	91.9	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	47.4	0.9	0.0	48.4	2.3	0.0	3.3	0.0	5.6	3.7	42.3	0.0	0.0	46.0	
Exiting Leg Total	0					96					10					109					215
Buses	0	0	0	0	0	0	3	1	0	4	4	0	1	0	5	1	1	0	0	2	11
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	2.9	50.0	0.0	3.8	80.0	0.0	14.3	0.0	41.7	12.5	1.1	0.0	0.0	2.0	5.1
Exiting Leg Total	0					5					2					4					11
Single-Unit Trucks	0	0	0	0	0	0	71	1	0	72	0	0	4	0	4	7	70	0	0	77	153
% Single-Unit	0.0	0.0	0.0	0.0	0.0	0.0	69.6	50.0	0.0	69.2	0.0	0.0	57.1	0.0	33.3	87.5	76.9	0.0	0.0	77.8	71.2
Exiting Leg Total	0					70					8					75					153
Articulated Trucks	0	0	0	0	0	0	28	0	0	28	1	0	2	0	3	0	20	0	0	20	51
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	27.5	0.0	0.0	26.9	20.0	0.0	28.6	0.0	25.0	0.0	22.0	0.0	0.0	20.2	23.7
Exiting Leg Total	0					21					0					30					51

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

	Driveway					East Street					Vincent Road					East Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	0	0	0	0	0	0	17	0	0	17	0	0	1	0	1	1	12	0	0	13	31
8:00 AM	0	0	0	0	0	0	15	0	0	15	0	0	1	0	1	1	15	0	0	16	32
8:15 AM	0	0	0	0	0	0	7	1	0	8	1	0	1	0	2	3	11	0	0	14	24
8:30 AM	0	0	0	0	0	0	8	1	0	9	1	0	0	0	1	1	15	0	0	16	26
<b>Total Volume</b>	0	0	0	0	0	0	47	2	0	49	2	0	3	0	5	6	53	0	0	59	113
% Approach Total	0.0	0.0	0.0	0.0		0.0	95.9	4.1	0.0		40.0	0.0	60.0	0.0		10.2	89.8	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.691	0.500	0.000	0.721	0.500	0.000	0.750	0.000	0.625	0.500	0.883	0.000	0.000	0.922	0.883
Buses	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	0	1	0	0	1	4
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	2.1	50.0	0.0	4.1	50.0	0.0	0.0	0.0	20.0	0.0	1.9	0.0	0.0	1.7	3.5
Single-Unit Trucks	0	0	0	0	0	0	34	1	0	35	0	0	2	0	2	6	40	0	0	46	83
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	72.3	50.0	0.0	71.4	0.0	0.0	66.7	0.0	40.0	100.0	75.5	0.0	0.0	78.0	73.5
Articulated Trucks	0	0	0	0	0	0	12	0	0	12	1	0	1	0	2	0	12	0	0	12	26
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	25.5	0.0	0.0	24.5	50.0	0.0	33.3	0.0	40.0	0.0	22.6	0.0	0.0	20.3	23.0
Buses	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	0	1	0	0	1	4
Single-Unit Trucks	0	0	0	0	0	0	34	1	0	35	0	0	2	0	2	6	40	0	0	46	83
Articulated Trucks	0	0	0	0	0	0	12	0	0	12	1	0	1	0	2	0	12	0	0	12	26
Total Entering Leg	0	0	0	0	0	0	47	2	0	49	2	0	3	0	5	6	53	0	0	59	113
Buses	0					2					1					1					4
Single-Unit Trucks	0					40					7					36					83
Articulated Trucks	0					13					0					13					26
Total Exiting Leg	0					55					8					50					113

PDI File #: **217946 (10)**  
 Location: **N: Driveway S: Vincent Road**  
 Location: **E: East Street W: East Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Buses**

	Driveway					East Street					Vincent Road					East Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	1	0	0	0	1	3
7:30 AM	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	0	0	0	0	0	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>7</b>
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
8:15 AM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>
Grand Total	0	0	0	0	0	0	3	1	0	4	4	0	1	0	5	1	1	0	0	2	11
Approach %	0.0	0.0	0.0	0.0		0.0	75.0	25.0	0.0		80.0	0.0	20.0	0.0		50.0	50.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	27.3	9.1	0.0	36.4	36.4	0.0	9.1	0.0	45.5	9.1	9.1	0.0	0.0	18.2	
Exiting Leg Total	0					5					2					4					11

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

	Driveway					East Street					Vincent Road					East Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	1	0	0	0	1	3
7:30 AM	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	0	0	0	0	0	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>7</b>
% Approach Total	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		75.0	0.0	25.0	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.375	0.000	0.250	0.000	0.500	0.250	0.000	0.000	0.000	0.250	0.583
Entering Leg	0	0	0	0	0	0	2	0	0	2	3	0	1	0	4	1	0	0	0	1	7
Exiting Leg	0					3					1					3					7
<b>Total</b>	<b>0</b>					<b>5</b>					<b>5</b>					<b>4</b>					<b>14</b>

PDI File #: **217946 (10)**  
 Location: **N: Driveway S: Vincent Road**  
 Location: **E: East Street W: East Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Single-Unit Trucks**

	Driveway					East Street					Vincent Road					East Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	8	0	0	8	19
7:15 AM	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	5	0	0	5	17
7:30 AM	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	1	7	0	0	8	17
7:45 AM	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	1	7	0	0	8	20
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>73</b>
8:00 AM	0	0	0	0	0	0	11	0	0	11	0	0	1	0	1	1	12	0	0	13	25
8:15 AM	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	3	10	0	0	13	20
8:30 AM	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	1	11	0	0	12	18
8:45 AM	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	0	10	0	0	10	17
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>80</b>
Grand Total	0	0	0	0	0	0	71	1	0	72	0	0	4	0	4	7	70	0	0	77	153
Approach %	0.0	0.0	0.0	0.0		0.0	98.6	1.4	0.0		0.0	0.0	100.0	0.0		9.1	90.9	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	46.4	0.7	0.0	47.1	0.0	0.0	2.6	0.0	2.6	4.6	45.8	0.0	0.0	50.3	
Exiting Leg Total	0					70					8					75					153

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

7:45 AM	Driveway					East Street					Vincent Road					East Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	1	7	0	0	8	20
8:00 AM	0	0	0	0	0	0	11	0	0	11	0	0	1	0	1	1	12	0	0	13	25
8:15 AM	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	3	10	0	0	13	20
8:30 AM	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	1	11	0	0	12	18
Total Volume	0	0	0	0	0	0	34	1	0	35	0	0	2	0	2	6	40	0	0	46	83
% Approach Total	0.0	0.0	0.0	0.0		0.0	97.1	2.9	0.0		0.0	0.0	100.0	0.0		13.0	87.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.708	0.250	0.000	0.729	0.000	0.000	0.500	0.000	0.500	0.500	0.833	0.000	0.000	0.885	0.830
Entering Leg	0	0	0	0	0	0	34	1	0	35	0	0	2	0	2	6	40	0	0	46	83
Exiting Leg	0					40					7					36					83
Total	0					75					9					82					166

PDI File #: **217946 (10)**  
 Location: **N: Driveway S: Vincent Road**  
 Location: **E: East Street W: East Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Articulated Trucks**

	Driveway					East Street					Vincent Road					East Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	2	0	0	2	10
7:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
7:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
7:45 AM	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	0	5	0	0	5	11
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>30</b>
8:00 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6
8:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
8:30 AM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	4	0	0	4	7
8:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	3	0	0	3	6
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>21</b>
Grand Total	0	0	0	0	0	0	28	0	0	28	1	0	2	0	3	0	20	0	0	20	51
Approach %	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		33.3	0.0	66.7	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	54.9	0.0	0.0	54.9	2.0	0.0	3.9	0.0	5.9	0.0	39.2	0.0	0.0	39.2	
Exiting Leg Total	0					21					0					30					51

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

7:00 AM	Driveway					East Street					Vincent Road					East Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	2	0	0	2	10
7:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
7:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
7:45 AM	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	0	5	0	0	5	11
Total Volume	0	0	0	0	0	0	19	0	0	19	0	0	1	0	1	0	10	0	0	10	30
% Approach Total	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	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.594	0.000	0.000	0.594	0.000	0.000	0.250	0.000	0.250	0.000	0.500	0.000	0.000	0.500	0.682
Entering Leg	0	0	0	0	0	0	19	0	0	19	0	0	1	0	1	0	10	0	0	10	30
Exiting Leg	0					10					0					20					30
Total	0					29					1					30					60

PDI File #: 217946 (10)  
 Location: N: Driveway S: Vincent Road  
 Location: E: East Street W: East Street  
 City, State: Dedham, MA  
 Client: BETA/ J. Curewitz  
 Site Code: 7588  
 Count Date: Wednesday, May 19, 2021  
 Start Time: 7:00 AM  
 End Time: 9:00 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)**

	Driveway							East Street							Vincent Road							East Street							Total													
	from North							from East							from South							from West																				
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total														
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
<b>Grand Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	
Exiting Leg Total	0							0							1							1							2													

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

	Driveway							East Street							Vincent Road							East Street							Total														
	from North							from East							from South							from West																					
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total															
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>% Approach Total</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.000			
Entering Leg	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg	0							0							1							1							2														
<b>Total</b>	0							1							1							2							4														

PDI File #: **217946 (10)**  
 Location: **N: Driveway S: Vincent Road**  
 Location: **E: East Street W: East Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Pedestrians**

	Driveway								East Street								Vincent Road								East Street								Total					
	from North								from East								from South								from West													
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total							
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	1	1	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	1	0	1	1	3
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>3</b>	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	
Grand Total	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	4
Approach %	0	0	0	0	0	0	100		0	0	0	0	0	100		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100					
Total %	0	0	0	0	0	0	25	25	0	0	0	0	0	50	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	25				
Exiting Leg Total	1								2								0								1								4					

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

	Driveway								East Street								Vincent Road								East Street								Total					
	from North								from East								from South								from West													
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total							
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>4</b>		
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	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	100.0						
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.250		0.000	0.000	0.000	0.000	0.000	0.500	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	0.250	0.250				0.333			
Entering Leg	0	0	0	0	0	0	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	4		
Exiting Leg	1								2								0								1								4					
<b>Total</b>	<b>2</b>								<b>4</b>								<b>0</b>								<b>2</b>								<b>8</b>					

PDI File #: **217946 (10)**  
 Location: **N: Driveway S: Vincent Road**  
 Location: **E: East Street W: East Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Cars and Heavy Vehicles (Combined)**

	Driveway					East Street					Vincent Road					East Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	185	1	0	186	3	0	67	0	70	34	173	0	0	207	463
4:15 PM	0	0	0	0	0	0	170	0	0	170	1	0	77	0	78	24	199	0	0	223	471
4:30 PM	0	0	0	0	0	0	203	1	0	204	0	0	55	0	55	27	199	0	0	226	485
4:45 PM	0	0	0	0	0	0	249	2	0	251	5	0	39	0	44	32	209	0	0	241	536
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>807</b>	<b>4</b>	<b>0</b>	<b>811</b>	<b>9</b>	<b>0</b>	<b>238</b>	<b>0</b>	<b>247</b>	<b>117</b>	<b>780</b>	<b>0</b>	<b>0</b>	<b>897</b>	<b>1955</b>
5:00 PM	0	0	0	0	0	0	213	0	0	213	6	0	56	0	62	30	209	0	0	239	514
5:15 PM	0	0	0	0	0	0	218	2	0	220	6	0	34	0	40	29	193	0	0	222	482
5:30 PM	0	0	0	0	0	0	195	2	0	197	3	0	34	0	37	31	188	0	0	219	453
5:45 PM	0	0	0	0	0	0	185	4	0	189	6	0	30	0	36	31	201	0	0	232	457
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>811</b>	<b>8</b>	<b>0</b>	<b>819</b>	<b>21</b>	<b>0</b>	<b>154</b>	<b>0</b>	<b>175</b>	<b>121</b>	<b>791</b>	<b>0</b>	<b>0</b>	<b>912</b>	<b>1906</b>
Grand Total	0	0	0	0	0	0	1618	12	0	1630	30	0	392	0	422	238	1571	0	0	1809	3861
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	99.3	0.7	0.0		7.1	0.0	92.9	0.0		13.2	86.8	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	41.9	0.3	0.0	42.2	0.8	0.0	10.2	0.0	10.9	6.2	40.7	0.0	0.0	46.9	
Exiting Leg Total	0					1601					250					2010					3861
Cars	0	0	0	0	0	0	1571	12	0	1583	30	0	388	0	418	237	1493	0	0	1730	3731
% Cars	0.0	0.0	0.0	0.0	0.0	0.0	97.1	100.0	0.0	97.1	100.0	0.0	99.0	0.0	99.1	99.6	95.0	0.0	0.0	95.6	96.6
Exiting Leg Total	0					1523					249					1959					3731
Heavy Vehicles	0	0	0	0	0	0	47	0	0	47	0	0	4	0	4	1	78	0	0	79	130
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0	2.9	0.0	0.0	1.0	0.0	0.9	0.4	5.0	0.0	0.0	4.4	3.4
Exiting Leg Total	0					78					1					51					130

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

4:30 PM	Driveway					East Street					Vincent Road					East Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	0	0	0	0	0	0	203	1	0	204	0	0	55	0	55	27	199	0	0	226	485
4:45 PM	0	0	0	0	0	0	249	2	0	251	5	0	39	0	44	32	209	0	0	241	536
5:00 PM	0	0	0	0	0	0	213	0	0	213	6	0	56	0	62	30	209	0	0	239	514
5:15 PM	0	0	0	0	0	0	218	2	0	220	6	0	34	0	40	29	193	0	0	222	482
Total Volume	0	0	0	0	0	0	883	5	0	888	17	0	184	0	201	118	810	0	0	928	2017
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	99.4	0.6	0.0		8.5	0.0	91.5	0.0		12.7	87.3	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.887	0.625	0.000	0.884	0.708	0.000	0.821	0.000	0.810	0.922	0.969	0.000	0.000	0.963	0.941
Cars	0	0	0	0	0	0	857	5	0	862	17	0	180	0	197	118	768	0	0	886	1945
Cars %	0.0	0.0	0.0	0.0	0.0	0.0	97.1	100.0	0.0	97.1	100.0	0.0	97.8	0.0	98.0	100.0	94.8	0.0	0.0	95.5	96.4
Heavy Vehicles	0	0	0	0	0	0	26	0	0	26	0	0	4	0	4	0	42	0	0	42	72
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0	2.9	0.0	0.0	2.2	0.0	2.0	0.0	5.2	0.0	0.0	4.5	3.6
Cars Enter Leg	0	0	0	0	0	0	857	5	0	862	17	0	180	0	197	118	768	0	0	886	1945
Heavy Enter Leg	0	0	0	0	0	0	26	0	0	26	0	0	4	0	4	0	42	0	0	42	72
Total Entering Leg	0	0	0	0	0	0	883	5	0	888	17	0	184	0	201	118	810	0	0	928	2017
Cars Exiting Leg	0					785					123					1037					1945
Heavy Exiting Leg	0					42					0					30					72
Total Exiting Leg	0					827					123					1067					2017



PDI File #: **217946 (10)**  
 Location: **N: Driveway S: Vincent Road**  
 Location: **E: East Street W: East Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Cars**

	Driveway					East Street					Vincent Road					East Street					Total				
	from North					from East					from South					from West									
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total					
4:00 PM	0	0	0	0	0	0	180	1	0	181	3	0	67	0	70	33	167	0	0	200	451				
4:15 PM	0	0	0	0	0	0	166	0	0	166	1	0	77	0	78	24	179	0	0	203	447				
4:30 PM	0	0	0	0	0	0	195	1	0	196	0	0	53	0	53	27	186	0	0	213	462				
4:45 PM	0	0	0	0	0	0	244	2	0	246	5	0	38	0	43	32	200	0	0	232	521				
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>785</b>	<b>4</b>	<b>0</b>	<b>789</b>	<b>9</b>	<b>0</b>	<b>235</b>	<b>0</b>	<b>244</b>	<b>116</b>	<b>732</b>	<b>0</b>	<b>0</b>	<b>848</b>	<b>1881</b>				
5:00 PM	0	0	0	0	0	0	207	0	0	207	6	0	56	0	62	30	199	0	0	229	498				
5:15 PM	0	0	0	0	0	0	211	2	0	213	6	0	33	0	39	29	183	0	0	212	464				
5:30 PM	0	0	0	0	0	0	188	2	0	190	3	0	34	0	37	31	181	0	0	212	439				
5:45 PM	0	0	0	0	0	0	180	4	0	184	6	0	30	0	36	31	198	0	0	229	449				
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>786</b>	<b>8</b>	<b>0</b>	<b>794</b>	<b>21</b>	<b>0</b>	<b>153</b>	<b>0</b>	<b>174</b>	<b>121</b>	<b>761</b>	<b>0</b>	<b>0</b>	<b>882</b>	<b>1850</b>				
Grand Total	0	0	0	0	0	0	1571	12	0	1583	30	0	388	0	418	237	1493	0	0	1730	3731				
Approach %	0.0	0.0	0.0	0.0		0.0	99.2	0.8	0.0		7.2	0.0	92.8	0.0		13.7	86.3	0.0	0.0						
Total %	0.0	0.0	0.0	0.0	0.0	0.0	42.1	0.3	0.0	42.4	0.8	0.0	10.4	0.0	11.2	6.4	40.0	0.0	0.0	46.4					
Exiting Leg Total						0						1523						249						1959	3731

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

	Driveway					East Street					Vincent Road					East Street					Total				
	from North					from East					from South					from West									
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total					
4:30 PM	0	0	0	0	0	0	195	1	0	196	0	0	53	0	53	27	186	0	0	213	462				
4:45 PM	0	0	0	0	0	0	244	2	0	246	5	0	38	0	43	32	200	0	0	232	521				
5:00 PM	0	0	0	0	0	0	207	0	0	207	6	0	56	0	62	30	199	0	0	229	498				
5:15 PM	0	0	0	0	0	0	211	2	0	213	6	0	33	0	39	29	183	0	0	212	464				
Total Volume	0	0	0	0	0	0	857	5	0	862	17	0	180	0	197	118	768	0	0	886	1945				
% Approach Total	0.0	0.0	0.0	0.0		0.0	99.4	0.6	0.0		8.6	0.0	91.4	0.0		13.3	86.7	0.0	0.0						
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.878	0.625	0.000	0.876	0.708	0.000	0.804	0.000	0.794	0.922	0.960	0.000	0.000	0.955	0.933				
Entering Leg	0	0	0	0	0	0	857	5	0	862	17	0	180	0	197	118	768	0	0	886	1945				
Exiting Leg						0						785						123						1037	1945
Total						0						1647						320						1923	3890

PDI File #: **217946 (10)**  
 Location: **N: Driveway S: Vincent Road**  
 Location: **E: East Street W: East Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**



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

	Driveway					East Street					Vincent Road					East Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	1	6	0	0	7	12
4:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	20	0	0	20	24
4:30 PM	0	0	0	0	0	0	8	0	0	8	0	0	2	0	2	0	13	0	0	13	23
4:45 PM	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	0	9	0	0	9	15
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>48</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>74</b>
5:00 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	10	0	0	10	16
5:15 PM	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	0	10	0	0	10	18
5:30 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	7	0	0	7	14
5:45 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	8
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>56</b>
Grand Total	0	0	0	0	0	0	47	0	0	47	0	0	4	0	4	1	78	0	0	79	130
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	100.0	1.3	98.7	0.0	0.0	100.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	36.2	0.0	0.0	36.2	0.0	0.0	3.1	0.0	3.1	0.8	60.0	0.0	0.0	60.8	
Exiting Leg Total	0					78					1					51					130
Buses	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	9	0	0	9	12
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	6.4	0.0	0.0	6.4	0.0	0.0	0.0	0.0	0.0	0.0	11.5	0.0	0.0	11.4	9.2
Exiting Leg Total	0					9					0					3					12
Single-Unit Trucks	0	0	0	0	0	0	31	0	0	31	0	0	4	0	4	1	58	0	0	59	94
% Single-Unit	0.0	0.0	0.0	0.0	0.0	0.0	66.0	0.0	0.0	66.0	0.0	0.0	100.0	0.0	100.0	100.0	74.4	0.0	0.0	74.7	72.3
Exiting Leg Total	0					58					1					35					94
Articulated Trucks	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	11	0	0	11	24
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	27.7	0.0	0.0	27.7	0.0	0.0	0.0	0.0	0.0	0.0	14.1	0.0	0.0	13.9	18.5
Exiting Leg Total	0					11					0					13					24

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

	Driveway					East Street					Vincent Road					East Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	20	0	0	20	24
4:30 PM	0	0	0	0	0	0	8	0	0	8	0	0	2	0	2	0	13	0	0	13	23
4:45 PM	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	0	9	0	0	9	15
5:00 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	10	0	0	10	16
Total Volume	0	0	0	0	0	0	23	0	0	23	0	0	3	0	3	0	52	0	0	52	78
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	100.0	0.0	100.0	0.0	0.0	100.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.719	0.000	0.000	0.719	0.000	0.000	0.375	0.000	0.375	0.000	0.650	0.000	0.000	0.650	0.813
Buses	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	9
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	8.7	0.0	0.0	8.7	0.0	0.0	0.0	0.0	0.0	0.0	13.5	0.0	0.0	13.5	11.5
Single-Unit Trucks	0	0	0	0	0	0	14	0	0	14	0	0	3	0	3	0	39	0	0	39	56
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	60.9	0.0	0.0	60.9	0.0	0.0	100.0	0.0	100.0	0.0	75.0	0.0	0.0	75.0	71.8
Articulated Trucks	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	6	0	0	6	13
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	30.4	0.0	0.0	30.4	0.0	0.0	0.0	0.0	0.0	0.0	11.5	0.0	0.0	11.5	16.7
Buses	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	9
Single-Unit Trucks	0	0	0	0	0	0	14	0	0	14	0	0	3	0	3	0	39	0	0	39	56
Articulated Trucks	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	6	0	0	6	13
Total Entering Leg	0	0	0	0	0	0	23	0	0	23	0	0	3	0	3	0	52	0	0	52	78
Buses	0					7					0					2					9
Single-Unit Trucks	0					39					0					17					56
Articulated Trucks	0					6					0					7					13
Total Exiting Leg	0					52					0					26					78

PDI File #: **217946 (10)**  
 Location: **N: Driveway S: Vincent Road**  
 Location: **E: East Street W: East Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Buses**

	Driveway					East Street					Vincent Road					East Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5
4:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>8</b>
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>4</b>
Grand Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	9	0	0	9	12
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	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	75.0	0.0	0.0	75.0	
Exiting Leg Total	0					9					0					3					12

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

	Driveway					East Street					Vincent Road					East Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5
4:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>9</b>
% 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	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.350	0.000	0.000	0.350	0.450
Entering Leg	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	9
Exiting Leg	0					7					0					2					9
<b>Total</b>	<b>0</b>					<b>9</b>					<b>0</b>					<b>9</b>					<b>18</b>

PDI File #: **217946 (10)**  
 Location: **N: Driveway S: Vincent Road**  
 Location: **E: East Street W: East Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Single-Unit Trucks**

	Driveway					East Street					Vincent Road					East Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	4	0	0	5	9
4:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	18	0	0	18	20
4:30 PM	0	0	0	0	0	0	4	0	0	4	0	0	2	0	2	0	6	0	0	6	12
4:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	9	0	0	9	12
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>53</b>
5:00 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	12
5:15 PM	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	0	8	0	0	8	14
5:30 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	9
5:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>41</b>
Grand Total	0	0	0	0	0	0	31	0	0	31	0	0	4	0	4	1	58	0	0	59	94
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		1.7	98.3	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	33.0	0.0	0.0	33.0	0.0	0.0	4.3	0.0	4.3	1.1	61.7	0.0	0.0	62.8	
Exiting Leg Total	0					58					1					35					94

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

4:15 PM	Driveway					East Street					Vincent Road					East Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	18	0	0	18	20
4:30 PM	0	0	0	0	0	0	4	0	0	4	0	0	2	0	2	0	6	0	0	6	12
4:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	9	0	0	9	12
5:00 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	12
Total Volume	0	0	0	0	0	0	14	0	0	14	0	0	3	0	3	0	39	0	0	39	56
% Approach Total	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	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.583	0.000	0.000	0.583	0.000	0.000	0.375	0.000	0.375	0.000	0.542	0.000	0.000	0.542	0.700
Entering Leg	0	0	0	0	0	0	14	0	0	14	0	0	3	0	3	0	39	0	0	39	56
Exiting Leg	0					39					0					17					56
Total	0					53					3					56					112

PDI File #: **217946 (10)**  
 Location: **N: Driveway S: Vincent Road**  
 Location: **E: East Street W: East Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Articulated Trucks**

	Driveway					East Street					Vincent Road					East Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
4:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
4:30 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>13</b>
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
5:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
5:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
5:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>11</b>
Grand Total	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	11	0	0	11	24
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	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	54.2	0.0	0.0	54.2	0.0	0.0	0.0	0.0	0.0	0.0	45.8	0.0	0.0	45.8	
Exiting Leg Total	0					11					0					13					24

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

	Driveway					East Street					Vincent Road					East Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
5:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
Total Volume	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	7	0	0	7	14
% 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	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.438	0.000	0.000	0.438	0.000	0.000	0.000	0.000	0.000	0.000	0.583	0.000	0.000	0.583	0.583
Entering Leg	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	7	0	0	7	14
Exiting Leg	0					7					0					7					14
Total	0					14					0					14					28





PDI File #: **217946 (11)**  
 Location: **N: East Street S: East Street**  
 Location: **E: Lamione Street W: Driveway**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Cars and Heavy Vehicles (Combined)**

	East Street					Lamione Street					East Street					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	2	141	0	0	143	1	0	1	0	2	0	193	5	0	198	1	0	1	0	2	345
7:15 AM	1	181	0	0	182	0	0	0	0	0	1	196	3	1	201	0	0	0	0	0	383
7:30 AM	0	167	0	0	167	3	0	0	0	3	1	229	1	0	231	1	0	1	0	2	403
7:45 AM	0	179	0	0	179	1	0	1	0	2	0	205	1	0	206	0	0	0	0	0	387
<b>Total</b>	<b>3</b>	<b>668</b>	<b>0</b>	<b>0</b>	<b>671</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>823</b>	<b>10</b>	<b>1</b>	<b>836</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>1518</b>
8:00 AM	0	191	0	0	191	0	0	1	0	1	0	216	2	0	218	0	0	0	0	0	410
8:15 AM	1	157	0	0	158	1	0	0	0	1	0	203	1	0	204	1	0	1	0	2	365
8:30 AM	0	208	0	0	208	0	0	0	0	0	0	211	0	0	211	0	0	0	0	0	419
8:45 AM	0	171	0	0	171	0	0	0	0	0	0	205	1	0	206	1	0	1	0	2	379
<b>Total</b>	<b>1</b>	<b>727</b>	<b>0</b>	<b>0</b>	<b>728</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>835</b>	<b>4</b>	<b>0</b>	<b>839</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>1573</b>
Grand Total	4	1395	0	0	1399	6	0	3	0	9	2	1658	14	1	1675	4	0	4	0	8	3091
Approach %	0.3	99.7	0.0	0.0		66.7	0.0	33.3	0.0		0.1	99.0	0.8	0.1		50.0	0.0	50.0	0.0		
Total %	0.1	45.1	0.0	0.0	45.3	0.2	0.0	0.1	0.0	0.3	0.1	53.6	0.5	0.0	54.2	0.1	0.0	0.1	0.0	0.3	
Exiting Leg Total	1668					2					1403					18					3091
Cars	4	1292	0	0	1296	5	0	3	0	8	2	1564	14	1	1581	4	0	4	0	8	2893
% Cars	100.0	92.6	0.0	0.0	92.6	83.3	0.0	100.0	0.0	88.9	100.0	94.3	100.0	100.0	94.4	100.0	0.0	100.0	0.0	100.0	93.6
Exiting Leg Total	1573					2					1300					18					2893
Heavy Vehicles	0	103	0	0	103	1	0	0	0	1	0	94	0	0	94	0	0	0	0	0	198
% Heavy Vehicles	0.0	7.4	0.0	0.0	7.4	16.7	0.0	0.0	0.0	11.1	0.0	5.7	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	6.4
Exiting Leg Total	95					0					103					0					198

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

7:15 AM	East Street					Lamione Street					East Street					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:15 AM	1	181	0	0	182	0	0	0	0	0	1	196	3	1	201	0	0	0	0	0	383
7:30 AM	0	167	0	0	167	3	0	0	0	3	1	229	1	0	231	1	0	1	0	2	403
7:45 AM	0	179	0	0	179	1	0	1	0	2	0	205	1	0	206	0	0	0	0	0	387
8:00 AM	0	191	0	0	191	0	0	1	0	1	0	216	2	0	218	0	0	0	0	0	410
Total Volume	1	718	0	0	719	4	0	2	0	6	2	846	7	1	856	1	0	1	0	2	1583
% Approach Total	0.1	99.9	0.0	0.0		66.7	0.0	33.3	0.0		0.2	98.8	0.8	0.1		50.0	0.0	50.0	0.0		
PHF	0.250	0.940	0.000	0.000	0.941	0.333	0.000	0.500	0.000	0.500	0.500	0.924	0.583	0.250	0.926	0.250	0.000	0.250	0.000	0.250	0.965
Cars	1	662	0	0	663	4	0	2	0	6	2	804	7	1	814	1	0	1	0	2	1485
Cars %	100.0	92.2	0.0	0.0	92.2	100.0	0.0	100.0	0.0	100.0	100.0	95.0	100.0	100.0	95.1	100.0	0.0	100.0	0.0	100.0	93.8
Heavy Vehicles	0	56	0	0	56	0	0	0	0	0	0	42	0	0	42	0	0	0	0	0	98
Heavy Vehicles %	0.0	7.8	0.0	0.0	7.8	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	4.9	0.0	0.0	0.0	0.0	0.0	6.2
Cars Enter Leg	1	662	0	0	663	4	0	2	0	6	2	804	7	1	814	1	0	1	0	2	1485
Heavy Enter Leg	0	56	0	0	56	0	0	0	0	0	0	42	0	0	42	0	0	0	0	0	98
Total Entering Leg	1	718	0	0	719	4	0	2	0	6	2	846	7	1	856	1	0	1	0	2	1583
Cars Exiting Leg	809					2					666					8					1485
Heavy Exiting Leg	42					0					56					0					98
Total Exiting Leg	851					2					722					8					1583



PDI File #: **217946 (11)**  
 Location: **N: East Street S: East Street**  
 Location: **E: Lamione Street W: Driveway**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Cars**

	East Street					Lamione Street					East Street					Driveway					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
7:00 AM	2	121	0	0	123	0	0	1	0	1	0	181	5	0	186	1	0	1	0	2	312					
7:15 AM	1	168	0	0	169	0	0	0	0	0	1	189	3	1	194	0	0	0	0	0	363					
7:30 AM	0	155	0	0	155	3	0	0	0	3	1	216	1	0	218	1	0	1	0	2	378					
7:45 AM	0	162	0	0	162	1	0	1	0	2	0	194	1	0	195	0	0	0	0	0	359					
<b>Total</b>	<b>3</b>	<b>606</b>	<b>0</b>	<b>0</b>	<b>609</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>780</b>	<b>10</b>	<b>1</b>	<b>793</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>1412</b>					
8:00 AM	0	177	0	0	177	0	0	1	0	1	0	205	2	0	207	0	0	0	0	0	385					
8:15 AM	1	148	0	0	149	1	0	0	0	1	0	193	1	0	194	1	0	1	0	2	346					
8:30 AM	0	197	0	0	197	0	0	0	0	0	0	194	0	0	194	0	0	0	0	0	391					
8:45 AM	0	164	0	0	164	0	0	0	0	0	0	192	1	0	193	1	0	1	0	2	359					
<b>Total</b>	<b>1</b>	<b>686</b>	<b>0</b>	<b>0</b>	<b>687</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>784</b>	<b>4</b>	<b>0</b>	<b>788</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>1481</b>					
Grand Total	4	1292	0	0	1296	5	0	3	0	8	2	1564	14	1	1581	4	0	4	0	8	2893					
Approach %	0.3	99.7	0.0	0.0		62.5	0.0	37.5	0.0		0.1	98.9	0.9	0.1		50.0	0.0	50.0	0.0							
Total %	0.1	44.7	0.0	0.0	44.8	0.2	0.0	0.1	0.0	0.3	0.1	54.1	0.5	0.0	54.6	0.1	0.0	0.1	0.0	0.3						
Exiting Leg Total						1573					2					1300					18					2893

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

	East Street					Lamione Street					East Street					Driveway					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
7:15 AM	1	168	0	0	169	0	0	0	0	0	1	189	3	1	194	0	0	0	0	0	363					
7:30 AM	0	155	0	0	155	3	0	0	0	3	1	216	1	0	218	1	0	1	0	2	378					
7:45 AM	0	162	0	0	162	1	0	1	0	2	0	194	1	0	195	0	0	0	0	0	359					
8:00 AM	0	177	0	0	177	0	0	1	0	1	0	205	2	0	207	0	0	0	0	0	385					
<b>Total Volume</b>	<b>1</b>	<b>662</b>	<b>0</b>	<b>0</b>	<b>663</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>804</b>	<b>7</b>	<b>1</b>	<b>814</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1485</b>					
% Approach Total	0.2	99.8	0.0	0.0		66.7	0.0	33.3	0.0		0.2	98.8	0.9	0.1		50.0	0.0	50.0	0.0							
PHF	0.250	0.935	0.000	0.000	0.936	0.333	0.000	0.500	0.000	0.500	0.500	0.931	0.583	0.250	0.933	0.250	0.000	0.250	0.000	0.250	0.964					
Entering Leg	1	662	0	0	663	4	0	2	0	6	2	804	7	1	814	1	0	1	0	2	1485					
Exiting Leg						809					2					666					8					1485
<b>Total</b>						1472					8					1480					10					2970

PDI File #: **217946 (11)**  
 Location: **N: East Street S: East Street**  
 Location: **E: Lamione Street W: Driveway**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**



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

	East Street					Lamione Street					East Street					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	20	0	0	20	1	0	0	0	1	0	12	0	0	12	0	0	0	0	0	33
7:15 AM	0	13	0	0	13	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	20
7:30 AM	0	12	0	0	12	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	25
7:45 AM	0	17	0	0	17	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	28
<b>Total</b>	<b>0</b>	<b>62</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>106</b>
8:00 AM	0	14	0	0	14	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	25
8:15 AM	0	9	0	0	9	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	19
8:30 AM	0	11	0	0	11	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	28
8:45 AM	0	7	0	0	7	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	20
<b>Total</b>	<b>0</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>92</b>
Grand Total	0	103	0	0	103	1	0	0	0	1	0	94	0	0	94	0	0	0	0	0	198
Approach %	0.0	100.0	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		
Total %	0.0	52.0	0.0	0.0	52.0	0.5	0.0	0.0	0.0	0.5	0.0	47.5	0.0	0.0	47.5	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	95					0					103					0					198
Buses	0	6	0	0	6	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	16
% Buses	0.0	5.8	0.0	0.0	5.8	0.0	0.0	0.0	0.0	0.0	0.0	10.6	0.0	0.0	10.6	0.0	0.0	0.0	0.0	0.0	8.1
Exiting Leg Total	10					0					6					0					16
Single-Unit Trucks	0	70	0	0	70	1	0	0	0	1	0	63	0	0	63	0	0	0	0	0	134
% Single-Unit	0.0	68.0	0.0	0.0	68.0	100.0	0.0	0.0	0.0	100.0	0.0	67.0	0.0	0.0	67.0	0.0	0.0	0.0	0.0	0.0	67.7
Exiting Leg Total	64					0					70					0					134
Articulated Trucks	0	27	0	0	27	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	48
% Articulated	0.0	26.2	0.0	0.0	26.2	0.0	0.0	0.0	0.0	0.0	0.0	22.3	0.0	0.0	22.3	0.0	0.0	0.0	0.0	0.0	24.2
Exiting Leg Total	21					0					27					0					48

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

	East Street					Lamione Street					East Street					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	20	0	0	20	1	0	0	0	1	0	12	0	0	12	0	0	0	0	0	33
7:15 AM	0	13	0	0	13	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	20
7:30 AM	0	12	0	0	12	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	25
7:45 AM	0	17	0	0	17	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	28
<b>Total Volume</b>	<b>0</b>	<b>62</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>106</b>
% Approach Total	0.0	100.0	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		
PHF	0.000	0.775	0.000	0.000	0.775	0.250	0.000	0.000	0.000	0.250	0.000	0.827	0.000	0.000	0.827	0.000	0.000	0.000	0.000	0.000	0.803
Buses	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	10
Buses %	0.0	6.5	0.0	0.0	6.5	0.0	0.0	0.0	0.0	0.0	0.0	14.0	0.0	0.0	14.0	0.0	0.0	0.0	0.0	0.0	9.4
Single-Unit Trucks	0	41	0	0	41	1	0	0	0	1	0	28	0	0	28	0	0	0	0	0	70
Single-Unit %	0.0	66.1	0.0	0.0	66.1	100.0	0.0	0.0	0.0	100.0	0.0	65.1	0.0	0.0	65.1	0.0	0.0	0.0	0.0	0.0	66.0
Articulated Trucks	0	17	0	0	17	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	26
Articulated %	0.0	27.4	0.0	0.0	27.4	0.0	0.0	0.0	0.0	0.0	0.0	20.9	0.0	0.0	20.9	0.0	0.0	0.0	0.0	0.0	24.5
Buses	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	10
Single-Unit Trucks	0	41	0	0	41	1	0	0	0	1	0	28	0	0	28	0	0	0	0	0	70
Articulated Trucks	0	17	0	0	17	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	26
Total Entering Leg	0	62	0	0	62	1	0	0	0	1	0	43	0	0	43	0	0	0	0	0	106
Buses	6					0					4					0					10
Single-Unit Trucks	29					0					41					0					70
Articulated Trucks	9					0					17					0					26
Total Exiting Leg	44					0					62					0					106

PDI File #: **217946 (11)**  
 Location: **N: East Street S: East Street**  
 Location: **E: Lamione Street W: Driveway**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Buses**

	East Street					Lamione Street					East Street					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
7:30 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	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
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
Grand Total	0	6	0	0	6	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	16
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	37.5	0.0	0.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	62.5	0.0	0.0	62.5	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	10					0					6					0					16

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

	East Street					Lamione Street					East Street					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
7:30 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
<b>% Approach Total</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		
PHF	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	10
Exiting Leg	6					0					4					0					10
<b>Total</b>	<b>10</b>					<b>0</b>					<b>10</b>					<b>0</b>					<b>20</b>

PDI File #: **217946 (11)**  
 Location: **N: East Street S: East Street**  
 Location: **E: Lamione Street W: Driveway**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Single-Unit Trucks**

	East Street					Lamione Street					East Street					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	11	0	0	11	1	0	0	0	1	0	8	0	0	8	0	0	0	0	0	20
7:15 AM	0	10	0	0	10	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	15
7:30 AM	0	7	0	0	7	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	15
7:45 AM	0	13	0	0	13	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	20
<b>Total</b>	<b>0</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>70</b>
8:00 AM	0	10	0	0	10	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	19
8:15 AM	0	6	0	0	6	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	13
8:30 AM	0	8	0	0	8	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	17
8:45 AM	0	5	0	0	5	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	15
<b>Total</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>64</b>
Grand Total	0	70	0	0	70	1	0	0	0	1	0	63	0	0	63	0	0	0	0	0	134
Approach %	0.0	100.0	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		
Total %	0.0	52.2	0.0	0.0	52.2	0.7	0.0	0.0	0.0	0.7	0.0	47.0	0.0	0.0	47.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						64					0					70					134

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

7:00 AM	East Street					Lamione Street					East Street					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	11	0	0	11	1	0	0	0	1	0	8	0	0	8	0	0	0	0	0	20
7:15 AM	0	10	0	0	10	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	15
7:30 AM	0	7	0	0	7	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	15
7:45 AM	0	13	0	0	13	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	20
Total Volume	0	41	0	0	41	1	0	0	0	1	0	28	0	0	28	0	0	0	0	0	70
% Approach Total	0.0	100.0	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		
PHF	0.000	0.788	0.000	0.000	0.788	0.250	0.000	0.000	0.000	0.250	0.000	0.875	0.000	0.000	0.875	0.000	0.000	0.000	0.000	0.000	0.875
Entering Leg	0	41	0	0	41	1	0	0	0	1	0	28	0	0	28	0	0	0	0	0	70
Exiting Leg						29					0					41					70
Total						70					1					69					140

PDI File #: **217946 (11)**  
 Location: **N: East Street S: East Street**  
 Location: **E: Lamione Street W: Driveway**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Articulated Trucks**

	East Street					Lamione Street					East Street					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	7	0	0	7	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	9
7:15 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
7:30 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
7:45 AM	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
<b>Total</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>
8:00 AM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
8:15 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
8:30 AM	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	8
8:45 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
<b>Total</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>
<b>Grand Total</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>48</b>
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	56.3	0.0	0.0	56.3	0.0	0.0	0.0	0.0	0.0	0.0	43.8	0.0	0.0	43.8	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	21					0					27					0					48

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

	East Street					Lamione Street					East Street					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	7	0	0	7	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	9
7:15 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
7:30 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
7:45 AM	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
<b>Total Volume</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.607	0.000	0.000	0.607	0.000	0.000	0.000	0.000	0.000	0.000	0.563	0.000	0.000	0.563	0.000	0.000	0.000	0.000	0.000	0.722
Entering Leg	0	17	0	0	17	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	26
Exiting Leg	9					0					17					0					26
<b>Total</b>	<b>26</b>					<b>0</b>					<b>26</b>					<b>0</b>					<b>52</b>

PDI File #: 217946 (11)  
 Location: N: East Street S: East Street  
 Location: E: Lamione Street W: Driveway  
 City, State: Dedham, MA  
 Client: BETA/ J. Curewitz  
 Site Code: 7588  
 Count Date: Wednesday, May 19, 2021  
 Start Time: 7:00 AM  
 End Time: 9:00 AM  
 Class:



**Bicycles (on Roadway and Crosswalks)**

	East Street								Lamione Street								East Street								Driveway								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	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	0	0		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
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		
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	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	0	0	0	0	0	0	0	0	0	0		
8:15 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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		
<b>Total</b>	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
Grand Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2		
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Total %	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Exiting Leg Total	1							0							1							0							2				

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

7:00 AM	East Street								Lamione Street								East Street								Driveway								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	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	0	0		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
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		
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1		
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0				
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	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250				
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1		
Exiting Leg	1							0							0							0							1				
Total	1							0							1							0							2				

PDI File #: **217946 (11)**  
 Location: **N: East Street S: East Street**  
 Location: **E: Lamione Street W: Driveway**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Pedestrians**

	East Street								Lamione Street								East Street								Driveway								Total								
	from North								from East								from South								from West																
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total										
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
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	0	0	0	0	0	0	0	0	0	0	0	0	0	5		
8:00 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	0	0	1	0	1	0	0	0	0	0	0	2				
8:15 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	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	3	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	5		
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5		
Total	0	0	0	0	0	0	0	0	0	0	0	6	6	12	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	13				
Grand Total	0	0	0	0	0	0	0	0	0	0	0	9	8	17	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	18				
Approach %	0	0	0	0	0	0	0	0	0	0	0	52.9	47.1		0	0	0	0	0	0	0	0	0	0	0	0	0	100	0												
Total %	0	0	0	0	0	0	0	0	0	0	0	50	44.4	94.4	0	0	0	0	0	0	0	0	0	0	0	0	0	5.56	0	5.56	0	5.56									
Exiting Leg Total	0								17								0								1								18								

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

	East Street								Lamione Street								East Street								Driveway								Total						
	from North								from East								from South								from West														
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total								
8:00 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	0	0	1	0	1	0	0	0	0	0	0	2		
8:15 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	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	3	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	5
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total Volume	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	0	0	1	0	1	0	0	0	0	0	0	13		
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0										
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.500	0.600	0.000	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	0.650									
Entering Leg	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	0	0	1	0	1	0	0	0	0	0	0	13		
Exiting Leg	0								12								0								1								13						
Total	0								24								0								2								26						

PDI File #: **217946 (11)**  
 Location: **N: East Street S: East Street**  
 Location: **E: Lamione Street W: Driveway**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Cars and Heavy Vehicles (Combined)**

	East Street					Lamione Street					East Street					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	187	1	0	188	1	0	0	0	1	1	164	0	0	165	2	0	1	0	3	357
4:15 PM	0	169	0	0	169	0	0	0	0	0	0	205	0	0	205	1	0	1	0	2	376
4:30 PM	0	180	0	0	180	0	0	0	0	0	1	181	1	0	183	1	0	2	0	3	366
4:45 PM	0	231	0	0	231	0	0	0	0	0	1	208	1	0	210	1	0	0	0	1	442
<b>Total</b>	<b>0</b>	<b>767</b>	<b>1</b>	<b>0</b>	<b>768</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>758</b>	<b>2</b>	<b>0</b>	<b>763</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>1541</b>
5:00 PM	0	232	0	0	232	0	0	1	0	1	0	197	2	0	199	1	0	0	0	1	433
5:15 PM	0	202	0	0	202	0	0	0	0	0	0	209	0	0	209	1	0	0	0	1	412
5:30 PM	0	199	0	0	199	1	0	1	0	2	0	188	0	0	188	0	0	0	0	0	389
5:45 PM	1	194	2	0	197	2	0	0	0	2	1	200	0	0	201	2	0	0	0	2	402
<b>Total</b>	<b>1</b>	<b>827</b>	<b>2</b>	<b>0</b>	<b>830</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>794</b>	<b>2</b>	<b>0</b>	<b>797</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1636</b>
Grand Total	1	1594	3	0	1598	4	0	2	0	6	4	1552	4	0	1560	9	0	4	0	13	3177
Approach %	0.1	99.7	0.2	0.0		66.7	0.0	33.3	0.0		0.3	99.5	0.3	0.0		69.2	0.0	30.8	0.0		
Total %	0.0	50.2	0.1	0.0	50.3	0.1	0.0	0.1	0.0	0.2	0.1	48.9	0.1	0.0	49.1	0.3	0.0	0.1	0.0	0.4	
Exiting Leg Total	1560					7					1605					5					3177
Cars	1	1555	3	0	1559	4	0	2	0	6	4	1486	4	0	1494	9	0	4	0	13	3072
% Cars	100.0	97.6	100.0	0.0	97.6	100.0	0.0	100.0	0.0	100.0	100.0	95.7	100.0	0.0	95.8	100.0	0.0	100.0	0.0	100.0	96.7
Exiting Leg Total	1494					7					1566					5					3072
Heavy Vehicles	0	39	0	0	39	0	0	0	0	0	0	66	0	0	66	0	0	0	0	0	105
% Heavy Vehicles	0.0	2.4	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	4.3	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	3.3
Exiting Leg Total	66					0					39					0					105

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

	East Street					Lamione Street					East Street					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:45 PM	0	231	0	0	231	0	0	0	0	0	1	208	1	0	210	1	0	0	0	1	442
5:00 PM	0	232	0	0	232	0	0	1	0	1	0	197	2	0	199	1	0	0	0	1	433
5:15 PM	0	202	0	0	202	0	0	0	0	0	0	209	0	0	209	1	0	0	0	1	412
5:30 PM	0	199	0	0	199	1	0	1	0	2	0	188	0	0	188	0	0	0	0	0	389
Total Volume	0	864	0	0	864	1	0	2	0	3	1	802	3	0	806	3	0	0	0	3	1676
% Approach Total	0.0	100.0	0.0	0.0		33.3	0.0	66.7	0.0		0.1	99.5	0.4	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.931	0.000	0.000	0.931	0.250	0.000	0.500	0.000	0.375	0.250	0.959	0.375	0.000	0.960	0.750	0.000	0.000	0.000	0.750	0.948
Cars	0	843	0	0	843	1	0	2	0	3	1	770	3	0	774	3	0	0	0	3	1623
Cars %	0.0	97.6	0.0	0.0	97.6	100.0	0.0	100.0	0.0	100.0	100.0	96.0	100.0	0.0	96.0	100.0	0.0	0.0	0.0	100.0	96.8
Heavy Vehicles	0	21	0	0	21	0	0	0	0	0	0	32	0	0	32	0	0	0	0	0	53
Heavy Vehicles %	0.0	2.4	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	3.2
Cars Enter Leg	0	843	0	0	843	1	0	2	0	3	1	770	3	0	774	3	0	0	0	3	1623
Heavy Enter Leg	0	21	0	0	21	0	0	0	0	0	0	32	0	0	32	0	0	0	0	0	53
Total Entering Leg	0	864	0	0	864	1	0	2	0	3	1	802	3	0	806	3	0	0	0	3	1676
Cars Exiting Leg	771					1					848					3					1623
Heavy Exiting Leg	32					0					21					0					53
Total Exiting Leg	803					1					869					3					1676



PDI File #: **217946 (11)**  
 Location: **N: East Street S: East Street**  
 Location: **E: Lamione Street W: Driveway**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. CUREWITZ**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Cars**

	East Street					Lamione Street					East Street					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	180	1	0	181	1	0	0	0	1	1	159	0	0	160	2	0	1	0	3	345
4:15 PM	0	166	0	0	166	0	0	0	0	0	0	190	0	0	190	1	0	1	0	2	358
4:30 PM	0	176	0	0	176	0	0	0	0	0	1	170	1	0	172	1	0	2	0	3	351
4:45 PM	0	226	0	0	226	0	0	0	0	0	1	200	1	0	202	1	0	0	0	1	429
<b>Total</b>	<b>0</b>	<b>748</b>	<b>1</b>	<b>0</b>	<b>749</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>719</b>	<b>2</b>	<b>0</b>	<b>724</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>1483</b>
5:00 PM	0	226	0	0	226	0	0	1	0	1	0	190	2	0	192	1	0	0	0	1	420
5:15 PM	0	197	0	0	197	0	0	0	0	0	0	198	0	0	198	1	0	0	0	1	396
5:30 PM	0	194	0	0	194	1	0	1	0	2	0	182	0	0	182	0	0	0	0	0	378
5:45 PM	1	190	2	0	193	2	0	0	0	2	1	197	0	0	198	2	0	0	0	2	395
<b>Total</b>	<b>1</b>	<b>807</b>	<b>2</b>	<b>0</b>	<b>810</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>767</b>	<b>2</b>	<b>0</b>	<b>770</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1589</b>
Grand Total	1	1555	3	0	1559	4	0	2	0	6	4	1486	4	0	1494	9	0	4	0	13	3072
Approach %	0.1	99.7	0.2	0.0		66.7	0.0	33.3	0.0		0.3	99.5	0.3	0.0		69.2	0.0	30.8	0.0		
Total %	0.0	50.6	0.1	0.0	50.7	0.1	0.0	0.1	0.0	0.2	0.1	48.4	0.1	0.0	48.6	0.3	0.0	0.1	0.0	0.4	
Exiting Leg Total					1494					7					1566					5	3072

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

	East Street					Lamione Street					East Street					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:45 PM	0	226	0	0	226	0	0	0	0	0	1	200	1	0	202	1	0	0	0	1	429
5:00 PM	0	226	0	0	226	0	0	1	0	1	0	190	2	0	192	1	0	0	0	1	420
5:15 PM	0	197	0	0	197	0	0	0	0	0	0	198	0	0	198	1	0	0	0	1	396
5:30 PM	0	194	0	0	194	1	0	1	0	2	0	182	0	0	182	0	0	0	0	0	378
<b>Total Volume</b>	<b>0</b>	<b>843</b>	<b>0</b>	<b>0</b>	<b>843</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>770</b>	<b>3</b>	<b>0</b>	<b>774</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1623</b>
% Approach Total	0.0	100.0	0.0	0.0		33.3	0.0	66.7	0.0		0.1	99.5	0.4	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.933	0.000	0.000	0.933	0.250	0.000	0.500	0.000	0.375	0.250	0.963	0.375	0.000	0.958	0.750	0.000	0.000	0.000	0.750	0.946
Entering Leg	0	843	0	0	843	1	0	2	0	3	1	770	3	0	774	3	0	0	0	3	1623
Exiting Leg					771					1					848					3	1623
<b>Total</b>					<b>1614</b>					<b>4</b>					<b>1622</b>					<b>6</b>	<b>3246</b>

PDI File #: **217946 (11)**  
 Location: **N: East Street S: East Street**  
 Location: **E: Lamione Street W: Driveway**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**



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

	East Street					Lamione Street					East Street					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	12
4:15 PM	0	3	0	0	3	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	18
4:30 PM	0	4	0	0	4	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	15
4:45 PM	0	5	0	0	5	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	13
<b>Total</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>58</b>
5:00 PM	0	6	0	0	6	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	13
5:15 PM	0	5	0	0	5	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	16
5:30 PM	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11
5:45 PM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
<b>Total</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47</b>
Grand Total	0	39	0	0	39	0	0	0	0	0	0	66	0	0	66	0	0	0	0	0	105
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	37.1	0.0	0.0	37.1	0.0	0.0	0.0	0.0	0.0	0.0	62.9	0.0	0.0	62.9	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					66					0					39					0	105
Buses	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	10
% Buses	0.0	7.7	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	10.6	0.0	0.0	10.6	0.0	0.0	0.0	0.0	0.0	9.5
Exiting Leg Total					7					0					3					0	10
Single-Unit Trucks	0	23	0	0	23	0	0	0	0	0	0	52	0	0	52	0	0	0	0	0	75
% Single-Unit	0.0	59.0	0.0	0.0	59.0	0.0	0.0	0.0	0.0	0.0	0.0	78.8	0.0	0.0	78.8	0.0	0.0	0.0	0.0	0.0	71.4
Exiting Leg Total					52					0					23					0	75
Articulated Trucks	0	13	0	0	13	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	20
% Articulated	0.0	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	10.6	0.0	0.0	10.6	0.0	0.0	0.0	0.0	0.0	19.0
Exiting Leg Total					7					0					13					0	20

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

	East Street					Lamione Street					East Street					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:15 PM	0	3	0	0	3	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	18
4:30 PM	0	4	0	0	4	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	15
4:45 PM	0	5	0	0	5	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	13
5:00 PM	0	6	0	0	6	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	13
<b>Total Volume</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>59</b>
<b>% Approach Total</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		
PHF	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.683	0.000	0.000	0.683	0.000	0.000	0.000	0.000	0.000	0.819
Buses	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
Buses %	0.0	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12.2	0.0	0.0	12.2	0.0	0.0	0.0	0.0	0.0	11.9
Single-Unit Trucks	0	10	0	0	10	0	0	0	0	0	0	31	0	0	31	0	0	0	0	0	41
Single-Unit %	0.0	55.6	0.0	0.0	55.6	0.0	0.0	0.0	0.0	0.0	0.0	75.6	0.0	0.0	75.6	0.0	0.0	0.0	0.0	0.0	69.5
Articulated Trucks	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	11
Articulated %	0.0	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	12.2	0.0	0.0	12.2	0.0	0.0	0.0	0.0	0.0	18.6
Buses	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
Single-Unit Trucks	0	10	0	0	10	0	0	0	0	0	0	31	0	0	31	0	0	0	0	0	41
Articulated Trucks	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	11
Total Entering Leg	0	18	0	0	18	0	0	0	0	0	0	41	0	0	41	0	0	0	0	0	59
Buses					5					0					2					0	7
Single-Unit Trucks					31					0					10					0	41
Articulated Trucks					5					0					6					0	11
Total Exiting Leg					41					0					18					0	59

PDI File #: **217946 (11)**  
 Location: **N: East Street S: East Street**  
 Location: **E: Lamione Street W: Driveway**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Buses**

	East Street					Lamione Street					East Street					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
4:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
Grand Total	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	10
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	30.0	0.0	0.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	70.0	0.0	0.0	70.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	7					0					3					0					10

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

	East Street					Lamione Street					East Street					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
4:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total Volume	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.417	0.000	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.583
Entering Leg	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
Exiting Leg	5					0					2					0					7
Total	7					0					7					0					14

PDI File #: **217946 (11)**  
 Location: **N: East Street S: East Street**  
 Location: **E: Lamione Street W: Driveway**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Single-Unit Trucks**

	East Street					Lamione Street					East Street					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
4:15 PM	0	2	0	0	2	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	17
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	6
4:45 PM	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	8
<b>Total</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>
5:00 PM	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	10
5:15 PM	0	3	0	0	3	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	13
5:30 PM	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	9
5:45 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
<b>Total</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>
Grand Total	0	23	0	0	23	0	0	0	0	0	0	52	0	0	52	0	0	0	0	0	75
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	30.7	0.0	0.0	30.7	0.0	0.0	0.0	0.0	0.0	0.0	69.3	0.0	0.0	69.3	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	52					0					23					0					75

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

	East Street					Lamione Street					East Street					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:15 PM	0	2	0	0	2	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	17
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	6
4:45 PM	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	8
5:00 PM	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	10
Total Volume	0	10	0	0	10	0	0	0	0	0	0	31	0	0	31	0	0	0	0	0	41
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.417	0.000	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.000	0.517	0.000	0.000	0.517	0.000	0.000	0.000	0.000	0.000	0.603
Entering Leg	0	10	0	0	10	0	0	0	0	0	0	31	0	0	31	0	0	0	0	0	41
Exiting Leg	31					0					10					0					41
Total	41					0					41					0					82

PDI File #: **217946 (11)**  
 Location: **N: East Street S: East Street**  
 Location: **E: Lamione Street W: Driveway**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Articulated Trucks**

	East Street					Lamione Street					East Street					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
<b>Total</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
5:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
Grand Total	0	13	0	0	13	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	20
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	65.0	0.0	0.0	65.0	0.0	0.0	0.0	0.0	0.0	0.0	35.0	0.0	0.0	35.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	7					0					13					0					20

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

	East Street					Lamione Street					East Street					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total Volume	0	9	0	0	9	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	13
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.563	0.000	0.000	0.563	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	0.542
Entering Leg	0	9	0	0	9	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	13
Exiting Leg	4					0					9					0					13
Total	13					0					13					0					26

PDI File #: 217946 (11)  
 Location: N: East Street S: East Street  
 Location: E: Lamione Street W: Driveway  
 City, State: Dedham, MA  
 Client: BETA/ J. Curewitz  
 Site Code: 7588  
 Count Date: Wednesday, May 19, 2021  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



**Bicycles (on Roadway and Crosswalks)**

	East Street								Lamione Street								East Street								Driveway								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	1	0	1		0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	
5:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 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	0	0	0	1	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total</b>	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	
Grand Total	0	2	0	0	0	0	2	0	0	0	0	1	0	1		0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	5	
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Total %	0.0	40.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	20.0	0.0	20.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Exiting Leg Total	2							1							2							0							5				

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

	East Street								Lamione Street								East Street								Driveway								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
5:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 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	0	0	0	1	
Total Volume	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4	
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0				
PHF	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	0.500	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500			
Entering Leg	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4		
Exiting Leg	2							0							2							0							4				
Total	4							0							4							0							8				

PDI File #: 217946 (11)  
 Location: N: East Street S: East Street  
 Location: E: Lamione Street W: Driveway  
 City, State: Dedham, MA  
 Client: BETA/ J. Curewitz  
 Site Code: 7588  
 Count Date: Wednesday, May 19, 2021  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



**Pedestrians**

	East Street								Lamione Street								East Street								Driveway								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	2		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	2		0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	3	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	2	3	5		0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	6	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	2		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	2		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	2	2	4		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
<b>Grand Total</b>	0	0	0	0	0	0	0	0	0	0	0	4	5	9		0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	10	
Approach %	0	0	0	0	0	0	0	0	0	0	0	44.4	55.6		0	0	0	0	0	0	0	0	0	0	0	0	100	0					
Total %	0	0	0	0	0	0	0	0	0	0	0	40	50	90		0	0	0	0	0	0	0	0	0	0	0	0	10	0	10			
Exiting Leg Total	0							9							0							1							10				

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

	East Street								Lamione Street								East Street								Driveway								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	2		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	2		0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	3	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	0	2	3	5		0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	6	
<b>% Approach Total</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	60.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.500	0.750	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.500			
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	2	3	5		0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	6	
Exiting Leg	0							5							0							1							6				
<b>Total</b>	0							10							0							2							12				

PDI File #: **217946 (12)**  
 Location: **N: East Street S: East Street**  
 Location: **E: Rustcraft Road W: Rustcraft Road**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. CUREWITZ**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Cars and Heavy Vehicles (Combined)**

	East Street					Rustcraft Road					East Street					Rustcraft Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	15	37	1	0	53	2	0	2	0	4	0	73	19	0	92	3	0	2	0	5	154
7:15 AM	17	47	0	0	64	0	2	7	0	9	0	79	22	0	101	5	2	9	0	16	190
7:30 AM	18	59	0	0	77	1	5	3	0	9	1	80	21	0	102	13	3	7	0	23	211
7:45 AM	20	62	0	0	82	1	6	4	0	11	2	78	19	0	99	7	1	9	0	17	209
<b>Total</b>	<b>70</b>	<b>205</b>	<b>1</b>	<b>0</b>	<b>276</b>	<b>4</b>	<b>13</b>	<b>16</b>	<b>0</b>	<b>33</b>	<b>3</b>	<b>310</b>	<b>81</b>	<b>0</b>	<b>394</b>	<b>28</b>	<b>6</b>	<b>27</b>	<b>0</b>	<b>61</b>	<b>764</b>
8:00 AM	15	70	2	0	87	0	6	8	0	14	3	81	24	0	108	10	2	11	0	23	232
8:15 AM	19	77	0	0	96	1	3	3	0	7	3	63	22	0	88	12	5	15	0	32	223
8:30 AM	14	83	0	0	97	2	5	3	0	10	8	66	23	0	97	16	7	9	0	32	236
8:45 AM	12	62	0	0	74	0	2	4	0	6	4	68	25	0	97	21	3	4	0	28	205
<b>Total</b>	<b>60</b>	<b>292</b>	<b>2</b>	<b>0</b>	<b>354</b>	<b>3</b>	<b>16</b>	<b>18</b>	<b>0</b>	<b>37</b>	<b>18</b>	<b>278</b>	<b>94</b>	<b>0</b>	<b>390</b>	<b>59</b>	<b>17</b>	<b>39</b>	<b>0</b>	<b>115</b>	<b>896</b>
Grand Total	130	497	3	0	630	7	29	34	0	70	21	588	175	0	784	87	23	66	0	176	1660
Approach %	20.6	78.9	0.5	0.0		10.0	41.4	48.6	0.0		2.7	75.0	22.3	0.0		49.4	13.1	37.5	0.0		
Total %	7.8	29.9	0.2	0.0	38.0	0.4	1.7	2.0	0.0	4.2	1.3	35.4	10.5	0.0	47.2	5.2	1.4	4.0	0.0	10.6	
Exiting Leg Total	661					47					618					334					1660
Cars	123	484	2	0	609	7	29	32	0	68	18	572	174	0	764	80	22	62	0	164	1605
% Cars	94.6	97.4	66.7	0.0	96.7	100.0	100.0	94.1	0.0	97.1	85.7	97.3	99.4	0.0	97.4	92.0	95.7	93.9	0.0	93.2	96.7
Exiting Leg Total	641					42					596					326					1605
Heavy Vehicles	7	13	1	0	21	0	0	2	0	2	3	16	1	0	20	7	1	4	0	12	55
% Heavy Vehicles	5.4	2.6	33.3	0.0	3.3	0.0	0.0	5.9	0.0	2.9	14.3	2.7	0.6	0.0	2.6	8.0	4.3	6.1	0.0	6.8	3.3
Exiting Leg Total	20					5					22					8					55

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

7:45 AM	East Street					Rustcraft Road					East Street					Rustcraft Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	20	62	0	0	82	1	6	4	0	11	2	78	19	0	99	7	1	9	0	17	209
8:00 AM	15	70	2	0	87	0	6	8	0	14	3	81	24	0	108	10	2	11	0	23	232
8:15 AM	19	77	0	0	96	1	3	3	0	7	3	63	22	0	88	12	5	15	0	32	223
8:30 AM	14	83	0	0	97	2	5	3	0	10	8	66	23	0	97	16	7	9	0	32	236
Total Volume	68	292	2	0	362	4	20	18	0	42	16	288	88	0	392	45	15	44	0	104	900
% Approach Total	18.8	80.7	0.6	0.0		9.5	47.6	42.9	0.0		4.1	73.5	22.4	0.0		43.3	14.4	42.3	0.0		
PHF	0.850	0.880	0.250	0.000	0.933	0.500	0.833	0.563	0.000	0.750	0.500	0.889	0.917	0.000	0.907	0.703	0.536	0.733	0.000	0.813	0.953
Cars	66	287	1	0	354	4	20	17	0	41	15	285	88	0	388	39	14	40	0	93	876
Cars %	97.1	98.3	50.0	0.0	97.8	100.0	100.0	94.4	0.0	97.6	93.8	99.0	100.0	0.0	99.0	86.7	93.3	90.9	0.0	89.4	97.3
Heavy Vehicles	2	5	1	0	8	0	0	1	0	1	1	3	0	0	4	6	1	4	0	11	24
Heavy Vehicles %	2.9	1.7	50.0	0.0	2.2	0.0	0.0	5.6	0.0	2.4	6.3	1.0	0.0	0.0	1.0	13.3	6.7	9.1	0.0	10.6	2.7
Cars Enter Leg	66	287	1	0	354	4	20	17	0	41	15	285	88	0	388	39	14	40	0	93	876
Heavy Enter Leg	2	5	1	0	8	0	0	1	0	1	1	3	0	0	4	6	1	4	0	11	24
Total Entering Leg	68	292	2	0	362	4	20	18	0	42	16	288	88	0	392	45	15	44	0	104	900
Cars Exiting Leg	329					30					343					174					876
Heavy Exiting Leg	7					3					12					2					24
Total Exiting Leg	336					33					355					176					900



PDI File #: **217946 (12)**  
 Location: **N: East Street S: East Street**  
 Location: **E: Rustcraft Road W: Rustcraft Road**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. CUREWITZ**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Cars**

	East Street					Rustcraft Road					East Street					Rustcraft Road					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
7:00 AM	13	33	1	0	47	2	0	2	0	4	0	70	19	0	89	3	0	2	0	5	145					
7:15 AM	15	45	0	0	60	0	2	6	0	8	0	76	21	0	97	5	2	9	0	16	181					
7:30 AM	18	57	0	0	75	1	5	3	0	9	0	76	21	0	97	12	3	7	0	22	203					
7:45 AM	20	61	0	0	81	1	6	4	0	11	2	78	19	0	99	7	1	8	0	16	207					
<b>Total</b>	<b>66</b>	<b>196</b>	<b>1</b>	<b>0</b>	<b>263</b>	<b>4</b>	<b>13</b>	<b>15</b>	<b>0</b>	<b>32</b>	<b>2</b>	<b>300</b>	<b>80</b>	<b>0</b>	<b>382</b>	<b>27</b>	<b>6</b>	<b>26</b>	<b>0</b>	<b>59</b>	<b>736</b>					
8:00 AM	14	69	1	0	84	0	6	7	0	13	3	79	24	0	106	8	1	10	0	19	222					
8:15 AM	18	74	0	0	92	1	3	3	0	7	3	63	22	0	88	10	5	14	0	29	216					
8:30 AM	14	83	0	0	97	2	5	3	0	10	7	65	23	0	95	14	7	8	0	29	231					
8:45 AM	11	62	0	0	73	0	2	4	0	6	3	65	25	0	93	21	3	4	0	28	200					
<b>Total</b>	<b>57</b>	<b>288</b>	<b>1</b>	<b>0</b>	<b>346</b>	<b>3</b>	<b>16</b>	<b>17</b>	<b>0</b>	<b>36</b>	<b>16</b>	<b>272</b>	<b>94</b>	<b>0</b>	<b>382</b>	<b>53</b>	<b>16</b>	<b>36</b>	<b>0</b>	<b>105</b>	<b>869</b>					
Grand Total	123	484	2	0	609	7	29	32	0	68	18	572	174	0	764	80	22	62	0	164	1605					
Approach %	20.2	79.5	0.3	0.0		10.3	42.6	47.1	0.0		2.4	74.9	22.8	0.0		48.8	13.4	37.8	0.0							
Total %	7.7	30.2	0.1	0.0	37.9	0.4	1.8	2.0	0.0	4.2	1.1	35.6	10.8	0.0	47.6	5.0	1.4	3.9	0.0	10.2						
Exiting Leg Total						641					42					596					326					1605

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

	East Street					Rustcraft Road					East Street					Rustcraft Road					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
7:45 AM	20	61	0	0	81	1	6	4	0	11	2	78	19	0	99	7	1	8	0	16	207					
8:00 AM	14	69	1	0	84	0	6	7	0	13	3	79	24	0	106	8	1	10	0	19	222					
8:15 AM	18	74	0	0	92	1	3	3	0	7	3	63	22	0	88	10	5	14	0	29	216					
8:30 AM	14	83	0	0	97	2	5	3	0	10	7	65	23	0	95	14	7	8	0	29	231					
Total Volume	66	287	1	0	354	4	20	17	0	41	15	285	88	0	388	39	14	40	0	93	876					
% Approach Total	18.6	81.1	0.3	0.0		9.8	48.8	41.5	0.0		3.9	73.5	22.7	0.0		41.9	15.1	43.0	0.0							
PHF	0.825	0.864	0.250	0.000	0.912	0.500	0.833	0.607	0.000	0.788	0.536	0.902	0.917	0.000	0.915	0.696	0.500	0.714	0.000	0.802	0.948					
Entering Leg	66	287	1	0	354	4	20	17	0	41	15	285	88	0	388	39	14	40	0	93	876					
Exiting Leg						329					30					343					174					876
Total						683					71					731					267					1752

PDI File #: **217946 (12)**  
 Location: **N: East Street S: East Street**  
 Location: **E: Rustcraft Road W: Rustcraft Road**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**



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

	East Street					Rustcraft Road					East Street					Rustcraft Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	2	4	0	0	6	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	9
7:15 AM	2	2	0	0	4	0	0	1	0	1	0	3	1	0	4	0	0	0	0	0	9
7:30 AM	0	2	0	0	2	0	0	0	0	0	1	4	0	0	5	1	0	0	0	1	8
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
<b>Total</b>	<b>4</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>28</b>
8:00 AM	1	1	1	0	3	0	0	1	0	1	0	2	0	0	2	2	1	1	0	4	10
8:15 AM	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	2	0	1	0	3	7
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2	0	1	0	3	5
8:45 AM	1	0	0	0	1	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	5
<b>Total</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>27</b>
Grand Total	7	13	1	0	21	0	0	2	0	2	3	16	1	0	20	7	1	4	0	12	55
Approach %	33.3	61.9	4.8	0.0		0.0	0.0	100.0	0.0		15.0	80.0	5.0	0.0		58.3	8.3	33.3	0.0		
Total %	12.7	23.6	1.8	0.0	38.2	0.0	0.0	3.6	0.0	3.6	5.5	29.1	1.8	0.0	36.4	12.7	1.8	7.3	0.0	21.8	
Exiting Leg Total	20					5					22					8					55
Buses	4	2	1	0	7	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	13
% Buses	57.1	15.4	100.0	0.0	33.3	0.0	0.0	50.0	0.0	50.0	0.0	31.3	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	23.6
Exiting Leg Total	5					1					3					4					13
Single-Unit Trucks	3	10	0	0	13	0	0	1	0	1	3	8	1	0	12	7	1	3	0	11	37
% Single-Unit	42.9	76.9	0.0	0.0	61.9	0.0	0.0	50.0	0.0	50.0	100.0	50.0	100.0	0.0	60.0	100.0	100.0	75.0	0.0	91.7	67.3
Exiting Leg Total	11					4					18					4					37
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	5
% Articulated	0.0	7.7	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	18.8	0.0	0.0	15.0	0.0	0.0	25.0	0.0	8.3	9.1
Exiting Leg Total	4					0					1					0					5

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

	East Street					Rustcraft Road					East Street					Rustcraft Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:15 AM	2	2	0	0	4	0	0	1	0	1	0	3	1	0	4	0	0	0	0	0	9
7:30 AM	0	2	0	0	2	0	0	0	0	0	1	4	0	0	5	1	0	0	0	1	8
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
8:00 AM	1	1	1	0	3	0	0	1	0	1	0	2	0	0	2	2	1	1	0	4	10
<b>Total Volume</b>	<b>3</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>29</b>
% Approach Total	30.0	60.0	10.0	0.0		0.0	0.0	100.0	0.0		9.1	81.8	9.1	0.0		50.0	16.7	33.3	0.0		
PHF	0.375	0.750	0.250	0.000	0.625	0.000	0.000	0.500	0.000	0.500	0.250	0.563	0.250	0.000	0.550	0.375	0.250	0.500	0.000	0.375	0.725
Buses	2	1	1	0	4	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	9
Buses %	66.7	16.7	100.0	0.0	40.0	0.0	0.0	50.0	0.0	50.0	0.0	44.4	0.0	0.0	36.4	0.0	0.0	0.0	0.0	0.0	31.0
Single-Unit Trucks	1	4	0	0	5	0	0	1	0	1	1	4	1	0	6	3	1	1	0	5	17
Single-Unit %	33.3	66.7	0.0	0.0	50.0	0.0	0.0	50.0	0.0	50.0	100.0	44.4	100.0	0.0	54.5	100.0	100.0	50.0	0.0	83.3	58.6
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	3
Articulated %	0.0	16.7	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1	0.0	0.0	9.1	0.0	0.0	50.0	0.0	16.7	10.3
Buses	2	1	1	0	4	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	9
Single-Unit Trucks	1	4	0	0	5	0	0	1	0	1	1	4	1	0	6	3	1	1	0	5	17
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	3
<b>Total Entering Leg</b>	<b>3</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>29</b>
Buses	4					1					2					2					9
Single-Unit Trucks	5					2					8					2					17
Articulated Trucks	2					0					1					0					3
<b>Total Exiting Leg</b>	<b>11</b>					<b>3</b>					<b>11</b>					<b>4</b>					<b>29</b>

PDI File #: **217946 (12)**  
 Location: **N: East Street S: East Street**  
 Location: **E: Rustcraft Road W: Rustcraft Road**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Buses**

	East Street					Rustcraft Road					East Street					Rustcraft Road					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
7:00 AM	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
7:15 AM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
8:00 AM	1	1	1	0	3	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:15 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
Grand Total	4	2	1	0	7	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	13
Approach %	57.1	28.6	14.3	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		0.0	0.0	0.0	0.0		
Total %	30.8	15.4	7.7	0.0	53.8	0.0	0.0	7.7	0.0	7.7	0.0	38.5	0.0	0.0	38.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	5					1					3					4					13					

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

	East Street					Rustcraft Road					East Street					Rustcraft Road					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
7:15 AM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	1	1	1	0	3	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total Volume	2	1	1	0	4	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	9
% Approach Total	50.0	25.0	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		0.0	0.0	0.0	0.0		
PHF	0.500	0.250	0.250	0.000	0.333	0.000	0.000	0.250	0.000	0.250	0.000	0.333	0.000	0.000	0.333	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.563	
Entering Leg	2	1	1	0	4	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	9
Exiting Leg	4					1					2					2					9					
Total	8					2					6					2					18					

PDI File #: **217946 (12)**  
 Location: **N: East Street S: East Street**  
 Location: **E: Rustcraft Road W: Rustcraft Road**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Single-Unit Trucks**

	East Street					Rustcraft Road					East Street					Rustcraft Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	1	4	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
7:15 AM	1	2	0	0	3	0	0	1	0	1	0	1	1	0	2	0	0	0	0	0	6
7:30 AM	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	1	0	0	0	1	5
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
<b>Total</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>19</b>
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	1	0	0	3	5
8:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	1	0	3	5
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0	1	0	3	4
8:45 AM	1	0	0	0	1	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	4
<b>Total</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>18</b>
<b>Grand Total</b>	<b>3</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>37</b>
Approach %	23.1	76.9	0.0	0.0		0.0	0.0	100.0	0.0		25.0	66.7	8.3	0.0		63.6	9.1	27.3	0.0		
Total %	8.1	27.0	0.0	0.0	35.1	0.0	0.0	2.7	0.0	2.7	8.1	21.6	2.7	0.0	32.4	18.9	2.7	8.1	0.0	29.7	
Exiting Leg Total	11					4					18					4					37

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

	East Street					Rustcraft Road					East Street					Rustcraft Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	1	4	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
7:15 AM	1	2	0	0	3	0	0	1	0	1	0	1	1	0	2	0	0	0	0	0	6
7:30 AM	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	1	0	0	0	1	5
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	2	8	0	0	10	0	0	1	0	1	1	4	1	0	6	1	0	1	0	2	19
% Approach Total	20.0	80.0	0.0	0.0		0.0	0.0	100.0	0.0		16.7	66.7	16.7	0.0		50.0	0.0	50.0	0.0		
PHF	0.500	0.500	0.000	0.000	0.500	0.000	0.000	0.250	0.000	0.250	0.250	0.500	0.250	0.000	0.750	0.250	0.000	0.250	0.000	0.500	0.679
Entering Leg	2	8	0	0	10	0	0	1	0	1	1	4	1	0	6	1	0	1	0	2	19
Exiting Leg											10					3					19
Total	15					2					16					5					38

PDI File #: **217946 (12)**  
 Location: **N: East Street S: East Street**  
 Location: **E: Rustcraft Road W: Rustcraft Road**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Articulated Trucks**

	East Street					Rustcraft Road					East Street					Rustcraft Road					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
7:00 AM	0	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	1	0	0	1	0	0	0	0	0	1	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
8:15 AM	0	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	
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	
Grand Total	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	5	
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0			
Total %	0.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	60.0	0.0	0.0	60.0	0.0	0.0	20.0	0.0	20.0		
Exiting Leg Total						4					0					1					0	5

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

	East Street					Rustcraft Road					East Street					Rustcraft Road					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
7:00 AM	0	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	1	0	0	1	0	0	0	0	0	1	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
<b>Total Volume</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0			
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.750	
Entering Leg	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	
Exiting Leg						2					0					1					0	3
<b>Total</b>						3					0					3					0	6

PDI File #: 217946 (12)  
 Location: N: East Street S: East Street  
 Location: E: Rustcraft Road W: Rustcraft Road  
 City, State: Dedham, MA  
 Client: BETA/ J. Curewitz  
 Site Code: 7588  
 Count Date: Wednesday, May 19, 2021  
 Start Time: 7:00 AM  
 End Time: 9:00 AM  
 Class:



**Bicycles (on Roadway and Crosswalks)**

	East Street								Rustcraft Road								East Street								Rustcraft Road								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	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	2			
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	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			
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	0	1	1	0	1	0	0	2	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	0			
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
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			
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			
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Grand Total	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	0	1	1	0	1	0	0	2	4		
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	100.0	0.0	0.0	0.0	0.0	0.0		0.0	50.0	0.0	50.0	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	25.0	0.0	25.0		0.0	25.0	0.0	0.0	0.0	0.0	25.0		25.0	0.0	25.0	0.0	0.0	0.0	50.0			
Exiting Leg Total	2								1								1								0								4

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

	East Street								Rustcraft Road								East Street								Rustcraft Road								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	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	1	0	1	0	0	0	2		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	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		
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	0	1	1	0	1	0	0	2	4		
% 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	100.0	0.0	0.0	0.0	0.0	0.0		0.0	50.0	0.0	50.0	0.0	0.0	0.0				
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.250		0.250	0.000	0.250	0.000	0.000	0.000	0.250	0.500		
Entering Leg	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	0	1	1	0	1	0	0	2	4			
Exiting Leg	2								1								1								0								4
Total	2								2								2								2								8

PDI File #: 217946 (12)  
 Location: N: East Street S: East Street  
 Location: E: Rustcraft Road W: Rustcraft Road  
 City, State: Dedham, MA  
 Client: BETA/ J. Curewitz  
 Site Code: 7588  
 Count Date: Wednesday, May 19, 2021  
 Start Time: 7:00 AM  
 End Time: 9:00 AM  
 Class:



**Pedestrians**

	East Street								Rustcraft Road								East Street								Rustcraft Road								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	1	3		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
7:15 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	0	0	0	0	0	2	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	2		0	0	0	0	1	1	2		0	0	0	0	0	0	0	0	4	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	2		0	0	0	0	0	1	1		0	0	0	0	0	1	1		4	
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	7	2	9		0	0	0	0	1	2	3		0	0	0	0	0	1	1		13	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	1	3		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	1	0	1		1	
8:30 AM	0	0	0	0	0	1	1	0	0	0	0	3	1	4		0	0	0	0	0	1	1		0	0	0	0	0	0	0	0	6	
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	
<b>Total</b>	0	0	0	0	0	1	1	0	0	0	0	5	2	7		0	0	0	0	0	1	1		0	0	0	0	1	0	1		10	
Grand Total	0	0	0	0	0	1	1	0	0	0	0	12	4	16		0	0	0	0	1	3	4		0	0	0	0	1	1	2		23	
Approach %	0	0	0	0	0	100		0	0	0	0	75	25		0	0	0	0	25	75		0	0	0	0	50	50						
Total %	0	0	0	0	0	4.35	4.35	0	0	0	0	52.2	17.4	69.6		0	0	0	0	4.35	13	17.4		0	0	0	0	4.35	4.35	8.7			
Exiting Leg Total	1							16							4							2							23				

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

	East Street								Rustcraft Road								East Street								Rustcraft Road								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	2		0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	4	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	1	3		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	1	0	1		1	
8:30 AM	0	0	0	0	0	1	1	0	0	0	0	3	1	4		0	0	0	0	0	1	1		0	0	0	0	0	0	0	0	6	
Total Volume	0	0	0	0	0	1	1	0	0	0	0	7	2	9		0	0	0	0	0	2	2		0	0	0	0	1	1	2		14	
% Approach Total	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	77.8	22.2		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	50.0	50.0						
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.583	0.500	0.563		0.000	0.000	0.000	0.000	0.000	0.500	0.500		0.000	0.000	0.000	0.000	0.250	0.250	0.500		0.583	
Entering Leg	0	0	0	0	0	1	1	0	0	0	0	7	2	9		0	0	0	0	0	2	2		0	0	0	0	1	1	2		14	
Exiting Leg	1							9							2							2							14				
Total	2							18							4							4							28				

PDI File #: **217946 (12)**  
 Location: **N: East Street S: East Street**  
 Location: **E: Rustcraft Road W: Rustcraft Road**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Cars and Heavy Vehicles (Combined)**

	East Street					Rustcraft Road					East Street					Rustcraft Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	31	108	0	0	139	1	3	2	0	6	0	72	36	0	108	35	3	15	0	53	306
4:15 PM	28	79	0	0	107	1	7	0	0	8	3	76	27	0	106	33	6	28	0	67	288
4:30 PM	27	95	2	0	124	1	9	3	0	13	3	77	32	0	112	34	7	20	0	61	310
4:45 PM	32	100	0	0	132	0	7	2	0	9	2	61	24	0	87	40	10	21	0	71	299
<b>Total</b>	<b>118</b>	<b>382</b>	<b>2</b>	<b>0</b>	<b>502</b>	<b>3</b>	<b>26</b>	<b>7</b>	<b>0</b>	<b>36</b>	<b>8</b>	<b>286</b>	<b>119</b>	<b>0</b>	<b>413</b>	<b>142</b>	<b>26</b>	<b>84</b>	<b>0</b>	<b>252</b>	<b>1203</b>
5:00 PM	41	115	0	0	156	2	10	6	0	18	3	61	43	0	107	53	10	28	0	91	372
5:15 PM	38	98	0	0	136	1	5	1	0	7	2	83	32	0	117	37	8	20	0	65	325
5:30 PM	29	105	1	0	135	0	2	1	0	3	2	63	40	0	105	36	7	23	0	66	309
5:45 PM	28	106	1	0	135	3	8	2	0	13	3	97	37	0	137	31	4	14	0	49	334
<b>Total</b>	<b>136</b>	<b>424</b>	<b>2</b>	<b>0</b>	<b>562</b>	<b>6</b>	<b>25</b>	<b>10</b>	<b>0</b>	<b>41</b>	<b>10</b>	<b>304</b>	<b>152</b>	<b>0</b>	<b>466</b>	<b>157</b>	<b>29</b>	<b>85</b>	<b>0</b>	<b>271</b>	<b>1340</b>
Grand Total	254	806	4	0	1064	9	51	17	0	77	18	590	271	0	879	299	55	169	0	523	2543
Approach %	23.9	75.8	0.4	0.0		11.7	66.2	22.1	0.0		2.0	67.1	30.8	0.0		57.2	10.5	32.3	0.0		
Total %	10.0	31.7	0.2	0.0	41.8	0.4	2.0	0.7	0.0	3.0	0.7	23.2	10.7	0.0	34.6	11.8	2.2	6.6	0.0	20.6	
Exiting Leg Total	768					77					1122					576					2543
Cars	245	800	4	0	1049	9	51	17	0	77	18	583	268	0	869	297	55	168	0	520	2515
% Cars	96.5	99.3	100.0	0.0	98.6	100.0	100.0	100.0	0.0	100.0	100.0	98.8	98.9	0.0	98.9	99.3	100.0	99.4	0.0	99.4	98.9
Exiting Leg Total	760					77					1114					564					2515
Heavy Vehicles	9	6	0	0	15	0	0	0	0	0	0	7	3	0	10	2	0	1	0	3	28
% Heavy Vehicles	3.5	0.7	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	1.2	1.1	0.0	1.1	0.7	0.0	0.6	0.0	0.6	1.1
Exiting Leg Total	8					0					8					12					28

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

5:00 PM	East Street					Rustcraft Road					East Street					Rustcraft Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
5:00 PM	41	115	0	0	156	2	10	6	0	18	3	61	43	0	107	53	10	28	0	91	372
5:15 PM	38	98	0	0	136	1	5	1	0	7	2	83	32	0	117	37	8	20	0	65	325
5:30 PM	29	105	1	0	135	0	2	1	0	3	2	63	40	0	105	36	7	23	0	66	309
5:45 PM	28	106	1	0	135	3	8	2	0	13	3	97	37	0	137	31	4	14	0	49	334
Total Volume	136	424	2	0	562	6	25	10	0	41	10	304	152	0	466	157	29	85	0	271	1340
% Approach Total	24.2	75.4	0.4	0.0		14.6	61.0	24.4	0.0		2.1	65.2	32.6	0.0		57.9	10.7	31.4	0.0		
PHF	0.829	0.922	0.500	0.000	0.901	0.500	0.625	0.417	0.000	0.569	0.833	0.784	0.884	0.000	0.850	0.741	0.725	0.759	0.000	0.745	0.901
Cars	132	422	2	0	556	6	25	10	0	41	10	298	152	0	460	157	29	85	0	271	1328
Cars %	97.1	99.5	100.0	0.0	98.9	100.0	100.0	100.0	0.0	100.0	100.0	98.0	100.0	0.0	98.7	100.0	100.0	100.0	0.0	100.0	99.1
Heavy Vehicles	4	2	0	0	6	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	12
Heavy Vehicles %	2.9	0.5	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.9
Cars Enter Leg	132	422	2	0	556	6	25	10	0	41	10	298	152	0	460	157	29	85	0	271	1328
Heavy Enter Leg	4	2	0	0	6	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	12
Total Entering Leg	136	424	2	0	562	6	25	10	0	41	10	304	152	0	466	157	29	85	0	271	1340
Cars Exiting Leg																					389
Heavy Exiting Leg																					6
Total Exiting Leg																					395



PDI File #: **217946 (12)**  
 Location: **N: East Street S: East Street**  
 Location: **E: Rustcraft Road W: Rustcraft Road**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. CUREWITZ**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Cars**

	East Street					Rustcraft Road					East Street					Rustcraft Road					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
4:00 PM	30	107	0	0	137	1	3	2	0	6	0	72	36	0	108	34	3	15	0	52	303					
4:15 PM	26	78	0	0	104	1	7	0	0	8	3	76	26	0	105	33	6	28	0	67	284					
4:30 PM	27	95	2	0	124	1	9	3	0	13	3	76	31	0	110	34	7	20	0	61	308					
4:45 PM	30	98	0	0	128	0	7	2	0	9	2	61	23	0	86	39	10	20	0	69	292					
<b>Total</b>	<b>113</b>	<b>378</b>	<b>2</b>	<b>0</b>	<b>493</b>	<b>3</b>	<b>26</b>	<b>7</b>	<b>0</b>	<b>36</b>	<b>8</b>	<b>285</b>	<b>116</b>	<b>0</b>	<b>409</b>	<b>140</b>	<b>26</b>	<b>83</b>	<b>0</b>	<b>249</b>	<b>1187</b>					
5:00 PM	39	115	0	0	154	2	10	6	0	18	3	59	43	0	105	53	10	28	0	91	368					
5:15 PM	37	98	0	0	135	1	5	1	0	7	2	81	32	0	115	37	8	20	0	65	322					
5:30 PM	28	103	1	0	132	0	2	1	0	3	2	62	40	0	104	36	7	23	0	66	305					
5:45 PM	28	106	1	0	135	3	8	2	0	13	3	96	37	0	136	31	4	14	0	49	333					
<b>Total</b>	<b>132</b>	<b>422</b>	<b>2</b>	<b>0</b>	<b>556</b>	<b>6</b>	<b>25</b>	<b>10</b>	<b>0</b>	<b>41</b>	<b>10</b>	<b>298</b>	<b>152</b>	<b>0</b>	<b>460</b>	<b>157</b>	<b>29</b>	<b>85</b>	<b>0</b>	<b>271</b>	<b>1328</b>					
Grand Total	245	800	4	0	1049	9	51	17	0	77	18	583	268	0	869	297	55	168	0	520	2515					
Approach %	23.4	76.3	0.4	0.0		11.7	66.2	22.1	0.0		2.1	67.1	30.8	0.0		57.1	10.6	32.3	0.0							
Total %	9.7	31.8	0.2	0.0	41.7	0.4	2.0	0.7	0.0	3.1	0.7	23.2	10.7	0.0	34.6	11.8	2.2	6.7	0.0	20.7						
Exiting Leg Total						760					77					1114					564					2515

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

	East Street					Rustcraft Road					East Street					Rustcraft Road					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
5:00 PM	39	115	0	0	154	2	10	6	0	18	3	59	43	0	105	53	10	28	0	91	368					
5:15 PM	37	98	0	0	135	1	5	1	0	7	2	81	32	0	115	37	8	20	0	65	322					
5:30 PM	28	103	1	0	132	0	2	1	0	3	2	62	40	0	104	36	7	23	0	66	305					
5:45 PM	28	106	1	0	135	3	8	2	0	13	3	96	37	0	136	31	4	14	0	49	333					
<b>Total Volume</b>	<b>132</b>	<b>422</b>	<b>2</b>	<b>0</b>	<b>556</b>	<b>6</b>	<b>25</b>	<b>10</b>	<b>0</b>	<b>41</b>	<b>10</b>	<b>298</b>	<b>152</b>	<b>0</b>	<b>460</b>	<b>157</b>	<b>29</b>	<b>85</b>	<b>0</b>	<b>271</b>	<b>1328</b>					
% Approach Total	23.7	75.9	0.4	0.0		14.6	61.0	24.4	0.0		2.2	64.8	33.0	0.0		57.9	10.7	31.4	0.0							
PHF	0.846	0.917	0.500	0.000	0.903	0.500	0.625	0.417	0.000	0.569	0.833	0.776	0.884	0.000	0.846	0.741	0.725	0.759	0.000	0.745	0.902					
Entering Leg	132	422	2	0	556	6	25	10	0	41	10	298	152	0	460	157	29	85	0	271	1328					
Exiting Leg						389					41					589					309					1328
<b>Total</b>						945					82					1049					580					2656

PDI File #: 217946 (12)  
 Location: N: East Street S: East Street  
 Location: E: Rustcraft Road W: Rustcraft Road  
 City, State: Dedham, MA  
 Client: BETA/ J. Curewitz  
 Site Code: 7588  
 Count Date: Wednesday, May 19, 2021  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



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

	East Street					Rustcraft Road					East Street					Rustcraft Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
4:15 PM	2	1	0	0	3	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	4
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	2
4:45 PM	2	2	0	0	4	0	0	0	0	0	0	0	1	0	1	1	0	1	0	2	7
<b>Total</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>16</b>
5:00 PM	2	0	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
5:15 PM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
5:30 PM	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
<b>Total</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>
Grand Total	9	6	0	0	15	0	0	0	0	0	0	7	3	0	10	2	0	1	0	3	28
Approach %	60.0	40.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	70.0	30.0	0.0		66.7	0.0	33.3	0.0		
Total %	32.1	21.4	0.0	0.0	53.6	0.0	0.0	0.0	0.0	0.0	0.0	25.0	10.7	0.0	35.7	7.1	0.0	3.6	0.0	10.7	
Exiting Leg Total	8					0					8					12					28
Buses	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
% Buses	0.0	33.3	0.0	0.0	13.3	0.0	0.0	0.0	0.0	0.0	0.0	28.6	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	14.3
Exiting Leg Total	2					0					2					0					4
Single-Unit Trucks	7	4	0	0	11	0	0	0	0	0	0	2	3	0	5	2	0	1	0	3	19
% Single-Unit	77.8	66.7	0.0	0.0	73.3	0.0	0.0	0.0	0.0	0.0	0.0	28.6	100.0	0.0	50.0	100.0	0.0	100.0	0.0	100.0	67.9
Exiting Leg Total	3					0					6					10					19
Articulated Trucks	2	0	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
% Articulated	22.2	0.0	0.0	0.0	13.3	0.0	0.0	0.0	0.0	0.0	0.0	42.9	0.0	0.0	30.0	0.0	0.0	0.0	0.0	0.0	17.9
Exiting Leg Total	3					0					0					2					5

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

	East Street					Rustcraft Road					East Street					Rustcraft Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:45 PM	2	2	0	0	4	0	0	0	0	0	0	0	1	0	1	1	0	1	0	2	7
5:00 PM	2	0	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
5:15 PM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
5:30 PM	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
Total Volume	6	4	0	0	10	0	0	0	0	0	0	5	1	0	6	1	0	1	0	2	18
% Approach Total	60.0	40.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	83.3	16.7	0.0		50.0	0.0	50.0	0.0		
PHF	0.750	0.500	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.250	0.000	0.750	0.250	0.000	0.250	0.000	0.250	0.643
Buses	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Buses %	0.0	50.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1
Single-Unit Trucks	6	2	0	0	8	0	0	0	0	0	0	2	1	0	3	1	0	1	0	2	13
Single-Unit %	100.0	50.0	0.0	0.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	100.0	0.0	50.0	100.0	0.0	100.0	0.0	100.0	72.2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	60.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	16.7
Buses	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Single-Unit Trucks	6	2	0	0	8	0	0	0	0	0	0	2	1	0	3	1	0	1	0	2	13
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Total Entering Leg	6	4	0	0	10	0	0	0	0	0	0	5	1	0	6	1	0	1	0	2	18
Buses	0					0					2					0					2
Single-Unit Trucks	3					0					3					7					13
Articulated Trucks	3					0					0					0					3
Total Exiting Leg	6					0					5					7					18

PDI File #: **217946 (12)**  
 Location: **N: East Street S: East Street**  
 Location: **E: Rustcraft Road W: Rustcraft Road**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Buses**

	East Street					Rustcraft Road					East Street					Rustcraft Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
Grand Total	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	2					0					2					0					4

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

	East Street					Rustcraft Road					East Street					Rustcraft Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Total Volume</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.375
Entering Leg	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Exiting Leg	1					0					2					0					3
<b>Total</b>	<b>3</b>					<b>0</b>					<b>3</b>					<b>0</b>					<b>6</b>

PDI File #: **217946 (12)**  
 Location: **N: East Street S: East Street**  
 Location: **E: Rustcraft Road W: Rustcraft Road**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Single-Unit Trucks**

	East Street					Rustcraft Road					East Street					Rustcraft Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
4:15 PM	1	1	0	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
4:45 PM	2	0	0	0	2	0	0	0	0	0	0	0	1	0	1	1	0	1	0	2	5
<b>Total</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>11</b>
5:00 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
5:30 PM	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
Grand Total	7	4	0	0	11	0	0	0	0	0	0	2	3	0	5	2	0	1	0	3	19
Approach %	63.6	36.4	0.0	0.0		0.0	0.0	0.0	0.0		0.0	40.0	60.0	0.0		66.7	0.0	33.3	0.0		
Total %	36.8	21.1	0.0	0.0	57.9	0.0	0.0	0.0	0.0	0.0	0.0	10.5	15.8	0.0	26.3	10.5	0.0	5.3	0.0	15.8	
Exiting Leg Total	3					0					6					10					19

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

	East Street					Rustcraft Road					East Street					Rustcraft Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:45 PM	2	0	0	0	2	0	0	0	0	0	0	0	1	0	1	1	0	1	0	2	5
5:00 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
5:30 PM	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
Total Volume	6	2	0	0	8	0	0	0	0	0	0	2	1	0	3	1	0	1	0	2	13
% Approach Total	75.0	25.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	66.7	33.3	0.0		50.0	0.0	50.0	0.0		
PHF	0.750	0.250	0.000	0.000	0.667	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.250	0.000	0.750	0.250	0.000	0.250	0.000	0.250	0.650
Entering Leg	6	2	0	0	8	0	0	0	0	0	0	2	1	0	3	1	0	1	0	2	13
Exiting Leg	3					0					3					7					13
Total	11					0					6					9					26

PDI File #: **217946 (12)**  
 Location: **N: East Street S: East Street**  
 Location: **E: Rustcraft Road W: Rustcraft Road**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Articulated Trucks**

	East Street					Rustcraft Road					East Street					Rustcraft Road					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
4:00 PM	1	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
4:15 PM	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
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
Grand Total	2	0	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
Approach %	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	40.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	60.0	0.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	3					0					0					2					5					

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

	East Street					Rustcraft Road					East Street					Rustcraft Road					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
4:15 PM	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
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total Volume	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
% Approach Total	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	
Entering Leg	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
Exiting Leg	2					0					0					1					3					
Total	3					0					2					1					6					

PDI File #: **217946 (12)**  
 Location: **N: East Street S: East Street**  
 Location: **E: Rustcraft Road W: Rustcraft Road**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Bicycles (on Roadway and Crosswalks)**

	East Street								Rustcraft Road								East Street								Rustcraft Road								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>Total</b>	0	0	0	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		
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>Grand Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2		
<b>Approach %</b>	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	50.0	50.0						
<b>Total %</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	100.0					
<b>Exiting Leg Total</b>	0							0							0							2		2									

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

	East Street								Rustcraft Road								East Street								Rustcraft Road								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2		
<b>% Approach Total</b>	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	50.0	50.0						
<b>PHF</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	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				
<b>Entering Leg</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2			
<b>Exiting Leg</b>	0							0							0							2		2									
<b>Total</b>	0							0							0							4		4									

PDI File #: **217946 (12)**  
 Location: **N: East Street S: East Street**  
 Location: **E: Rustcraft Road W: Rustcraft Road**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Pedestrians**

	East Street								Rustcraft Road								East Street								Rustcraft Road								Total	
	from North								from East								from South								from West									
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total			
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1		
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>4</b>			
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	4			
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	7		
5:30 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	0	0	0	2		
5:45 PM	0	0	0	0	0	0	1	1	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4		
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>3</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>17</b>					
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>4</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>21</b>					
Approach %	0	0	0	0	0	0	100	0	0	0	0	69.2	30.8	0	0	0	0	0	100	0	0	0	0	0	0	50	50	0	0	0	21			
Total %	0	0	0	0	0	0	4.76	4.76	0	0	0	42.9	19	61.9	0	0	0	0	23.8	0	23.8	0	0	0	0	4.76	4.76	9.52	0	0	0	21		
Exiting Leg Total	1								13								5								2								21	

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

	East Street								Rustcraft Road								East Street								Rustcraft Road								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	4			
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	7		
5:30 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	0	0	2		
5:45 PM	0	0	0	0	0	0	1	1	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4		
Total Volume	0	0	0	0	0	0	1	1	0	0	0	8	3	11	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	17			
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	72.7	27.3	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	17			
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.500	0.375	0.688	0.000	0.000	0.000	0.000	0.333	0.000	0.333	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.607	17			
Entering Leg	0	0	0	0	0	0	1	1	0	0	0	8	3	11	0	0	0	0	4	0	4	0	0	0	0	1	0	1	17				
Exiting Leg	1								11								4								1								17
Total	2								22								8								2								34

PDI File #: **217946 (13)**  
 Location: **N: Washington Street S: Washington Street**  
 Location: **E: Curve Street W: Lower East Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Cars and Heavy Vehicles (Combined)**

	Washington Street					Curve Street					Washington Street					Lower East Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	1	115	0	0	116	2	1	4	0	7	0	134	11	1	146	15	0	1	0	16	285
7:15 AM	1	120	0	0	121	0	3	4	0	7	0	131	15	0	146	15	0	1	0	16	290
7:30 AM	2	138	0	0	140	0	0	14	0	14	0	129	17	0	146	12	0	0	0	12	312
7:45 AM	2	165	0	1	168	1	2	9	0	12	0	161	22	0	183	15	0	0	0	15	378
<b>Total</b>	<b>6</b>	<b>538</b>	<b>0</b>	<b>1</b>	<b>545</b>	<b>3</b>	<b>6</b>	<b>31</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>555</b>	<b>65</b>	<b>1</b>	<b>621</b>	<b>57</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>59</b>	<b>1265</b>
8:00 AM	4	137	0	0	141	5	3	12	0	20	0	172	27	1	200	20	0	5	0	25	386
8:15 AM	0	164	0	0	164	3	2	17	0	22	0	179	25	0	204	23	0	3	0	26	416
8:30 AM	3	143	0	0	146	2	2	15	0	19	0	174	28	0	202	22	0	1	0	23	390
8:45 AM	1	178	0	0	179	3	3	9	0	15	0	149	23	1	173	21	0	5	0	26	393
<b>Total</b>	<b>8</b>	<b>622</b>	<b>0</b>	<b>0</b>	<b>630</b>	<b>13</b>	<b>10</b>	<b>53</b>	<b>0</b>	<b>76</b>	<b>0</b>	<b>674</b>	<b>103</b>	<b>2</b>	<b>779</b>	<b>86</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>100</b>	<b>1585</b>
Grand Total	14	1160	0	1	1175	16	16	84	0	116	0	1229	168	3	1400	143	0	16	0	159	2850
Approach %	1.2	98.7	0.0	0.1		13.8	13.8	72.4	0.0		0.0	87.8	12.0	0.2		89.9	0.0	10.1	0.0		
Total %	0.5	40.7	0.0	0.0	41.2	0.6	0.6	2.9	0.0	4.1	0.0	43.1	5.9	0.1	49.1	5.0	0.0	0.6	0.0	5.6	
Exiting Leg Total	1262					0					1390					198					2850
Cars	12	1105	0	1	1118	15	15	84	0	114	0	1129	159	3	1291	140	0	14	0	154	2677
% Cars	85.7	95.3	0.0	100.0	95.1	93.8	93.8	100.0	0.0	98.3	0.0	91.9	94.6	100.0	92.2	97.9	0.0	87.5	0.0	96.9	93.9
Exiting Leg Total	1159					0					1332					186					2677
Heavy Vehicles	2	55	0	0	57	1	1	0	0	2	0	100	9	0	109	3	0	2	0	5	173
% Heavy Vehicles	14.3	4.7	0.0	0.0	4.9	6.3	6.3	0.0	0.0	1.7	0.0	8.1	5.4	0.0	7.8	2.1	0.0	12.5	0.0	3.1	6.1
Exiting Leg Total	103					0					58					12					173

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

8:00 AM	Washington Street					Curve Street					Washington Street					Lower East Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	4	137	0	0	141	5	3	12	0	20	0	172	27	1	200	20	0	5	0	25	386
8:15 AM	0	164	0	0	164	3	2	17	0	22	0	179	25	0	204	23	0	3	0	26	416
8:30 AM	3	143	0	0	146	2	2	15	0	19	0	174	28	0	202	22	0	1	0	23	390
8:45 AM	1	178	0	0	179	3	3	9	0	15	0	149	23	1	173	21	0	5	0	26	393
<b>Total Volume</b>	<b>8</b>	<b>622</b>	<b>0</b>	<b>0</b>	<b>630</b>	<b>13</b>	<b>10</b>	<b>53</b>	<b>0</b>	<b>76</b>	<b>0</b>	<b>674</b>	<b>103</b>	<b>2</b>	<b>779</b>	<b>86</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>100</b>	<b>1585</b>
% Approach Total	1.3	98.7	0.0	0.0		17.1	13.2	69.7	0.0		0.0	86.5	13.2	0.3		86.0	0.0	14.0	0.0		
PHF	0.500	0.874	0.000	0.000	0.880	0.650	0.833	0.779	0.000	0.864	0.000	0.941	0.920	0.500	0.955	0.935	0.000	0.700	0.000	0.962	0.953
Cars	8	589	0	0	597	12	10	53	0	75	0	616	98	2	716	85	0	13	0	98	1486
Cars %	100.0	94.7	0.0	0.0	94.8	92.3	100.0	100.0	0.0	98.7	0.0	91.4	95.1	100.0	91.9	98.8	0.0	92.9	0.0	98.0	93.8
Heavy Vehicles	0	33	0	0	33	1	0	0	0	1	0	58	5	0	63	1	0	1	0	2	99
Heavy Vehicles %	0.0	5.3	0.0	0.0	5.2	7.7	0.0	0.0	0.0	1.3	0.0	8.6	4.9	0.0	8.1	1.2	0.0	7.1	0.0	2.0	6.2
Cars Enter Leg	8	589	0	0	597	12	10	53	0	75	0	616	98	2	716	85	0	13	0	98	1486
Heavy Enter Leg	0	33	0	0	33	1	0	0	0	1	0	58	5	0	63	1	0	1	0	2	99
<b>Total Entering Leg</b>	<b>8</b>	<b>622</b>	<b>0</b>	<b>0</b>	<b>630</b>	<b>13</b>	<b>10</b>	<b>53</b>	<b>0</b>	<b>76</b>	<b>0</b>	<b>674</b>	<b>103</b>	<b>2</b>	<b>779</b>	<b>86</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>100</b>	<b>1585</b>
Cars Exiting Leg	641					0					729					116					1486
Heavy Exiting Leg	60					0					34					5					99
<b>Total Exiting Leg</b>	<b>701</b>					<b>0</b>					<b>763</b>					<b>121</b>					<b>1585</b>



PDI File #: **217946 (13)**  
 Location: **N: Washington Street S: Washington Street**  
 Location: **E: Curve Street W: Lower East Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Cars**

	Washington Street					Curve Street					Washington Street					Lower East Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
7:00 AM	0	111	0	0	111	2	1	4	0	7	0	124	10	1	135	14	0	1	0	15	268	
7:15 AM	1	115	0	0	116	0	2	4	0	6	0	120	14	0	134	15	0	0	0	15	271	
7:30 AM	2	133	0	0	135	0	0	14	0	14	0	118	16	0	134	11	0	0	0	11	294	
7:45 AM	1	157	0	1	159	1	2	9	0	12	0	151	21	0	172	15	0	0	0	15	358	
<b>Total</b>	<b>4</b>	<b>516</b>	<b>0</b>	<b>1</b>	<b>521</b>	<b>3</b>	<b>5</b>	<b>31</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>513</b>	<b>61</b>	<b>1</b>	<b>575</b>	<b>55</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>1191</b>	
8:00 AM	4	128	0	0	132	5	3	12	0	20	0	157	25	1	183	19	0	4	0	23	358	
8:15 AM	0	154	0	0	154	3	2	17	0	22	0	165	25	0	190	23	0	3	0	26	392	
8:30 AM	3	138	0	0	141	2	2	15	0	19	0	154	26	0	180	22	0	1	0	23	363	
8:45 AM	1	169	0	0	170	2	3	9	0	14	0	140	22	1	163	21	0	5	0	26	373	
<b>Total</b>	<b>8</b>	<b>589</b>	<b>0</b>	<b>0</b>	<b>597</b>	<b>12</b>	<b>10</b>	<b>53</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>616</b>	<b>98</b>	<b>2</b>	<b>716</b>	<b>85</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>98</b>	<b>1486</b>	
Grand Total	12	1105	0	1	1118	15	15	84	0	114	0	1129	159	3	1291	140	0	14	0	154	2677	
Approach %	1.1	98.8	0.0	0.1		13.2	13.2	73.7	0.0		0.0	87.5	12.3	0.2		90.9	0.0	9.1	0.0			
Total %	0.4	41.3	0.0	0.0	41.8	0.6	0.6	3.1	0.0	4.3	0.0	42.2	5.9	0.1	48.2	5.2	0.0	0.5	0.0	5.8		
Exiting Leg Total						1159					0					1332					186	2677

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

	Washington Street					Curve Street					Washington Street					Lower East Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
8:00 AM	4	128	0	0	132	5	3	12	0	20	0	157	25	1	183	19	0	4	0	23	358	
8:15 AM	0	154	0	0	154	3	2	17	0	22	0	165	25	0	190	23	0	3	0	26	392	
8:30 AM	3	138	0	0	141	2	2	15	0	19	0	154	26	0	180	22	0	1	0	23	363	
8:45 AM	1	169	0	0	170	2	3	9	0	14	0	140	22	1	163	21	0	5	0	26	373	
<b>Total Volume</b>	<b>8</b>	<b>589</b>	<b>0</b>	<b>0</b>	<b>597</b>	<b>12</b>	<b>10</b>	<b>53</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>616</b>	<b>98</b>	<b>2</b>	<b>716</b>	<b>85</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>98</b>	<b>1486</b>	
% Approach Total	1.3	98.7	0.0	0.0		16.0	13.3	70.7	0.0		0.0	86.0	13.7	0.3		86.7	0.0	13.3	0.0			
PHF	0.500	0.871	0.000	0.000	0.878	0.600	0.833	0.779	0.000	0.852	0.000	0.933	0.942	0.500	0.942	0.924	0.000	0.650	0.000	0.942	0.948	
Entering Leg	8	589	0	0	597	12	10	53	0	75	0	616	98	2	716	85	0	13	0	98	1486	
Exiting Leg						641					0					729					116	1486
<b>Total</b>						1238					75					1445					214	2972

PDI File #: **217946 (13)**  
 Location: **N: Washington Street S: Washington Street**  
 Location: **E: Curve Street W: Lower East Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. CUREWITZ**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	Washington Street					Curve Street					Washington Street					Lower East Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
7:00 AM	1	4	0	0	5	0	0	0	0	0	0	10	1	0	11	1	0	0	0	1	17	
7:15 AM	0	5	0	0	5	0	1	0	0	1	0	11	1	0	12	0	0	1	0	1	19	
7:30 AM	0	5	0	0	5	0	0	0	0	0	0	11	1	0	12	1	0	0	0	1	18	
7:45 AM	1	8	0	0	9	0	0	0	0	0	0	10	1	0	11	0	0	0	0	0	20	
Total	2	22	0	0	24	0	1	0	0	1	0	42	4	0	46	2	0	1	0	3	74	
8:00 AM	0	9	0	0	9	0	0	0	0	0	0	15	2	0	17	1	0	1	0	2	28	
8:15 AM	0	10	0	0	10	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	24	
8:30 AM	0	5	0	0	5	0	0	0	0	0	0	20	2	0	22	0	0	0	0	0	27	
8:45 AM	0	9	0	0	9	1	0	0	0	1	0	9	1	0	10	0	0	0	0	0	20	
Total	0	33	0	0	33	1	0	0	0	1	0	58	5	0	63	1	0	1	0	2	99	
Grand Total	2	55	0	0	57	1	1	0	0	2	0	100	9	0	109	3	0	2	0	5	173	
Approach %	3.5	96.5	0.0	0.0		50.0	50.0	0.0	0.0		0.0	91.7	8.3	0.0		60.0	0.0	40.0	0.0			
Total %	1.2	31.8	0.0	0.0	32.9	0.6	0.6	0.0	0.0	1.2	0.0	57.8	5.2	0.0	63.0	1.7	0.0	1.2	0.0	2.9		
Exiting Leg Total					103					0					58						12	173
Buses	1	17	0	0	18	0	1	0	0	1	0	20	4	0	24	2	0	2	0	4	47	
% Buses	50.0	30.9	0.0	0.0	31.6	0.0	100.0	0.0	0.0	50.0	0.0	20.0	44.4	0.0	22.0	66.7	0.0	100.0	0.0	80.0	27.2	
Exiting Leg Total					22					0					19						6	47
Single-Unit Trucks	1	27	0	0	28	1	0	0	0	1	0	53	4	0	57	1	0	0	0	1	87	
% Single-Unit	50.0	49.1	0.0	0.0	49.1	100.0	0.0	0.0	0.0	50.0	0.0	53.0	44.4	0.0	52.3	33.3	0.0	0.0	0.0	20.0	50.3	
Exiting Leg Total					54					0					28						5	87
Articulated Trucks	0	11	0	0	11	0	0	0	0	0	0	27	1	0	28	0	0	0	0	0	39	
% Articulated	0.0	20.0	0.0	0.0	19.3	0.0	0.0	0.0	0.0	0.0	0.0	27.0	11.1	0.0	25.7	0.0	0.0	0.0	0.0	0.0	22.5	
Exiting Leg Total					27					0					11						1	39

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

	Washington Street					Curve Street					Washington Street					Lower East Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
7:45 AM	1	8	0	0	9	0	0	0	0	0	0	10	1	0	11	0	0	0	0	0	20	
7:45 AM	0	9	0	0	9	0	0	0	0	0	0	15	2	0	17	1	0	1	0	2	28	
8:00 AM	0	10	0	0	10	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	24	
8:15 AM	0	5	0	0	5	0	0	0	0	0	0	20	2	0	22	0	0	0	0	0	27	
Total Volume	1	32	0	0	33	0	0	0	0	0	0	59	5	0	64	1	0	1	0	2	99	
% Approach Total	3.0	97.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	92.2	7.8	0.0		50.0	0.0	50.0	0.0			
PHF	0.250	0.800	0.000	0.000	0.825	0.000	0.000	0.000	0.000	0.000	0.000	0.738	0.625	0.000	0.727	0.250	0.000	0.250	0.000	0.250	0.884	
Buses	0	9	0	0	9	0	0	0	0	0	0	13	2	0	15	0	0	1	0	1	25	
Buses %	0.0	28.1	0.0	0.0	27.3	0.0	0.0	0.0	0.0	0.0	0.0	22.0	40.0	0.0	23.4	0.0	0.0	100.0	0.0	50.0	25.3	
Single-Unit Trucks	1	14	0	0	15	0	0	0	0	0	0	31	3	0	34	1	0	0	0	1	50	
Single-Unit %	100.0	43.8	0.0	0.0	45.5	0.0	0.0	0.0	0.0	0.0	0.0	52.5	60.0	0.0	53.1	100.0	0.0	0.0	0.0	50.0	50.5	
Articulated Trucks	0	9	0	0	9	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	24	
Articulated %	0.0	28.1	0.0	0.0	27.3	0.0	0.0	0.0	0.0	0.0	0.0	25.4	0.0	0.0	23.4	0.0	0.0	0.0	0.0	0.0	24.2	
Buses	0	9	0	0	9	0	0	0	0	0	0	13	2	0	15	0	0	1	0	1	25	
Single-Unit Trucks	1	14	0	0	15	0	0	0	0	0	0	31	3	0	34	1	0	0	0	1	50	
Articulated Trucks	0	9	0	0	9	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	24	
Total Entering Leg	1	32	0	0	33	0	0	0	0	0	0	59	5	0	64	1	0	1	0	2	99	
Buses					14					0					9						2	25
Single-Unit Trucks					31					0					15						4	50
Articulated Trucks					15					0					9						0	24
Total Exiting Leg					60					0					33						6	99

PDI File #: **217946 (13)**  
 Location: **N: Washington Street S: Washington Street**  
 Location: **E: Curve Street W: Lower East Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Buses**

	Washington Street					Curve Street					Washington Street					Lower East Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
7:00 AM	1	2	0	0	3	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	6	
7:15 AM	0	3	0	0	3	0	1	0	0	1	0	3	0	0	3	0	0	1	0	1	8	
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	1	0	0	0	1	5	
7:45 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4	
<b>Total</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>23</b>	
8:00 AM	0	2	0	0	2	0	0	0	0	0	0	2	1	0	3	0	0	1	0	1	6	
8:15 AM	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	9	
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	6	
8:45 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	
<b>Total</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>24</b>	
<b>Grand Total</b>	<b>1</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>4</b>	<b>0</b>	<b>24</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>47</b>	
Approach %	5.6	94.4	0.0	0.0		0.0	100.0	0.0	0.0		0.0	83.3	16.7	0.0		50.0	0.0	50.0	0.0			
Total %	2.1	36.2	0.0	0.0	38.3	0.0	2.1	0.0	0.0	2.1	0.0	42.6	8.5	0.0	51.1	4.3	0.0	4.3	0.0	8.5		
Exiting Leg Total						22					0					19					6	47

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

7:45 AM	Washington Street					Curve Street					Washington Street					Lower East Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
7:45 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4	
8:00 AM	0	2	0	0	2	0	0	0	0	0	0	2	1	0	3	0	0	1	0	1	6	
8:15 AM	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	9	
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	6	
Total Volume	0	9	0	0	9	0	0	0	0	0	0	13	2	0	15	0	0	1	0	1	25	
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	86.7	13.3	0.0		0.0	0.0	100.0	0.0			
PHF	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.542	0.500	0.000	0.625	0.000	0.000	0.250	0.000	0.250	0.694	
Entering Leg	0	9	0	0	9	0	0	0	0	0	0	13	2	0	15	0	0	1	0	1	25	
Exiting Leg											0					9					2	25
Total						23					0					24					3	50

PDI File #: **217946 (13)**  
 Location: **N: Washington Street S: Washington Street**  
 Location: **E: Curve Street W: Lower East Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Single-Unit Trucks**

	Washington Street					Curve Street					Washington Street					Lower East Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	1	0	0	1	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	8
7:15 AM	0	2	0	0	2	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	8
7:30 AM	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
7:45 AM	1	3	0	0	4	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	11
<b>Total</b>	<b>1</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>
8:00 AM	0	5	0	0	5	0	0	0	0	0	0	8	1	0	9	1	0	0	0	1	15
8:15 AM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
8:30 AM	0	4	0	0	4	0	0	0	0	0	0	13	1	0	14	0	0	0	0	0	18
8:45 AM	0	6	0	0	6	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	13
<b>Total</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>31</b>	<b>2</b>	<b>0</b>	<b>33</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>52</b>
Grand Total	1	27	0	0	28	1	0	0	0	1	0	53	4	0	57	1	0	0	0	1	87
Approach %	3.6	96.4	0.0	0.0		100.0	0.0	0.0	0.0		0.0	93.0	7.0	0.0		100.0	0.0	0.0	0.0		
Total %	1.1	31.0	0.0	0.0	32.2	1.1	0.0	0.0	0.0	1.1	0.0	60.9	4.6	0.0	65.5	1.1	0.0	0.0	0.0	1.1	
Exiting Leg Total	54					0					28					5					87

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

8:00 AM	Washington Street					Curve Street					Washington Street					Lower East Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	0	5	0	0	5	0	0	0	0	0	0	8	1	0	9	1	0	0	0	1	15
8:15 AM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
8:30 AM	0	4	0	0	4	0	0	0	0	0	0	13	1	0	14	0	0	0	0	0	18
8:45 AM	0	6	0	0	6	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	13
Total Volume	0	17	0	0	17	1	0	0	0	1	0	31	2	0	33	1	0	0	0	1	52
% Approach Total	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	93.9	6.1	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.708	0.000	0.000	0.708	0.250	0.000	0.000	0.000	0.250	0.000	0.596	0.500	0.000	0.589	0.250	0.000	0.000	0.000	0.250	0.722
Entering Leg	0	17	0	0	17	1	0	0	0	1	0	31	2	0	33	1	0	0	0	1	52
Exiting Leg											0					2					52
Total	49					1					51					3					104

PDI File #: **217946 (13)**  
 Location: **N: Washington Street S: Washington Street**  
 Location: **E: Curve Street W: Lower East Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Articulated Trucks**

	Washington Street					Curve Street					Washington Street					Lower East Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
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	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5	
7:45 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5	
<b>Total</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	
8:00 AM	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7	
8:15 AM	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	
8:45 AM	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	4	
<b>Total</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	
Grand Total	0	11	0	0	11	0	0	0	0	0	0	27	1	0	28	0	0	0	0	0	39	
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	96.4	3.6	0.0		0.0	0.0	0.0	0.0			
Total %	0.0	28.2	0.0	0.0	28.2	0.0	0.0	0.0	0.0	0.0	0.0	69.2	2.6	0.0	71.8	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total						27					0					11					1	39

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

	Washington Street					Curve Street					Washington Street					Lower East Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5	
7:45 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5	
8:00 AM	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7	
8:15 AM	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9	
Total Volume	0	9	0	0	9	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	26	
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0			
PHF	0.000	0.450	0.000	0.000	0.450	0.000	0.000	0.000	0.000	0.000	0.000	0.850	0.000	0.000	0.850	0.000	0.000	0.000	0.000	0.000	0.722	
Entering Leg	0	9	0	0	9	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	26	
Exiting Leg						17					0					9					0	26
Total						26					0					26					0	52

PDI File #: **217946 (13)**  
 Location: **N: Washington Street S: Washington Street**  
 Location: **E: Curve Street W: Lower East Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Bicycles (on Roadway and Crosswalks)**

	Washington Street								Curve Street								Washington Street								Lower East Street								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
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	
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	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	1	0	0	0	0	0	0	0	0	1
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	1	0	0	0	0	0	0	0	0	1
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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								1								0								0								0	1

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

	Washington Street								Curve Street								Washington Street								Lower East Street								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
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	
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	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.250	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	0.250	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
Exiting Leg								1								0								0								0	1
<b>Total</b>								1								0								1								0	2

PDI File #: 217946 (13)  
 Location: N: Washington Street S: Washington Street  
 Location: E: Curve Street W: Lower East Street  
 City, State: Dedham, MA  
 Client: BETA/ J. Curewitz  
 Site Code: 7588  
 Count Date: Wednesday, May 19, 2021  
 Start Time: 7:00 AM  
 End Time: 9:00 AM  
 Class:



**Pedestrians**

	Washington Street								Curve Street								Washington Street								Lower East Street								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	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	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		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2		
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	3		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	5		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	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	1	1	0	0	0	0	0	0	0	0	1		
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	4	3	7	0	0	0	0	0	2	2	4	0	0	0	0	0	0	0	0	11		
<b>Grand Total</b>	0	0	0	0	0	0	0	0	0	0	0	5	4	9	0	0	0	0	0	3	2	5	0	0	0	0	0	0	0	0	14		
Approach %	0	0	0	0	0	0	0	0	0	0	0	55.6	44.4		0	0	0	0	0	60	40		0	0	0	0	0	0	0				
Total %	0	0	0	0	0	0	0	0	0	0	0	35.7	28.6	64.3	0	0	0	0	0	21.4	14.3	35.7	0	0	0	0	0	0	0	0			
Exiting Leg Total	0								9								5								0								14

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

	Washington Street								Curve Street								Washington Street								Lower East Street								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	5		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2		
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	0	5	3	8	0	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0	12		
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	62.5	37.5		0.0	0.0	0.0	0.0	0.0	75.0	25.0		0.0	0.0	0.0	0.0	0.0	0.0	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	0.625	0.375	0.667	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	0.000	0.000	0.600			
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	5	3	8	0	0	0	0	0	3	1	4	0	0	0	0	0	0	0	12			
Exiting Leg	0								8								4								0								12
<b>Total</b>	0								16								8								0								24

PDI File #: **217946 (13)**  
 Location: **N: Washington Street S: Washington Street**  
 Location: **E: Curve Street W: Lower East Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Cars and Heavy Vehicles (Combined)**

	Washington Street					Curve Street					Washington Street					Lower East Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	2	221	0	0	223	1	0	22	0	23	0	188	28	2	218	21	0	7	0	28	492
4:15 PM	3	196	0	0	199	4	1	10	0	15	0	220	20	0	240	41	0	5	0	46	500
4:30 PM	1	191	0	1	193	1	2	12	0	15	0	216	27	0	243	34	0	2	0	36	487
4:45 PM	2	176	0	0	178	0	1	22	0	23	0	202	19	1	222	22	0	2	0	24	447
<b>Total</b>	<b>8</b>	<b>784</b>	<b>0</b>	<b>1</b>	<b>793</b>	<b>6</b>	<b>4</b>	<b>66</b>	<b>0</b>	<b>76</b>	<b>0</b>	<b>826</b>	<b>94</b>	<b>3</b>	<b>923</b>	<b>118</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>134</b>	<b>1926</b>
5:00 PM	1	176	0	1	178	3	0	16	0	19	0	216	19	0	235	28	0	2	0	30	462
5:15 PM	4	180	0	0	184	4	1	18	0	23	0	221	24	1	246	27	0	3	0	30	483
5:30 PM	0	194	0	0	194	2	1	22	0	25	0	221	24	0	245	28	0	2	0	30	494
5:45 PM	0	182	0	1	183	1	3	16	0	20	0	219	23	1	243	20	0	3	0	23	469
<b>Total</b>	<b>5</b>	<b>732</b>	<b>0</b>	<b>2</b>	<b>739</b>	<b>10</b>	<b>5</b>	<b>72</b>	<b>0</b>	<b>87</b>	<b>0</b>	<b>877</b>	<b>90</b>	<b>2</b>	<b>969</b>	<b>103</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>113</b>	<b>1908</b>
Grand Total	13	1516	0	3	1532	16	9	138	0	163	0	1703	184	5	1892	221	0	26	0	247	3834
Approach %	0.8	99.0	0.0	0.2		9.8	5.5	84.7	0.0		0.0	90.0	9.7	0.3		89.5	0.0	10.5	0.0		
Total %	0.3	39.5	0.0	0.1	40.0	0.4	0.2	3.6	0.0	4.3	0.0	44.4	4.8	0.1	49.3	5.8	0.0	0.7	0.0	6.4	
Exiting Leg Total	1748					0					1880					206					3834
Cars	13	1467	0	3	1483	14	8	136	0	158	0	1663	182	5	1850	217	0	24	0	241	3732
% Cars	100.0	96.8	0.0	100.0	96.8	87.5	88.9	98.6	0.0	96.9	0.0	97.7	98.9	100.0	97.8	98.2	0.0	92.3	0.0	97.6	97.3
Exiting Leg Total	1704					0					1825					203					3732
Heavy Vehicles	0	49	0	0	49	2	1	2	0	5	0	40	2	0	42	4	0	2	0	6	102
% Heavy Vehicles	0.0	3.2	0.0	0.0	3.2	12.5	11.1	1.4	0.0	3.1	0.0	2.3	1.1	0.0	2.2	1.8	0.0	7.7	0.0	2.4	2.7
Exiting Leg Total	44					0					55					3					102

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

	Washington Street					Curve Street					Washington Street					Lower East Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	2	221	0	0	223	1	0	22	0	23	0	188	28	2	218	21	0	7	0	28	492
4:15 PM	3	196	0	0	199	4	1	10	0	15	0	220	20	0	240	41	0	5	0	46	500
4:30 PM	1	191	0	1	193	1	2	12	0	15	0	216	27	0	243	34	0	2	0	36	487
4:45 PM	2	176	0	0	178	0	1	22	0	23	0	202	19	1	222	22	0	2	0	24	447
Total Volume	8	784	0	1	793	6	4	66	0	76	0	826	94	3	923	118	0	16	0	134	1926
% Approach Total	1.0	98.9	0.0	0.1		7.9	5.3	86.8	0.0		0.0	89.5	10.2	0.3		88.1	0.0	11.9	0.0		
PHF	0.667	0.887	0.000	0.250	0.889	0.375	0.500	0.750	0.000	0.826	0.000	0.939	0.839	0.375	0.950	0.720	0.000	0.571	0.000	0.728	0.963
Cars	8	755	0	1	764	4	3	64	0	71	0	806	92	3	901	114	0	14	0	128	1864
Cars %	100.0	96.3	0.0	100.0	96.3	66.7	75.0	97.0	0.0	93.4	0.0	97.6	97.9	100.0	97.6	96.6	0.0	87.5	0.0	95.5	96.8
Heavy Vehicles	0	29	0	0	29	2	1	2	0	5	0	20	2	0	22	4	0	2	0	6	62
Heavy Vehicles %	0.0	3.7	0.0	0.0	3.7	33.3	25.0	3.0	0.0	6.6	0.0	2.4	2.1	0.0	2.4	3.4	0.0	12.5	0.0	4.5	3.2
Cars Enter Leg	8	755	0	1	764	4	3	64	0	71	0	806	92	3	901	114	0	14	0	128	1864
Heavy Enter Leg	0	29	0	0	29	2	1	2	0	5	0	20	2	0	22	4	0	2	0	6	62
Total Entering Leg	8	784	0	1	793	6	4	66	0	76	0	826	94	3	923	118	0	16	0	134	1926
Cars Exiting Leg	825					0					936					103					1864
Heavy Exiting Leg	24					0					35					3					62
Total Exiting Leg	849					0					971					106					1926



PDI File #: **217946 (13)**  
 Location: **N: Washington Street S: Washington Street**  
 Location: **E: Curve Street W: Lower East Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. CUREWITZ**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Cars**

	Washington Street					Curve Street					Washington Street					Lower East Street					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
4:00 PM	2	211	0	0	213	1	0	21	0	22	0	182	28	2	212	20	0	6	0	26	473					
4:15 PM	3	191	0	0	194	2	1	10	0	13	0	216	19	0	235	40	0	5	0	45	487					
4:30 PM	1	186	0	1	188	1	2	12	0	15	0	211	26	0	237	32	0	1	0	33	473					
4:45 PM	2	167	0	0	169	0	0	21	0	21	0	197	19	1	217	22	0	2	0	24	431					
<b>Total</b>	<b>8</b>	<b>755</b>	<b>0</b>	<b>1</b>	<b>764</b>	<b>4</b>	<b>3</b>	<b>64</b>	<b>0</b>	<b>71</b>	<b>0</b>	<b>806</b>	<b>92</b>	<b>3</b>	<b>901</b>	<b>114</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>128</b>	<b>1864</b>					
5:00 PM	1	173	0	1	175	3	0	16	0	19	0	210	19	0	229	28	0	2	0	30	453					
5:15 PM	4	177	0	0	181	4	1	18	0	23	0	216	24	1	241	27	0	3	0	30	475					
5:30 PM	0	185	0	0	185	2	1	22	0	25	0	216	24	0	240	28	0	2	0	30	480					
5:45 PM	0	177	0	1	178	1	3	16	0	20	0	215	23	1	239	20	0	3	0	23	460					
<b>Total</b>	<b>5</b>	<b>712</b>	<b>0</b>	<b>2</b>	<b>719</b>	<b>10</b>	<b>5</b>	<b>72</b>	<b>0</b>	<b>87</b>	<b>0</b>	<b>857</b>	<b>90</b>	<b>2</b>	<b>949</b>	<b>103</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>113</b>	<b>1868</b>					
Grand Total	13	1467	0	3	1483	14	8	136	0	158	0	1663	182	5	1850	217	0	24	0	241	3732					
Approach %	0.9	98.9	0.0	0.2		8.9	5.1	86.1	0.0		0.0	89.9	9.8	0.3		90.0	0.0	10.0	0.0							
Total %	0.3	39.3	0.0	0.1	39.7	0.4	0.2	3.6	0.0	4.2	0.0	44.6	4.9	0.1	49.6	5.8	0.0	0.6	0.0	6.5						
Exiting Leg Total						1704					0					1825					203					3732

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

	Washington Street					Curve Street					Washington Street					Lower East Street					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
5:00 PM	1	173	0	1	175	3	0	16	0	19	0	210	19	0	229	28	0	2	0	30	453					
5:15 PM	4	177	0	0	181	4	1	18	0	23	0	216	24	1	241	27	0	3	0	30	475					
5:30 PM	0	185	0	0	185	2	1	22	0	25	0	216	24	0	240	28	0	2	0	30	480					
5:45 PM	0	177	0	1	178	1	3	16	0	20	0	215	23	1	239	20	0	3	0	23	460					
<b>Total Volume</b>	<b>5</b>	<b>712</b>	<b>0</b>	<b>2</b>	<b>719</b>	<b>10</b>	<b>5</b>	<b>72</b>	<b>0</b>	<b>87</b>	<b>0</b>	<b>857</b>	<b>90</b>	<b>2</b>	<b>949</b>	<b>103</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>113</b>	<b>1868</b>					
% Approach Total	0.7	99.0	0.0	0.3		11.5	5.7	82.8	0.0		0.0	90.3	9.5	0.2		91.2	0.0	8.8	0.0							
PHF	0.313	0.962	0.000	0.500	0.972	0.625	0.417	0.818	0.000	0.870	0.000	0.992	0.938	0.500	0.984	0.920	0.000	0.833	0.000	0.942	0.973					
Entering Leg	5	712	0	2	719	10	5	72	0	87	0	857	90	2	949	103	0	10	0	113	1868					
Exiting Leg						879					0					889					100					1868
<b>Total</b>						1598					87					1838					213					3736

PDI File #: **217946 (13)**  
 Location: **N: Washington Street S: Washington Street**  
 Location: **E: Curve Street W: Lower East Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. CUREWITZ**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**



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

	Washington Street					Curve Street					Washington Street					Lower East Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:00 PM	0	10	0	0	10	0	0	1	0	1	0	6	0	0	6	1	0	1	0	2	19	
4:15 PM	0	5	0	0	5	2	0	0	0	2	0	4	1	0	5	1	0	0	0	1	13	
4:30 PM	0	5	0	0	5	0	0	0	0	0	0	5	1	0	6	2	0	1	0	3	14	
4:45 PM	0	9	0	0	9	0	1	1	0	2	0	5	0	0	5	0	0	0	0	0	16	
<b>Total</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>62</b>	
5:00 PM	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	9	
5:15 PM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8	
5:30 PM	0	9	0	0	9	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	14	
5:45 PM	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9	
<b>Total</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>	
Grand Total	0	49	0	0	49	2	1	2	0	5	0	40	2	0	42	4	0	2	0	6	102	
Approach %	0.0	100.0	0.0	0.0		40.0	20.0	40.0	0.0		0.0	95.2	4.8	0.0		66.7	0.0	33.3	0.0			
Total %	0.0	48.0	0.0	0.0	48.0	2.0	1.0	2.0	0.0	4.9	0.0	39.2	2.0	0.0	41.2	3.9	0.0	2.0	0.0	5.9		
Exiting Leg Total						44					0					55					3	102
Buses	0	27	0	0	27	0	0	0	0	0	0	25	0	0	25	0	0	2	0	2	54	
% Buses	0.0	55.1	0.0	0.0	55.1	0.0	0.0	0.0	0.0	0.0	0.0	62.5	0.0	0.0	59.5	0.0	0.0	100.0	0.0	33.3	52.9	
Exiting Leg Total						27					0					27					0	54
Single-Unit Trucks	0	18	0	0	18	2	1	2	0	5	0	14	2	0	16	4	0	0	0	4	43	
% Single-Unit	0.0	36.7	0.0	0.0	36.7	100.0	100.0	100.0	0.0	100.0	0.0	35.0	100.0	0.0	38.1	100.0	0.0	0.0	0.0	66.7	42.2	
Exiting Leg Total						16					0					24					3	43
Articulated Trucks	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5	
% Articulated	0.0	8.2	0.0	0.0	8.2	0.0	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	4.9	
Exiting Leg Total						1					0					4					0	5

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

	Washington Street					Curve Street					Washington Street					Lower East Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:00 PM	0	10	0	0	10	0	0	1	0	1	0	6	0	0	6	1	0	1	0	2	19	
4:15 PM	0	5	0	0	5	2	0	0	0	2	0	4	1	0	5	1	0	0	0	1	13	
4:30 PM	0	5	0	0	5	0	0	0	0	0	0	5	1	0	6	2	0	1	0	3	14	
4:45 PM	0	9	0	0	9	0	1	1	0	2	0	5	0	0	5	0	0	0	0	0	16	
<b>Total Volume</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>62</b>	
% Approach Total	0.0	100.0	0.0	0.0		40.0	20.0	40.0	0.0		0.0	90.9	9.1	0.0		66.7	0.0	33.3	0.0			
PHF	0.000	0.725	0.000	0.000	0.725	0.250	0.250	0.500	0.000	0.625	0.000	0.833	0.500	0.000	0.917	0.500	0.000	0.500	0.000	0.500	0.816	
Buses	0	11	0	0	11	0	0	0	0	0	0	12	0	0	12	0	0	2	0	2	25	
Buses %	0.0	37.9	0.0	0.0	37.9	0.0	0.0	0.0	0.0	0.0	0.0	60.0	0.0	0.0	54.5	0.0	0.0	100.0	0.0	33.3	40.3	
Single-Unit Trucks	0	14	0	0	14	2	1	2	0	5	0	7	2	0	9	4	0	0	0	4	32	
Single-Unit %	0.0	48.3	0.0	0.0	48.3	100.0	100.0	100.0	0.0	100.0	0.0	35.0	100.0	0.0	40.9	100.0	0.0	0.0	0.0	66.7	51.6	
Articulated Trucks	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5	
Articulated %	0.0	13.8	0.0	0.0	13.8	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	8.1	
Buses	0	11	0	0	11	0	0	0	0	0	0	12	0	0	12	0	0	2	0	2	25	
Single-Unit Trucks	0	14	0	0	14	2	1	2	0	5	0	7	2	0	9	4	0	0	0	4	32	
Articulated Trucks	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5	
Total Entering Leg	0	29	0	0	29	2	1	2	0	5	0	20	2	0	22	4	0	2	0	6	62	
Buses						14					0					11					0	25
Single-Unit Trucks						9					0					20					3	32
Articulated Trucks						1					0					4					0	5
Total Exiting Leg						24					0					35					3	62

PDI File #: **217946 (13)**  
 Location: **N: Washington Street S: Washington Street**  
 Location: **E: Curve Street W: Lower East Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Buses**

	Washington Street					Curve Street					Washington Street					Lower East Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:00 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	7	
4:15 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	5	
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	5	0	5	0	0	1	0	1	7		
4:45 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	6	
<b>Total</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>25</b>		
5:00 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	5	
5:15 PM	0	2	0	0	2	0	0	0	0	0	0	5	0	5	0	0	0	0	0	0	7	
5:30 PM	0	7	0	0	7	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	9	
5:45 PM	0	4	0	0	4	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	8	
<b>Total</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	
Grand Total	0	27	0	0	27	0	0	0	0	0	0	25	0	25	0	0	2	0	2	54		
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0			
Total %	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	46.3	0.0	46.3	0.0	0.0	3.7	0.0	3.7			
Exiting Leg Total						27					0					27					0	54

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

5:00 PM	Washington Street					Curve Street					Washington Street					Lower East Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
5:00 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	5	
5:15 PM	0	2	0	0	2	0	0	0	0	0	0	5	0	5	0	0	0	0	0	0	7	
5:30 PM	0	7	0	0	7	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	9	
5:45 PM	0	4	0	0	4	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	8	
Total Volume	0	16	0	0	16	0	0	0	0	0	0	13	0	13	0	0	0	0	0	0	29	
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0			
PHF	0.000	0.571	0.000	0.000	0.571	0.000	0.000	0.000	0.000	0.000	0.000	0.650	0.000	0.650	0.000	0.000	0.000	0.000	0.000	0.000	0.806	
Entering Leg	0	16	0	0	16	0	0	0	0	0	0	13	0	13	0	0	0	0	0	0	29	
Exiting Leg						13					0					16					0	29
Total						29					0					29					0	58

PDI File #: **217946 (13)**  
 Location: **N: Washington Street S: Washington Street**  
 Location: **E: Curve Street W: Lower East Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Single-Unit Trucks**

	Washington Street					Curve Street					Washington Street					Lower East Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	6	0	0	6	0	0	1	0	1	0	2	0	0	2	1	0	0	0	1	10
4:15 PM	0	1	0	0	1	2	0	0	0	2	0	3	1	0	4	1	0	0	0	1	8
4:30 PM	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	6
4:45 PM	0	4	0	0	4	0	1	1	0	2	0	2	0	0	2	0	0	0	0	0	8
<b>Total</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>32</b>
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>
Grand Total	0	18	0	0	18	2	1	2	0	5	0	14	2	0	16	4	0	0	0	4	43
Approach %	0.0	100.0	0.0	0.0		40.0	20.0	40.0	0.0		0.0	87.5	12.5	0.0		100.0	0.0	0.0	0.0		
Total %	0.0	41.9	0.0	0.0	41.9	4.7	2.3	4.7	0.0	11.6	0.0	32.6	4.7	0.0	37.2	9.3	0.0	0.0	0.0	9.3	
Exiting Leg Total	16					0					24					3					43

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

	Washington Street					Curve Street					Washington Street					Lower East Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	6	0	0	6	0	0	1	0	1	0	2	0	0	2	1	0	0	0	1	10
4:15 PM	0	1	0	0	1	2	0	0	0	2	0	3	1	0	4	1	0	0	0	1	8
4:30 PM	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	6
4:45 PM	0	4	0	0	4	0	1	1	0	2	0	2	0	0	2	0	0	0	0	0	8
Total Volume	0	14	0	0	14	2	1	2	0	5	0	7	2	0	9	4	0	0	0	4	32
% Approach Total	0.0	100.0	0.0	0.0		40.0	20.0	40.0	0.0		0.0	77.8	22.2	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.583	0.000	0.000	0.583	0.250	0.250	0.500	0.000	0.625	0.000	0.583	0.500	0.000	0.563	0.500	0.000	0.000	0.000	0.500	0.800
Entering Leg	0	14	0	0	14	2	1	2	0	5	0	7	2	0	9	4	0	0	0	4	32
Exiting Leg	9					0					20					3					32
Total	23					5					29					7					64

PDI File #: **217946 (13)**  
 Location: **N: Washington Street S: Washington Street**  
 Location: **E: Curve Street W: Lower East Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Articulated Trucks**

	Washington Street					Curve Street					Washington Street					Lower East Street					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Total</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Grand Total	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	80.0	0.0	0.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	1					0					4					0					5					

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

4:00 PM	Washington Street					Curve Street					Washington Street					Lower East Street					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.250	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	0.625
Entering Leg	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5
Exiting Leg	1					0					4					0					5					
Total	5					0					5					0					10					



PDI File #: **217946 (13)**  
 Location: **N: Washington Street S: Washington Street**  
 Location: **E: Curve Street W: Lower East Street**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Pedestrians**

	Washington Street								Curve Street								Washington Street								Lower East Street								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	1	3		0	0	0	0	0	0	0	0	0	0	0	0	0	0	3			
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1			
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	2	1	3		0	0	0	0	0	0	1	1	0	0	0	0	0	0	4			
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:15 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	0	0	0	2			
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	0	0	2	0	2	0	0	0	0	0	0	3			
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	2	3		0	0	0	0	0	0	0	0	0	0	0	0	0	0	3			
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	2	4	6		0	0	0	0	0	2	0	2	0	0	0	0	0	0	8			
Grand Total	0	0	0	0	0	0	0	0	0	0	0	4	5	9		0	0	0	0	0	2	1	3	0	0	0	0	0	0	12			
Approach %	0	0	0	0	0	0	0	0	0	0	0	44.4	55.6		0	0	0	0	0	66.7	33.3		0	0	0	0	0	0					
Total %	0	0	0	0	0	0	0	0	0	0	0	33.3	41.7	75		0	0	0	0	16.7	8.33	25	0	0	0	0	0	0					
Exiting Leg Total	0								9								3								0	12							

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

	Washington Street								Curve Street								Washington Street								Lower East Street								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:15 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	0	0	0	2			
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	0	0	2	0	2	0	0	0	0	0	0	3			
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	2	3		0	0	0	0	0	0	0	0	0	0	0	0	0	0	3			
Total Volume	0	0	0	0	0	0	0	0	0	0	0	2	4	6		0	0	0	0	0	2	0	2	0	0	0	0	0	0	8			
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	66.7		0.0	0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0					
PHF	0.000	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		0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.667			
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	2	4	6		0	0	0	0	0	2	0	2	0	0	0	0	0	0	8			
Exiting Leg	0								6								2								0	8							
Total	0								12								4								0	16							

PDI File #: **217946 (14)**  
 Location: **N: Washington Street S: Washington Street**  
 Location: **W: Eastbrook Road**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Cars and Heavy Vehicles (Combined)**

	Washington Street				Washington Street				Eastbrook Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:00 AM	2	133	0	135	148	3	0	151	3	0	0	3	289
7:15 AM	1	136	0	137	155	5	0	160	4	0	0	4	301
7:30 AM	4	168	0	172	144	4	0	148	1	1	0	2	322
7:45 AM	1	190	0	191	197	8	0	205	1	1	0	2	398
<b>Total</b>	<b>8</b>	<b>627</b>	<b>0</b>	<b>635</b>	<b>644</b>	<b>20</b>	<b>0</b>	<b>664</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>1310</b>
8:00 AM	3	180	0	183	192	10	0	202	1	1	0	2	387
8:15 AM	4	204	0	208	208	11	0	219	6	2	0	8	435
8:30 AM	3	182	0	185	192	8	0	200	5	1	0	6	391
8:45 AM	3	180	1	184	174	12	0	186	5	1	0	6	376
<b>Total</b>	<b>13</b>	<b>746</b>	<b>1</b>	<b>760</b>	<b>766</b>	<b>41</b>	<b>0</b>	<b>807</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>22</b>	<b>1589</b>
Grand Total	21	1373	1	1395	1410	61	0	1471	26	7	0	33	2899
Approach %	1.5	98.4	0.1		95.9	4.1	0.0		78.8	21.2	0.0		
Total %	0.7	47.4	0.0	48.1	48.6	2.1	0.0	50.7	0.9	0.2	0.0	1.1	
Exiting Leg Total				1418				1399				82	2899
Cars	21	1321	1	1343	1306	61	0	1367	24	6	0	30	2740
% Cars	100.0	96.2	100.0	96.3	92.6	100.0	0.0	92.9	92.3	85.7	0.0	90.9	94.5
Exiting Leg Total				1313				1345				82	2740
Heavy Vehicles	0	52	0	52	104	0	0	104	2	1	0	3	159
% Heavy Vehicles	0.0	3.8	0.0	3.7	7.4	0.0	0.0	7.1	7.7	14.3	0.0	9.1	5.5
Exiting Leg Total				105				54				0	159

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

	Washington Street				Washington Street				Eastbrook Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:45 AM	1	190	0	191	197	8	0	205	1	1	0	2	398
8:00 AM	3	180	0	183	192	10	0	202	1	1	0	2	387
8:15 AM	4	204	0	208	208	11	0	219	6	2	0	8	435
8:30 AM	3	182	0	185	192	8	0	200	5	1	0	6	391
Total Volume	11	756	0	767	789	37	0	826	13	5	0	18	1611
% Approach Total	1.4	98.6	0.0		95.5	4.5	0.0		72.2	27.8	0.0		
PHF	0.688	0.926	0.000	0.922	0.948	0.841	0.000	0.943	0.542	0.625	0.000	0.563	0.926
Cars	11	725	0	736	731	37	0	768	13	4	0	17	1521
Cars %	100.0	95.9	0.0	96.0	92.6	100.0	0.0	93.0	100.0	80.0	0.0	94.4	94.4
Heavy Vehicles	0	31	0	31	58	0	0	58	0	1	0	1	90
Heavy Vehicles %	0.0	4.1	0.0	4.0	7.4	0.0	0.0	7.0	0.0	20.0	0.0	5.6	5.6
Cars Enter Leg	11	725	0	736	731	37	0	768	13	4	0	17	1521
Heavy Enter Leg	0	31	0	31	58	0	0	58	0	1	0	1	90
Total Entering Leg	11	756	0	767	789	37	0	826	13	5	0	18	1611
Cars Exiting Leg				735				738				48	1521
Heavy Exiting Leg				59				31				0	90
Total Exiting Leg				794				769				48	1611



PDI File #: **217946 (14)**  
 Location: **N: Washington Street S: Washington Street**  
 Location: **W: Eastbrook Road**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Cars**

	Washington Street				Washington Street				Eastbrook Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:00 AM	2	128	0	130	137	3	0	140	3	0	0	3	273
7:15 AM	1	131	0	132	141	5	0	146	3	0	0	3	281
7:30 AM	4	164	0	168	132	4	0	136	1	1	0	2	306
7:45 AM	1	182	0	183	186	8	0	194	1	1	0	2	379
<b>Total</b>	<b>8</b>	<b>605</b>	<b>0</b>	<b>613</b>	<b>596</b>	<b>20</b>	<b>0</b>	<b>616</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>1239</b>
8:00 AM	3	171	0	174	177	10	0	187	1	1	0	2	363
8:15 AM	4	194	0	198	196	11	0	207	6	2	0	8	413
8:30 AM	3	178	0	181	172	8	0	180	5	0	0	5	366
8:45 AM	3	173	1	177	165	12	0	177	4	1	0	5	359
<b>Total</b>	<b>13</b>	<b>716</b>	<b>1</b>	<b>730</b>	<b>710</b>	<b>41</b>	<b>0</b>	<b>751</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>20</b>	<b>1501</b>
Grand Total	21	1321	1	1343	1306	61	0	1367	24	6	0	30	2740
Approach %	1.6	98.4	0.1		95.5	4.5	0.0		80.0	20.0	0.0		
Total %	0.8	48.2	0.0	49.0	47.7	2.2	0.0	49.9	0.9	0.2	0.0	1.1	
Exiting Leg Total				1313				1345				82	2740

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

	Washington Street				Washington Street				Eastbrook Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:45 AM	1	182	0	183	186	8	0	194	1	1	0	2	379
8:00 AM	3	171	0	174	177	10	0	187	1	1	0	2	363
8:15 AM	4	194	0	198	196	11	0	207	6	2	0	8	413
8:30 AM	3	178	0	181	172	8	0	180	5	0	0	5	366
<b>Total Volume</b>	<b>11</b>	<b>725</b>	<b>0</b>	<b>736</b>	<b>731</b>	<b>37</b>	<b>0</b>	<b>768</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>17</b>	<b>1521</b>
% Approach Total	1.5	98.5	0.0		95.2	4.8	0.0		76.5	23.5	0.0		
PHF	0.688	0.934	0.000	0.929	0.932	0.841	0.000	0.928	0.542	0.500	0.000	0.531	0.921
Entering Leg	11	725	0	736	731	37	0	768	13	4	0	17	1521
Exiting Leg				735				738				48	1521
<b>Total</b>				<b>1471</b>				<b>1506</b>				<b>65</b>	<b>3042</b>

PDI File #: **217946 (14)**  
 Location: **N: Washington Street S: Washington Street**  
 Location: **W: Eastbrook Road**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**



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

	Washington Street				Washington Street				Eastbrook Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:00 AM	0	5	0	5	11	0	0	11	0	0	0	0	16
7:15 AM	0	5	0	5	14	0	0	14	1	0	0	1	20
7:30 AM	0	4	0	4	12	0	0	12	0	0	0	0	16
7:45 AM	0	8	0	8	11	0	0	11	0	0	0	0	19
<b>Total</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>22</b>	<b>48</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>71</b>
8:00 AM	0	9	0	9	15	0	0	15	0	0	0	0	24
8:15 AM	0	10	0	10	12	0	0	12	0	0	0	0	22
8:30 AM	0	4	0	4	20	0	0	20	0	1	0	1	25
8:45 AM	0	7	0	7	9	0	0	9	1	0	0	1	17
<b>Total</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>30</b>	<b>56</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>88</b>
Grand Total	0	52	0	52	104	0	0	104	2	1	0	3	159
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		66.7	33.3	0.0		
Total %	0.0	32.7	0.0	32.7	65.4	0.0	0.0	65.4	1.3	0.6	0.0	1.9	
Exiting Leg Total				105				54				0	159
Buses	0	19	0	19	23	0	0	23	0	0	0	0	42
% Buses	0.0	36.5	0.0	36.5	22.1	0.0	0.0	22.1	0.0	0.0	0.0	0.0	26.4
Exiting Leg Total				23				19				0	42
Single-Unit Trucks	0	22	0	22	60	0	0	60	1	1	0	2	84
% Single-Unit	0.0	42.3	0.0	42.3	57.7	0.0	0.0	57.7	50.0	100.0	0.0	66.7	52.8
Exiting Leg Total				61				23				0	84
Articulated Trucks	0	11	0	11	21	0	0	21	1	0	0	1	33
% Articulated	0.0	21.2	0.0	21.2	20.2	0.0	0.0	20.2	50.0	0.0	0.0	33.3	20.8
Exiting Leg Total				21				12				0	33

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

	Washington Street				Washington Street				Eastbrook Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:45 AM	0	8	0	8	11	0	0	11	0	0	0	0	19
8:00 AM	0	9	0	9	15	0	0	15	0	0	0	0	24
8:15 AM	0	10	0	10	12	0	0	12	0	0	0	0	22
8:30 AM	0	4	0	4	20	0	0	20	0	1	0	1	25
<b>Total Volume</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>31</b>	<b>58</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>90</b>
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.000	0.775	0.000	0.775	0.725	0.000	0.000	0.725	0.000	0.250	0.000	0.250	0.900
Buses	0	9	0	9	14	0	0	14	0	0	0	0	23
Buses %	0.0	29.0	0.0	29.0	24.1	0.0	0.0	24.1	0.0	0.0	0.0	0.0	25.6
Single-Unit Trucks	0	13	0	13	33	0	0	33	0	1	0	1	47
Single-Unit %	0.0	41.9	0.0	41.9	56.9	0.0	0.0	56.9	0.0	100.0	0.0	100.0	52.2
Articulated Trucks	0	9	0	9	11	0	0	11	0	0	0	0	20
Articulated %	0.0	29.0	0.0	29.0	19.0	0.0	0.0	19.0	0.0	0.0	0.0	0.0	22.2
Buses	0	9	0	9	14	0	0	14	0	0	0	0	23
Single-Unit Trucks	0	13	0	13	33	0	0	33	0	1	0	1	47
Articulated Trucks	0	9	0	9	11	0	0	11	0	0	0	0	20
<b>Total Entering Leg</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>31</b>	<b>58</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>90</b>
Buses				14				9				0	23
Single-Unit Trucks				34				13				0	47
Articulated Trucks				11				9				0	20
<b>Total Exiting Leg</b>				<b>59</b>				<b>31</b>				<b>0</b>	<b>90</b>

PDI File #: **217946 (14)**  
 Location: **N: Washington Street S: Washington Street**  
 Location: **W: Eastbrook Road**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Buses**

	Washington Street				Washington Street				Eastbrook Road				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
7:00 AM	0	3	0	3	2	0	0	2	0	0	0	0	5	
7:15 AM	0	3	0	3	3	0	0	3	0	0	0	0	6	
7:30 AM	0	2	0	2	3	0	0	3	0	0	0	0	5	
7:45 AM	0	3	0	3	2	0	0	2	0	0	0	0	5	
<b>Total</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	
8:00 AM	0	2	0	2	3	0	0	3	0	0	0	0	5	
8:15 AM	0	3	0	3	5	0	0	5	0	0	0	0	8	
8:30 AM	0	1	0	1	4	0	0	4	0	0	0	0	5	
8:45 AM	0	2	0	2	1	0	0	1	0	0	0	0	3	
<b>Total</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	
<b>Grand Total</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>19</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42</b>	
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	45.2	0.0	45.2	54.8	0.0	0.0	54.8	0.0	0.0	0.0	0.0		
Exiting Leg Total				23				19					0	42

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

7:30 AM	Washington Street				Washington Street				Eastbrook Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:30 AM	0	2	0	2	3	0	0	3	0	0	0	0	5
7:45 AM	0	3	0	3	2	0	0	2	0	0	0	0	5
8:00 AM	0	2	0	2	3	0	0	3	0	0	0	0	5
8:15 AM	0	3	0	3	5	0	0	5	0	0	0	0	8
<b>Total Volume</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>
<b>% Approach Total</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>		<b>100.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
PHF	0.000	0.833	0.000	0.833	0.650	0.000	0.000	0.650	0.000	0.000	0.000	0.000	0.719
Entering Leg	0	10	0	10	13	0	0	13	0	0	0	0	23
Exiting Leg				13				10					23
<b>Total</b>				<b>23</b>				<b>23</b>					<b>46</b>

PDI File #: **217946 (14)**  
 Location: **N: Washington Street S: Washington Street**  
 Location: **W: Eastbrook Road**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Single-Unit Trucks**

	Washington Street				Washington Street				Eastbrook Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:00 AM	0	1	0	1	8	0	0	8	0	0	0	0	9
7:15 AM	0	2	0	2	9	0	0	9	0	0	0	0	11
7:30 AM	0	2	0	2	5	0	0	5	0	0	0	0	7
7:45 AM	0	3	0	3	7	0	0	7	0	0	0	0	10
<b>Total</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37</b>
8:00 AM	0	4	0	4	9	0	0	9	0	0	0	0	13
8:15 AM	0	3	0	3	4	0	0	4	0	0	0	0	7
8:30 AM	0	3	0	3	13	0	0	13	0	1	0	1	17
8:45 AM	0	4	0	4	5	0	0	5	1	0	0	1	10
<b>Total</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>14</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>47</b>
<b>Grand Total</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>22</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>84</b>
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		50.0	50.0	0.0		
Total %	0.0	26.2	0.0	26.2	71.4	0.0	0.0	71.4	1.2	1.2	0.0	2.4	
Exiting Leg Total				61				23				0	84

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

7:45 AM	Washington Street				Washington Street				Eastbrook Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:45 AM	0	3	0	3	7	0	0	7	0	0	0	0	10
8:00 AM	0	4	0	4	9	0	0	9	0	0	0	0	13
8:15 AM	0	3	0	3	4	0	0	4	0	0	0	0	7
8:30 AM	0	3	0	3	13	0	0	13	0	1	0	1	17
<b>Total Volume</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>47</b>
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.000	0.813	0.000	0.813	0.635	0.000	0.000	0.635	0.000	0.250	0.000	0.250	0.691
Entering Leg	0	13	0	13	33	0	0	33	0	1	0	1	47
Exiting Leg				34				13				0	47
<b>Total</b>				<b>47</b>				<b>46</b>				<b>1</b>	<b>94</b>

PDI File #: **217946 (14)**  
 Location: **N: Washington Street S: Washington Street**  
 Location: **W: Eastbrook Road**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Articulated Trucks**

	Washington Street				Washington Street				Eastbrook Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:00 AM	0	1	0	1	1	0	0	1	0	0	0	0	2
7:15 AM	0	0	0	0	2	0	0	2	1	0	0	1	3
7:30 AM	0	0	0	0	4	0	0	4	0	0	0	0	4
7:45 AM	0	2	0	2	2	0	0	2	0	0	0	0	4
<b>Total</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>13</b>
8:00 AM	0	3	0	3	3	0	0	3	0	0	0	0	6
8:15 AM	0	4	0	4	3	0	0	3	0	0	0	0	7
8:30 AM	0	0	0	0	3	0	0	3	0	0	0	0	3
8:45 AM	0	1	0	1	3	0	0	3	0	0	0	0	4
<b>Total</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>
<b>Grand Total</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>33</b>
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		100.0	0.0	0.0		
Total %	0.0	33.3	0.0	33.3	63.6	0.0	0.0	63.6	3.0	0.0	0.0	3.0	
Exiting Leg Total				21				12				0	33

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

7:30 AM	Washington Street				Washington Street				Eastbrook Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:30 AM	0	0	0	0	4	0	0	4	0	0	0	0	4
7:45 AM	0	2	0	2	2	0	0	2	0	0	0	0	4
8:00 AM	0	3	0	3	3	0	0	3	0	0	0	0	6
8:15 AM	0	4	0	4	3	0	0	3	0	0	0	0	7
Total Volume	0	9	0	9	12	0	0	12	0	0	0	0	21
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.000	0.563	0.000	0.563	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.750
Entering Leg	0	9	0	9	12	0	0	12	0	0	0	0	21
Exiting Leg				12				9				0	21
<b>Total</b>				<b>21</b>				<b>21</b>				<b>0</b>	<b>42</b>

PDI File #: **217946 (14)**  
 Location: **N: Washington Street S: Washington Street**  
 Location: **W: Eastbrook Road**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Bicycles (on Roadway and Crosswalks)**

	Washington Street						Washington Street						Eastbrook Road						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	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
<b>Total</b>	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	1	0	0	0	0	1	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
<b>Total</b>	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total %	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
Exiting Leg Total	1						0						0						1

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

7:45 AM	Washington Street						Washington Street						Eastbrook Road						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
7:45 AM	0	0	0	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	1	0	0	0	0	1	0	0	0	0	0	0	1
<b>Total Volume</b>	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
<b>% Approach Total</b>	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
Exiting Leg	1						0						0						1
<b>Total</b>	1						1						0						2

PDI File #: **217946 (14)**  
 Location: **N: Washington Street S: Washington Street**  
 Location: **W: Eastbrook Road**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Pedestrians**

	Washington Street						Washington Street						Eastbrook Road						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	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	2	2	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	3
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	1	1	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	3	3	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
<b>Total</b>	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	5	5	6
<b>Grand Total</b>	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	7	8	9
Approach %	0	0	0	0	100		0	0	0	0	0		0	0	0	12.5	87.5		
Total %	0	0	0	0	11.111	11.111	0	0	0	0	0	0	0	0	0	11.111	77.778	88.889	
Exiting Leg Total	1						0						8						9

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

	Washington Street						Washington Street						Eastbrook Road						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
8:00 AM	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	1	1	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	3	3	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
<b>Total Volume</b>	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	5	5	6
% 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	100.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.417	0.417	0.500
Entering Leg	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	5	5	6
Exiting Leg	1						0						5						6
<b>Total</b>	2						0						10						12

PDI File #: **217946 (14)**  
 Location: **N: Washington Street S: Washington Street**  
 Location: **W: Eastbrook Road**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Cars and Heavy Vehicles (Combined)**

	Washington Street				Washington Street				Eastbrook Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	5	283	0	288	220	7	1	228	7	5	0	12	528
4:15 PM	5	243	0	248	215	4	0	219	12	4	0	16	483
4:30 PM	3	247	0	250	243	6	0	249	20	6	0	26	525
4:45 PM	2	213	1	216	201	7	0	208	8	3	0	11	435
<b>Total</b>	<b>15</b>	<b>986</b>	<b>1</b>	<b>1002</b>	<b>879</b>	<b>24</b>	<b>1</b>	<b>904</b>	<b>47</b>	<b>18</b>	<b>0</b>	<b>65</b>	<b>1971</b>
5:00 PM	1	233	0	234	230	1	0	231	24	5	0	29	494
5:15 PM	5	224	0	229	235	5	0	240	17	4	0	21	490
5:30 PM	1	254	1	256	241	4	0	245	5	2	0	7	508
5:45 PM	2	222	0	224	225	2	1	228	13	5	0	18	470
<b>Total</b>	<b>9</b>	<b>933</b>	<b>1</b>	<b>943</b>	<b>931</b>	<b>12</b>	<b>1</b>	<b>944</b>	<b>59</b>	<b>16</b>	<b>0</b>	<b>75</b>	<b>1962</b>
Grand Total	24	1919	2	1945	1810	36	2	1848	106	34	0	140	3933
Approach %	1.2	98.7	0.1		97.9	1.9	0.1		75.7	24.3	0.0		
Total %	0.6	48.8	0.1	49.5	46.0	0.9	0.1	47.0	2.7	0.9	0.0	3.6	
Exiting Leg Total				1846				2027				60	3933
Cars	23	1862	2	1887	1775	32	2	1809	105	32	0	137	3833
% Cars	95.8	97.0	100.0	97.0	98.1	88.9	100.0	97.9	99.1	94.1	0.0	97.9	97.5
Exiting Leg Total				1809				1969				55	3833
Heavy Vehicles	1	57	0	58	35	4	0	39	1	2	0	3	100
% Heavy Vehicles	4.2	3.0	0.0	3.0	1.9	11.1	0.0	2.1	0.9	5.9	0.0	2.1	2.5
Exiting Leg Total				37				58				5	100

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

	Washington Street				Washington Street				Eastbrook Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	5	283	0	288	220	7	1	228	7	5	0	12	528
4:15 PM	5	243	0	248	215	4	0	219	12	4	0	16	483
4:30 PM	3	247	0	250	243	6	0	249	20	6	0	26	525
4:45 PM	2	213	1	216	201	7	0	208	8	3	0	11	435
Total Volume	15	986	1	1002	879	24	1	904	47	18	0	65	1971
% Approach Total	1.5	98.4	0.1		97.2	2.7	0.1		72.3	27.7	0.0		
PHF	0.750	0.871	0.250	0.870	0.904	0.857	0.250	0.908	0.588	0.750	0.000	0.625	0.933
Cars	14	952	1	967	860	21	1	882	46	17	0	63	1912
Cars %	93.3	96.6	100.0	96.5	97.8	87.5	100.0	97.6	97.9	94.4	0.0	96.9	97.0
Heavy Vehicles	1	34	0	35	19	3	0	22	1	1	0	2	59
Heavy Vehicles %	6.7	3.4	0.0	3.5	2.2	12.5	0.0	2.4	2.1	5.6	0.0	3.1	3.0
Cars Enter Leg	14	952	1	967	860	21	1	882	46	17	0	63	1912
Heavy Enter Leg	1	34	0	35	19	3	0	22	1	1	0	2	59
Total Entering Leg	15	986	1	1002	879	24	1	904	47	18	0	65	1971
Cars Exiting Leg				878				999				35	1912
Heavy Exiting Leg				20				35				4	59
Total Exiting Leg				898				1034				39	1971



PDI File #: **217946 (14)**  
 Location: **N: Washington Street S: Washington Street**  
 Location: **W: Eastbrook Road**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. CUREWITZ**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Cars**

	Washington Street				Washington Street				Eastbrook Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	5	269	0	274	214	7	1	222	7	5	0	12	508
4:15 PM	5	238	0	243	212	4	0	216	12	4	0	16	475
4:30 PM	2	240	0	242	237	4	0	241	19	6	0	25	508
4:45 PM	2	205	1	208	197	6	0	203	8	2	0	10	421
<b>Total</b>	<b>14</b>	<b>952</b>	<b>1</b>	<b>967</b>	<b>860</b>	<b>21</b>	<b>1</b>	<b>882</b>	<b>46</b>	<b>17</b>	<b>0</b>	<b>63</b>	<b>1912</b>
5:00 PM	1	229	0	230	227	1	0	228	24	4	0	28	486
5:15 PM	5	220	0	225	230	4	0	234	17	4	0	21	480
5:30 PM	1	246	1	248	237	4	0	241	5	2	0	7	496
5:45 PM	2	215	0	217	221	2	1	224	13	5	0	18	459
<b>Total</b>	<b>9</b>	<b>910</b>	<b>1</b>	<b>920</b>	<b>915</b>	<b>11</b>	<b>1</b>	<b>927</b>	<b>59</b>	<b>15</b>	<b>0</b>	<b>74</b>	<b>1921</b>
Grand Total	23	1862	2	1887	1775	32	2	1809	105	32	0	137	3833
Approach %	1.2	98.7	0.1		98.1	1.8	0.1		76.6	23.4	0.0		
Total %	0.6	48.6	0.1	49.2	46.3	0.8	0.1	47.2	2.7	0.8	0.0	3.6	
Exiting Leg Total				1809				1969				55	3833

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

	Washington Street				Washington Street				Eastbrook Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
5:00 PM	1	229	0	230	227	1	0	228	24	4	0	28	486
5:15 PM	5	220	0	225	230	4	0	234	17	4	0	21	480
5:30 PM	1	246	1	248	237	4	0	241	5	2	0	7	496
5:45 PM	2	215	0	217	221	2	1	224	13	5	0	18	459
<b>Total Volume</b>	<b>9</b>	<b>910</b>	<b>1</b>	<b>920</b>	<b>915</b>	<b>11</b>	<b>1</b>	<b>927</b>	<b>59</b>	<b>15</b>	<b>0</b>	<b>74</b>	<b>1921</b>
% Approach Total	1.0	98.9	0.1		98.7	1.2	0.1		79.7	20.3	0.0		
PHF	0.450	0.925	0.250	0.927	0.965	0.688	0.250	0.962	0.615	0.750	0.000	0.661	0.968
Entering Leg	9	910	1	920	915	11	1	927	59	15	0	74	1921
Exiting Leg				931				970				20	1921
<b>Total</b>				<b>1851</b>				<b>1897</b>				<b>94</b>	<b>3842</b>

PDI File #: **217946 (14)**  
 Location: **N: Washington Street S: Washington Street**  
 Location: **W: Eastbrook Road**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**



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

	Washington Street				Washington Street				Eastbrook Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	0	14	0	14	6	0	0	6	0	0	0	0	20
4:15 PM	0	5	0	5	3	0	0	3	0	0	0	0	8
4:30 PM	1	7	0	8	6	2	0	8	1	0	0	1	17
4:45 PM	0	8	0	8	4	1	0	5	0	1	0	1	14
<b>Total</b>	<b>1</b>	<b>34</b>	<b>0</b>	<b>35</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>59</b>
5:00 PM	0	4	0	4	3	0	0	3	0	1	0	1	8
5:15 PM	0	4	0	4	5	1	0	6	0	0	0	0	10
5:30 PM	0	8	0	8	4	0	0	4	0	0	0	0	12
5:45 PM	0	7	0	7	4	0	0	4	0	0	0	0	11
<b>Total</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>23</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>41</b>
Grand Total	1	57	0	58	35	4	0	39	1	2	0	3	100
Approach %	1.7	98.3	0.0		89.7	10.3	0.0		33.3	66.7	0.0		
Total %	1.0	57.0	0.0	58.0	35.0	4.0	0.0	39.0	1.0	2.0	0.0	3.0	
Exiting Leg Total				37				58				5	100
Buses	0	28	0	28	25	0	0	25	0	0	0	0	53
% Buses	0.0	49.1	0.0	48.3	71.4	0.0	0.0	64.1	0.0	0.0	0.0	0.0	53.0
Exiting Leg Total				25				28				0	53
Single-Unit Trucks	1	25	0	26	9	4	0	13	1	2	0	3	42
% Single-Unit	100.0	43.9	0.0	44.8	25.7	100.0	0.0	33.3	100.0	100.0	0.0	100.0	42.0
Exiting Leg Total				11				26				5	42
Articulated Trucks	0	4	0	4	1	0	0	1	0	0	0	0	5
% Articulated	0.0	7.0	0.0	6.9	2.9	0.0	0.0	2.6	0.0	0.0	0.0	0.0	5.0
Exiting Leg Total				1				4				0	5

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

4:00 PM	Washington Street				Washington Street				Eastbrook Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	0	14	0	14	6	0	0	6	0	0	0	0	20
4:15 PM	0	5	0	5	3	0	0	3	0	0	0	0	8
4:30 PM	1	7	0	8	6	2	0	8	1	0	0	1	17
4:45 PM	0	8	0	8	4	1	0	5	0	1	0	1	14
Total Volume	1	34	0	35	19	3	0	22	1	1	0	2	59
% Approach Total	2.9	97.1	0.0		86.4	13.6	0.0		50.0	50.0	0.0		
PHF	0.250	0.607	0.000	0.625	0.792	0.375	0.000	0.688	0.250	0.250	0.000	0.500	0.738
Buses	0	13	0	13	12	0	0	12	0	0	0	0	25
Buses %	0.0	38.2	0.0	37.1	63.2	0.0	0.0	54.5	0.0	0.0	0.0	0.0	42.4
Single-Unit Trucks	1	18	0	19	6	3	0	9	1	1	0	2	30
Single-Unit %	100.0	52.9	0.0	54.3	31.6	100.0	0.0	40.9	100.0	100.0	0.0	100.0	50.8
Articulated Trucks	0	3	0	3	1	0	0	1	0	0	0	0	4
Articulated %	0.0	8.8	0.0	8.6	5.3	0.0	0.0	4.5	0.0	0.0	0.0	0.0	6.8
Buses	0	13	0	13	12	0	0	12	0	0	0	0	25
Single-Unit Trucks	1	18	0	19	6	3	0	9	1	1	0	2	30
Articulated Trucks	0	3	0	3	1	0	0	1	0	0	0	0	4
Total Entering Leg	1	34	0	35	19	3	0	22	1	1	0	2	59
Buses				12				13				0	25
Single-Unit Trucks				7				19				4	30
Articulated Trucks				1				3				0	4
Total Exiting Leg				20				35				4	59

PDI File #: **217946 (14)**  
 Location: **N: Washington Street S: Washington Street**  
 Location: **W: Eastbrook Road**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Buses**

	Washington Street				Washington Street				Eastbrook Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	0	4	0	4	3	0	0	3	0	0	0	0	7
4:15 PM	0	4	0	4	1	0	0	1	0	0	0	0	5
4:30 PM	0	2	0	2	5	0	0	5	0	0	0	0	7
4:45 PM	0	3	0	3	3	0	0	3	0	0	0	0	6
<b>Total</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>
5:00 PM	0	3	0	3	2	0	0	2	0	0	0	0	5
5:15 PM	0	2	0	2	5	0	0	5	0	0	0	0	7
5:30 PM	0	6	0	6	2	0	0	2	0	0	0	0	8
5:45 PM	0	4	0	4	4	0	0	4	0	0	0	0	8
<b>Total</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>15</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>
Grand Total	0	28	0	28	25	0	0	25	0	0	0	0	53
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total %	0.0	52.8	0.0	52.8	47.2	0.0	0.0	47.2	0.0	0.0	0.0	0.0	
Exiting Leg Total				25				28					53

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

	Washington Street				Washington Street				Eastbrook Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
5:00 PM	0	3	0	3	2	0	0	2	0	0	0	0	5
5:15 PM	0	2	0	2	5	0	0	5	0	0	0	0	7
5:30 PM	0	6	0	6	2	0	0	2	0	0	0	0	8
5:45 PM	0	4	0	4	4	0	0	4	0	0	0	0	8
<b>Total Volume</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>15</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0	0.0	
PHF	0.000	0.625	0.000	0.625	0.650	0.000	0.000	0.650	0.000	0.000	0.000	0.000	0.875
Entering Leg	0	15	0	15	13	0	0	13	0	0	0	0	28
Exiting Leg				13				15					28
<b>Total</b>				<b>28</b>				<b>28</b>					<b>56</b>

PDI File #: **217946 (14)**  
 Location: **N: Washington Street S: Washington Street**  
 Location: **W: Eastbrook Road**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Single-Unit Trucks**

	Washington Street				Washington Street				Eastbrook Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	0	9	0	9	2	0	0	2	0	0	0	0	11
4:15 PM	0	1	0	1	2	0	0	2	0	0	0	0	3
4:30 PM	1	5	0	6	1	2	0	3	1	0	0	1	10
4:45 PM	0	3	0	3	1	1	0	2	0	1	0	1	6
<b>Total</b>	<b>1</b>	<b>18</b>	<b>0</b>	<b>19</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>30</b>
5:00 PM	0	1	0	1	1	0	0	1	0	1	0	1	3
5:15 PM	0	2	0	2	0	1	0	1	0	0	0	0	3
5:30 PM	0	2	0	2	2	0	0	2	0	0	0	0	4
5:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	2
<b>Total</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>12</b>
<b>Grand Total</b>	<b>1</b>	<b>25</b>	<b>0</b>	<b>26</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>13</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>42</b>
Approach %	3.8	96.2	0.0		69.2	30.8	0.0		33.3	66.7	0.0		
Total %	2.4	59.5	0.0	61.9	21.4	9.5	0.0	31.0	2.4	4.8	0.0	7.1	
Exiting Leg Total				11				26				5	42

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

	Washington Street				Washington Street				Eastbrook Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	0	9	0	9	2	0	0	2	0	0	0	0	11
4:15 PM	0	1	0	1	2	0	0	2	0	0	0	0	3
4:30 PM	1	5	0	6	1	2	0	3	1	0	0	1	10
4:45 PM	0	3	0	3	1	1	0	2	0	1	0	1	6
<b>Total Volume</b>	<b>1</b>	<b>18</b>	<b>0</b>	<b>19</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>30</b>
% Approach Total	5.3	94.7	0.0		66.7	33.3	0.0		50.0	50.0	0.0		
PHF	0.250	0.500	0.000	0.528	0.750	0.375	0.000	0.750	0.250	0.250	0.000	0.500	0.682
Entering Leg	1	18	0	19	6	3	0	9	1	1	0	2	30
Exiting Leg				7				19				4	30
<b>Total</b>				<b>26</b>				<b>28</b>				<b>6</b>	<b>60</b>

PDI File #: **217946 (14)**  
 Location: **N: Washington Street S: Washington Street**  
 Location: **W: Eastbrook Road**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Articulated Trucks**

	Washington Street				Washington Street				Eastbrook Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	0	1	0	1	1	0	0	1	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	2
<b>Total</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>Grand Total</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total %	0.0	80.0	0.0	80.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	
Exiting Leg Total				1				4					5

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

	Washington Street				Washington Street				Eastbrook Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	0	1	0	1	1	0	0	1	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	2
<b>Total Volume</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
<b>% Approach Total</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>		<b>100.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
PHF	0.000	0.375	0.000	0.375	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	3	0	3	1	0	0	1	0	0	0	0	4
Exiting Leg				1				3					4
<b>Total</b>				<b>4</b>				<b>4</b>					<b>8</b>

PDI File #: **217946 (14)**  
 Location: **N: Washington Street S: Washington Street**  
 Location: **W: Eastbrook Road**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Bicycles (on Roadway and Crosswalks)**

	Washington Street						Washington Street						Eastbrook Road						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>3</b>
5:00 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
5:30 PM	0	0	0	0	0	0	1	0	0	0	3	4	0	0	0	0	3	3	7
5:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>10</b>
Grand Total	1	1	0	0	0	2	2	0	0	0	3	5	0	0	0	1	5	6	13
Approach %	50.0	50.0	0.0	0.0	0.0	15.4	40.0	0.0	0.0	0.0	60.0	38.5	0.0	0.0	0.0	16.7	83.3	46.2	
Total %	7.7	7.7	0.0	0.0	0.0	15.4	15.4	0.0	0.0	0.0	23.1	38.5	0.0	0.0	0.0	7.7	38.5	46.2	
Exiting Leg Total	2						4						7						13

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

4:45 PM	Washington Street						Washington Street						Eastbrook Road						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
5:00 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
5:30 PM	0	0	0	0	0	0	1	0	0	0	3	4	0	0	0	0	3	3	7
Total Volume	0	0	0	0	0	0	2	0	0	0	3	5	0	0	0	1	5	6	11
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	60.0	38.5	0.0	0.0	0.0	16.7	83.3	46.2	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.250	0.313	0.000	0.000	0.000	0.250	0.417	0.500	0.393
Entering Leg	0	0	0	0	0	0	2	0	0	0	3	5	0	0	0	1	5	6	11
Exiting Leg	2						3						6						11
Total	2						8						12						22

PDI File #: **217946 (14)**  
 Location: **N: Washington Street S: Washington Street**  
 Location: **W: Eastbrook Road**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Pedestrians**

	Washington Street						Washington Street						Eastbrook Road						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	6	9	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	10	13	
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.077	76.923		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.077	76.923	100	
Exiting Leg Total	0						0						0						13

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

5:00 PM	Washington Street						Washington Street						Eastbrook Road						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	6	9	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	66.7		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.500	0.563	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	6	9	
Exiting Leg	0						0						0						9
Total	0						0						0						18

PDI File #: 217946 (15)  
 Location: N: Washington Street S: Washington Street  
 Location: E: East Street W: Incinerator Road  
 City, State: Dedham, MA  
 Client: BETA/ J. Curewitz  
 Site Code: 7588  
 Count Date: Wednesday, May 19, 2021  
 Start Time: 7:00 AM  
 End Time: 9:00 AM  
 Class:



**Cars and Heavy Vehicles (Combined)**

	Washington Street					East Street					Washington Street					Incinerator Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	24	112	0	0	136	16	20	2	0	38	0	163	0	0	163	1	0	30	0	31	368
7:15 AM	27	114	0	0	141	19	13	2	0	34	0	173	6	0	179	1	0	29	0	30	384
7:30 AM	36	132	0	0	168	15	14	2	0	31	0	149	5	0	154	1	0	40	0	41	394
7:45 AM	39	149	0	0	188	9	19	4	0	32	0	134	3	0	137	3	0	39	0	42	399
<b>Total</b>	126	507	0	0	633	59	66	10	0	135	0	619	14	0	633	6	0	138	0	144	1545
8:00 AM	43	135	0	0	178	17	11	4	0	32	0	144	4	0	148	2	0	37	0	39	397
8:15 AM	48	160	0	0	208	8	16	5	0	29	0	121	7	0	128	1	0	41	0	42	407
8:30 AM	50	134	0	0	184	10	24	6	0	40	0	125	6	0	131	1	0	49	0	50	405
8:45 AM	45	145	0	0	190	7	19	6	0	32	0	111	5	0	116	2	0	27	0	29	367
<b>Total</b>	186	574	0	0	760	42	70	21	0	133	0	501	22	0	523	6	0	154	0	160	1576
Grand Total	312	1081	0	0	1393	101	136	31	0	268	0	1120	36	0	1156	12	0	292	0	304	3121
Approach %	22.4	77.6	0.0	0.0		37.7	50.7	11.6	0.0		0.0	96.9	3.1	0.0		3.9	0.0	96.1	0.0		
Total %	10.0	34.6	0.0	0.0	44.6	3.2	4.4	1.0	0.0	8.6	0.0	35.9	1.2	0.0	37.0	0.4	0.0	9.4	0.0	9.7	
Exiting Leg Total	1513					0					1124					484					3121
Cars	297	1042	0	0	1339	98	133	30	0	261	0	1020	35	0	1055	11	0	276	0	287	2942
% Cars	95.2	96.4	0.0	0.0	96.1	97.0	97.8	96.8	0.0	97.4	0.0	91.1	97.2	0.0	91.3	91.7	0.0	94.5	0.0	94.4	94.3
Exiting Leg Total	1394					0					1083					465					2942
Heavy Vehicles	15	39	0	0	54	3	3	1	0	7	0	100	1	0	101	1	0	16	0	17	179
% Heavy Vehicles	4.8	3.6	0.0	0.0	3.9	3.0	2.2	3.2	0.0	2.6	0.0	8.9	2.8	0.0	8.7	8.3	0.0	5.5	0.0	5.6	5.7
Exiting Leg Total	119					0					41					19					179

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

7:45 AM	Washington Street					East Street					Washington Street					Incinerator Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	39	149	0	0	188	9	19	4	0	32	0	134	3	0	137	3	0	39	0	42	399
8:00 AM	43	135	0	0	178	17	11	4	0	32	0	144	4	0	148	2	0	37	0	39	397
8:15 AM	48	160	0	0	208	8	16	5	0	29	0	121	7	0	128	1	0	41	0	42	407
8:30 AM	50	134	0	0	184	10	24	6	0	40	0	125	6	0	131	1	0	49	0	50	405
Total Volume	180	578	0	0	758	44	70	19	0	133	0	524	20	0	544	7	0	166	0	173	1608
% Approach Total	23.7	76.3	0.0	0.0		33.1	52.6	14.3	0.0		0.0	96.3	3.7	0.0		4.0	0.0	96.0	0.0		
PHF	0.900	0.903	0.000	0.000	0.911	0.647	0.729	0.792	0.000	0.831	0.000	0.910	0.714	0.000	0.919	0.583	0.000	0.847	0.000	0.865	0.988
Cars	173	554	0	0	727	44	70	19	0	133	0	479	19	0	498	6	0	159	0	165	1523
Cars %	96.1	95.8	0.0	0.0	95.9	100.0	100.0	100.0	0.0	100.0	0.0	91.4	95.0	0.0	91.5	85.7	0.0	95.8	0.0	95.4	94.7
Heavy Vehicles	7	24	0	0	31	0	0	0	0	0	0	45	1	0	46	1	0	7	0	8	85
Heavy Vehicles %	3.9	4.2	0.0	0.0	4.1	0.0	0.0	0.0	0.0	0.0	0.0	8.6	5.0	0.0	8.5	14.3	0.0	4.2	0.0	4.6	5.3
Cars Enter Leg	173	554	0	0	727	44	70	19	0	133	0	479	19	0	498	6	0	159	0	165	1523
Heavy Enter Leg	7	24	0	0	31	0	0	0	0	0	0	45	1	0	46	1	0	7	0	8	85
Total Entering Leg	180	578	0	0	758	44	70	19	0	133	0	524	20	0	544	7	0	166	0	173	1608
Cars Exiting Leg	682					0					579					262					1523
Heavy Exiting Leg	52					0					25					8					85
Total Exiting Leg	734					0					604					270					1608



PDI File #: **217946 (15)**  
 Location: **N: Washington Street S: Washington Street**  
 Location: **E: East Street W: Incinerator Road**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Cars**

	Washington Street					East Street					Washington Street					Incinerator Road					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
7:00 AM	23	107	0	0	130	15	19	1	0	35	0	150	0	0	150	1	0	27	0	28	343					
7:15 AM	24	112	0	0	136	18	12	2	0	32	0	163	6	0	169	1	0	28	0	29	366					
7:30 AM	34	131	0	0	165	14	14	2	0	30	0	133	5	0	138	1	0	36	0	37	370					
7:45 AM	37	143	0	0	180	9	19	4	0	32	0	125	2	0	127	2	0	37	0	39	378					
<b>Total</b>	<b>118</b>	<b>493</b>	<b>0</b>	<b>0</b>	<b>611</b>	<b>56</b>	<b>64</b>	<b>9</b>	<b>0</b>	<b>129</b>	<b>0</b>	<b>571</b>	<b>13</b>	<b>0</b>	<b>584</b>	<b>5</b>	<b>0</b>	<b>128</b>	<b>0</b>	<b>133</b>	<b>1457</b>					
8:00 AM	41	129	0	0	170	17	11	4	0	32	0	133	4	0	137	2	0	35	0	37	376					
8:15 AM	46	152	0	0	198	8	16	5	0	29	0	108	7	0	115	1	0	39	0	40	382					
8:30 AM	49	130	0	0	179	10	24	6	0	40	0	113	6	0	119	1	0	48	0	49	387					
8:45 AM	43	138	0	0	181	7	18	6	0	31	0	95	5	0	100	2	0	26	0	28	340					
<b>Total</b>	<b>179</b>	<b>549</b>	<b>0</b>	<b>0</b>	<b>728</b>	<b>42</b>	<b>69</b>	<b>21</b>	<b>0</b>	<b>132</b>	<b>0</b>	<b>449</b>	<b>22</b>	<b>0</b>	<b>471</b>	<b>6</b>	<b>0</b>	<b>148</b>	<b>0</b>	<b>154</b>	<b>1485</b>					
Grand Total	297	1042	0	0	1339	98	133	30	0	261	0	1020	35	0	1055	11	0	276	0	287	2942					
Approach %	22.2	77.8	0.0	0.0		37.5	51.0	11.5	0.0		0.0	96.7	3.3	0.0		3.8	0.0	96.2	0.0							
Total %	10.1	35.4	0.0	0.0	45.5	3.3	4.5	1.0	0.0	8.9	0.0	34.7	1.2	0.0	35.9	0.4	0.0	9.4	0.0	9.8						
Exiting Leg Total						1394					0					1083					465					2942

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

	Washington Street					East Street					Washington Street					Incinerator Road					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
7:45 AM	37	143	0	0	180	9	19	4	0	32	0	125	2	0	127	2	0	37	0	39	378					
8:00 AM	41	129	0	0	170	17	11	4	0	32	0	133	4	0	137	2	0	35	0	37	376					
8:15 AM	46	152	0	0	198	8	16	5	0	29	0	108	7	0	115	1	0	39	0	40	382					
8:30 AM	49	130	0	0	179	10	24	6	0	40	0	113	6	0	119	1	0	48	0	49	387					
Total Volume	173	554	0	0	727	44	70	19	0	133	0	479	19	0	498	6	0	159	0	165	1523					
% Approach Total	23.8	76.2	0.0	0.0		33.1	52.6	14.3	0.0		0.0	96.2	3.8	0.0		3.6	0.0	96.4	0.0							
PHF	0.883	0.911	0.000	0.000	0.918	0.647	0.729	0.792	0.000	0.831	0.000	0.900	0.679	0.000	0.909	0.750	0.000	0.828	0.000	0.842	0.984					
Entering Leg	173	554	0	0	727	44	70	19	0	133	0	479	19	0	498	6	0	159	0	165	1523					
Exiting Leg						682					0					579					262					1523
Total						1409					133					1077					427					3046

PDI File #: 217946 (15)  
 Location: N: Washington Street S: Washington Street  
 Location: E: East Street W: Incinerator Road  
 City, State: Dedham, MA  
 Client: BETA/ J. CUREWITZ  
 Site Code: 7588  
 Count Date: Wednesday, May 19, 2021  
 Start Time: 7:00 AM  
 End Time: 9:00 AM



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

	Washington Street					East Street					Washington Street					Incinerator Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	1	5	0	0	6	1	1	1	0	3	0	13	0	0	13	0	0	3	0	3	25
7:15 AM	3	2	0	0	5	1	1	0	0	2	0	10	0	0	10	0	0	1	0	1	18
7:30 AM	2	1	0	0	3	1	0	0	0	1	0	16	0	0	16	0	0	4	0	4	24
7:45 AM	2	6	0	0	8	0	0	0	0	0	0	9	1	0	10	1	0	2	0	3	21
<b>Total</b>	<b>8</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>48</b>	<b>1</b>	<b>0</b>	<b>49</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>11</b>	<b>88</b>
8:00 AM	2	6	0	0	8	0	0	0	0	0	0	11	0	0	11	0	0	2	0	2	21
8:15 AM	2	8	0	0	10	0	0	0	0	0	0	13	0	0	13	0	0	2	0	2	25
8:30 AM	1	4	0	0	5	0	0	0	0	0	0	12	0	0	12	0	0	1	0	1	18
8:45 AM	2	7	0	0	9	0	1	0	0	1	0	16	0	0	16	0	0	1	0	1	27
<b>Total</b>	<b>7</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>52</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>91</b>
Grand Total	15	39	0	0	54	3	3	1	0	7	0	100	1	0	101	1	0	16	0	17	179
Approach %	27.8	72.2	0.0	0.0		42.9	42.9	14.3	0.0		0.0	99.0	1.0	0.0		5.9	0.0	94.1	0.0		
Total %	8.4	21.8	0.0	0.0	30.2	1.7	1.7	0.6	0.0	3.9	0.0	55.9	0.6	0.0	56.4	0.6	0.0	8.9	0.0	9.5	
Exiting Leg Total	119					0					41					19					179
Buses	9	11	0	0	20	2	0	0	0	2	0	8	0	0	8	0	0	11	0	11	41
% Buses	60.0	28.2	0.0	0.0	37.0	66.7	0.0	0.0	0.0	28.6	0.0	8.0	0.0	0.0	7.9	0.0	0.0	68.8	0.0	64.7	22.9
Exiting Leg Total	21					0					11					9					41
Single-Unit Trucks	5	21	0	0	26	1	3	1	0	5	0	72	0	0	72	0	0	2	0	2	105
% Single-Unit	33.3	53.8	0.0	0.0	48.1	33.3	100.0	100.0	0.0	71.4	0.0	72.0	0.0	0.0	71.3	0.0	0.0	12.5	0.0	11.8	58.7
Exiting Leg Total	75					0					22					8					105
Articulated Trucks	1	7	0	0	8	0	0	0	0	0	0	20	1	0	21	1	0	3	0	4	33
% Articulated	6.7	17.9	0.0	0.0	14.8	0.0	0.0	0.0	0.0	0.0	0.0	20.0	100.0	0.0	20.8	100.0	0.0	18.8	0.0	23.5	18.4
Exiting Leg Total	23					0					8					2					33

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

	Washington Street					East Street					Washington Street					Incinerator Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:30 AM	2	1	0	0	3	1	0	0	0	1	0	16	0	0	16	0	0	4	0	4	24
7:45 AM	2	6	0	0	8	0	0	0	0	0	0	9	1	0	10	1	0	2	0	3	21
8:00 AM	2	6	0	0	8	0	0	0	0	0	0	11	0	0	11	0	0	2	0	2	21
8:15 AM	2	8	0	0	10	0	0	0	0	0	0	13	0	0	13	0	0	2	0	2	25
<b>Total Volume</b>	<b>8</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>49</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>11</b>	<b>91</b>
% Approach Total	27.6	72.4	0.0	0.0		100.0	0.0	0.0	0.0		0.0	98.0	2.0	0.0		9.1	0.0	90.9	0.0		
PHF	1.000	0.656	0.000	0.000	0.725	0.250	0.000	0.000	0.000	0.250	0.000	0.766	0.250	0.000	0.781	0.250	0.000	0.625	0.000	0.688	0.910
Buses	4	5	0	0	9	0	0	0	0	0	0	3	0	0	3	0	0	7	0	7	19
Buses %	50.0	23.8	0.0	0.0	31.0	0.0	0.0	0.0	0.0	0.0	0.0	6.1	0.0	0.0	6.0	0.0	0.0	70.0	0.0	63.6	20.9
Single-Unit Trucks	3	10	0	0	13	1	0	0	0	1	0	32	0	0	32	0	0	1	0	1	47
Single-Unit %	37.5	47.6	0.0	0.0	44.8	100.0	0.0	0.0	0.0	100.0	0.0	65.3	0.0	0.0	64.0	0.0	0.0	10.0	0.0	9.1	51.6
Articulated Trucks	1	6	0	0	7	0	0	0	0	0	0	14	1	0	15	1	0	2	0	3	25
Articulated %	12.5	28.6	0.0	0.0	24.1	0.0	0.0	0.0	0.0	0.0	0.0	28.6	100.0	0.0	30.0	100.0	0.0	20.0	0.0	27.3	27.5
Buses	4	5	0	0	9	0	0	0	0	0	0	3	0	0	3	0	0	7	0	7	19
Single-Unit Trucks	3	10	0	0	13	1	0	0	0	1	0	32	0	0	32	0	0	1	0	1	47
Articulated Trucks	1	6	0	0	7	0	0	0	0	0	0	14	1	0	15	1	0	2	0	3	25
Total Entering Leg	8	21	0	0	29	1	0	0	0	1	0	49	1	0	50	1	0	10	0	11	91
Buses	10					0					5					4					19
Single-Unit Trucks	34					0					10					3					47
Articulated Trucks	16					0					7					2					25
Total Exiting Leg	60					0					22					9					91

PDI File #: **217946 (15)**  
 Location: **N: Washington Street S: Washington Street**  
 Location: **E: East Street W: Incinerator Road**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Buses**

	Washington Street					East Street					Washington Street					Incinerator Road					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
7:00 AM	1	3	0	0	4	1	0	0	0	1	0	1	0	0	1	0	0	1	0	1	7	
7:15 AM	2	1	0	0	3	1	0	0	0	1	0	3	0	0	3	0	0	1	0	1	8	
7:30 AM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	3	0	3	6	
7:45 AM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4	
<b>Total</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>25</b>	
8:00 AM	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	4	
8:15 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	5	
8:30 AM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	3	
8:45 AM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4	
<b>Total</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>16</b>	
Grand Total	9	11	0	0	20	2	0	0	0	2	0	8	0	0	8	0	0	11	0	11	41	
Approach %	45.0	55.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0			
Total %	22.0	26.8	0.0	0.0	48.8	4.9	0.0	0.0	0.0	4.9	0.0	19.5	0.0	0.0	19.5	0.0	0.0	26.8	0.0	26.8		
Exiting Leg Total						21					0					11					9	41

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

	Washington Street					East Street					Washington Street					Incinerator Road					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
7:00 AM	1	3	0	0	4	1	0	0	0	1	0	1	0	0	1	0	0	1	0	1	7	
7:15 AM	2	1	0	0	3	1	0	0	0	1	0	3	0	0	3	0	0	1	0	1	8	
7:30 AM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	3	0	3	6	
7:45 AM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4	
Total Volume	5	7	0	0	12	2	0	0	0	2	0	5	0	0	5	0	0	6	0	6	25	
% Approach Total	41.7	58.3	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0			
PHF	0.625	0.583	0.000	0.000	0.750	0.500	0.000	0.000	0.000	0.500	0.000	0.417	0.000	0.000	0.417	0.000	0.000	0.500	0.000	0.500	0.781	
Entering Leg	5	7	0	0	12	2	0	0	0	2	0	5	0	0	5	0	0	6	0	6	25	
Exiting Leg						13					0					7					5	25
Total						25					2					12					11	50

PDI File #: **217946 (15)**  
 Location: **N: Washington Street S: Washington Street**  
 Location: **E: East Street W: Incinerator Road**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Single-Unit Trucks**

	Washington Street					East Street					Washington Street					Incinerator Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	1	0	0	1	0	1	1	0	2	0	9	0	0	9	0	0	1	0	1	13
7:15 AM	1	1	0	0	2	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	8
7:30 AM	1	0	0	0	1	1	0	0	0	1	0	13	0	0	13	0	0	0	0	0	15
7:45 AM	1	2	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	9
<b>Total</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>45</b>
8:00 AM	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	10
8:15 AM	1	4	0	0	5	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	13
8:30 AM	0	4	0	0	4	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	14
8:45 AM	1	5	0	0	6	0	1	0	0	1	0	16	0	0	16	0	0	0	0	0	23
<b>Total</b>	<b>2</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>60</b>
Grand Total	5	21	0	0	26	1	3	1	0	5	0	72	0	0	72	0	0	2	0	2	105
Approach %	19.2	80.8	0.0	0.0		20.0	60.0	20.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	4.8	20.0	0.0	0.0	24.8	1.0	2.9	1.0	0.0	4.8	0.0	68.6	0.0	0.0	68.6	0.0	0.0	1.9	0.0	1.9	
Exiting Leg Total	75					0					22					8					105

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

8:00 AM	Washington Street					East Street					Washington Street					Incinerator Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	10
8:15 AM	1	4	0	0	5	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	13
8:30 AM	0	4	0	0	4	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	14
8:45 AM	1	5	0	0	6	0	1	0	0	1	0	16	0	0	16	0	0	0	0	0	23
Total Volume	2	17	0	0	19	0	1	0	0	1	0	40	0	0	40	0	0	0	0	0	60
% Approach Total	10.5	89.5	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.500	0.850	0.000	0.000	0.792	0.000	0.250	0.000	0.000	0.250	0.000	0.625	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.652
Entering Leg	2	17	0	0	19	0	1	0	0	1	0	40	0	0	40	0	0	0	0	0	60
Exiting Leg	40					0					17					3					60
Total	59					1					57					3					120

PDI File #: **217946 (15)**  
 Location: **N: Washington Street S: Washington Street**  
 Location: **E: East Street W: Incinerator Road**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Articulated Trucks**

	Washington Street					East Street					Washington Street					Incinerator Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	5
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	3
7:45 AM	0	2	0	0	2	0	0	0	0	0	0	4	1	0	5	1	0	0	0	1	8
<b>Total</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>18</b>
8:00 AM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	7
8:15 AM	1	2	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>15</b>
Grand Total	1	7	0	0	8	0	0	0	0	0	0	20	1	0	21	1	0	3	0	4	33
Approach %	12.5	87.5	0.0	0.0		0.0	0.0	0.0	0.0		0.0	95.2	4.8	0.0		25.0	0.0	75.0	0.0		
Total %	3.0	21.2	0.0	0.0	24.2	0.0	0.0	0.0	0.0	0.0	0.0	60.6	3.0	0.0	63.6	3.0	0.0	9.1	0.0	12.1	
Exiting Leg Total	23					0					8					2					33

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

	Washington Street					East Street					Washington Street					Incinerator Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	3
7:45 AM	0	2	0	0	2	0	0	0	0	0	0	4	1	0	5	1	0	0	0	1	8
8:00 AM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	7
8:15 AM	1	2	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
Total Volume	1	6	0	0	7	0	0	0	0	0	0	14	1	0	15	1	0	2	0	3	25
% Approach Total	14.3	85.7	0.0	0.0		0.0	0.0	0.0	0.0		0.0	93.3	6.7	0.0		33.3	0.0	66.7	0.0		
PHF	0.250	0.750	0.000	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.000	0.875	0.250	0.000	0.750	0.250	0.000	0.500	0.000	0.750	0.781
Entering Leg	1	6	0	0	7	0	0	0	0	0	0	14	1	0	15	1	0	2	0	3	25
Exiting Leg	16					0					7					2					25
<b>Total</b>	<b>23</b>					<b>0</b>					<b>22</b>					<b>5</b>					<b>50</b>





PDI File #: **217946 (15)**  
 Location: **N: Washington Street S: Washington Street**  
 Location: **E: East Street W: Incinerator Road**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Cars and Heavy Vehicles (Combined)**

	Washington Street					East Street					Washington Street					Incinerator Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	87	195	0	0	282	11	21	1	0	33	0	145	12	0	157	13	0	75	0	88	560
4:15 PM	83	170	0	0	253	11	22	2	0	35	0	170	9	0	179	6	0	73	0	79	546
4:30 PM	79	194	0	0	273	10	13	1	0	24	0	149	14	0	163	8	0	91	0	99	559
4:45 PM	76	138	0	0	214	12	20	2	0	34	0	152	9	0	161	12	0	74	0	86	495
<b>Total</b>	<b>325</b>	<b>697</b>	<b>0</b>	<b>0</b>	<b>1022</b>	<b>44</b>	<b>76</b>	<b>6</b>	<b>0</b>	<b>126</b>	<b>0</b>	<b>616</b>	<b>44</b>	<b>0</b>	<b>660</b>	<b>39</b>	<b>0</b>	<b>313</b>	<b>0</b>	<b>352</b>	<b>2160</b>
5:00 PM	85	169	0	0	254	7	12	3	0	22	0	140	6	1	147	5	0	60	0	65	488
5:15 PM	78	168	0	0	246	10	20	3	0	33	0	128	10	0	138	6	0	78	0	84	501
5:30 PM	84	177	0	0	261	14	18	4	0	36	0	136	8	0	144	6	0	84	0	90	531
5:45 PM	77	161	0	0	238	3	16	6	0	25	0	126	10	0	136	10	0	74	0	84	483
<b>Total</b>	<b>324</b>	<b>675</b>	<b>0</b>	<b>0</b>	<b>999</b>	<b>34</b>	<b>66</b>	<b>16</b>	<b>0</b>	<b>116</b>	<b>0</b>	<b>530</b>	<b>34</b>	<b>1</b>	<b>565</b>	<b>27</b>	<b>0</b>	<b>296</b>	<b>0</b>	<b>323</b>	<b>2003</b>
Grand Total	649	1372	0	0	2021	78	142	22	0	242	0	1146	78	1	1225	66	0	609	0	675	4163
Approach %	32.1	67.9	0.0	0.0		32.2	58.7	9.1	0.0		0.0	93.6	6.4	0.1		9.8	0.0	90.2	0.0		
Total %	15.6	33.0	0.0	0.0	48.5	1.9	3.4	0.5	0.0	5.8	0.0	27.5	1.9	0.0	29.4	1.6	0.0	14.6	0.0	16.2	
Exiting Leg Total	1833					0					1461					869					4163
Cars	628	1333	0	0	1961	76	142	20	0	238	0	1136	78	1	1215	65	0	586	0	651	4065
% Cars	96.8	97.2	0.0	0.0	97.0	97.4	100.0	90.9	0.0	98.3	0.0	99.1	100.0	100.0	99.2	98.5	0.0	96.2	0.0	96.4	97.6
Exiting Leg Total	1798					0					1419					848					4065
Heavy Vehicles	21	39	0	0	60	2	0	2	0	4	0	10	0	0	10	1	0	23	0	24	98
% Heavy Vehicles	3.2	2.8	0.0	0.0	3.0	2.6	0.0	9.1	0.0	1.7	0.0	0.9	0.0	0.0	0.8	1.5	0.0	3.8	0.0	3.6	2.4
Exiting Leg Total	35					0					42					21					98

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

4:00 PM	Washington Street					East Street					Washington Street					Incinerator Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	87	195	0	0	282	11	21	1	0	33	0	145	12	0	157	13	0	75	0	88	560
4:15 PM	83	170	0	0	253	11	22	2	0	35	0	170	9	0	179	6	0	73	0	79	546
4:30 PM	79	194	0	0	273	10	13	1	0	24	0	149	14	0	163	8	0	91	0	99	559
4:45 PM	76	138	0	0	214	12	20	2	0	34	0	152	9	0	161	12	0	74	0	86	495
Total Volume	325	697	0	0	1022	44	76	6	0	126	0	616	44	0	660	39	0	313	0	352	2160
% Approach Total	31.8	68.2	0.0	0.0		34.9	60.3	4.8	0.0		0.0	93.3	6.7	0.0		11.1	0.0	88.9	0.0		
PHF	0.934	0.894	0.000	0.000	0.906	0.917	0.864	0.750	0.000	0.900	0.000	0.906	0.786	0.000	0.922	0.750	0.000	0.860	0.000	0.889	0.964
Cars	318	669	0	0	987	42	76	6	0	124	0	610	44	0	654	38	0	301	0	339	2104
Cars %	97.8	96.0	0.0	0.0	96.6	95.5	100.0	100.0	0.0	98.4	0.0	99.0	100.0	0.0	99.1	97.4	0.0	96.2	0.0	96.3	97.4
Heavy Vehicles	7	28	0	0	35	2	0	0	0	2	0	6	0	0	6	1	0	12	0	13	56
Heavy Vehicles %	2.2	4.0	0.0	0.0	3.4	4.5	0.0	0.0	0.0	1.6	0.0	1.0	0.0	0.0	0.9	2.6	0.0	3.8	0.0	3.7	2.6
Cars Enter Leg	318	669	0	0	987	42	76	6	0	124	0	610	44	0	654	38	0	301	0	339	2104
Heavy Enter Leg	7	28	0	0	35	2	0	0	0	2	0	6	0	0	6	1	0	12	0	13	56
Total Entering Leg	325	697	0	0	1022	44	76	6	0	126	0	616	44	0	660	39	0	313	0	352	2160
Cars Exiting Leg	953					0					713					438					2104
Heavy Exiting Leg	20					0					29					7					56
Total Exiting Leg	973					0					742					445					2160



PDI File #: **217946 (15)**  
 Location: **N: Washington Street S: Washington Street**  
 Location: **E: East Street W: Incinerator Road**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Cars**

	Washington Street					East Street					Washington Street					Incinerator Road					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
4:00 PM	85	183	0	0	268	10	21	1	0	32	0	145	12	0	157	12	0	72	0	84	541					
4:15 PM	80	168	0	0	248	11	22	2	0	35	0	167	9	0	176	6	0	70	0	76	535					
4:30 PM	79	187	0	0	266	9	13	1	0	23	0	147	14	0	161	8	0	88	0	96	546					
4:45 PM	74	131	0	0	205	12	20	2	0	34	0	151	9	0	160	12	0	71	0	83	482					
<b>Total</b>	<b>318</b>	<b>669</b>	<b>0</b>	<b>0</b>	<b>987</b>	<b>42</b>	<b>76</b>	<b>6</b>	<b>0</b>	<b>124</b>	<b>0</b>	<b>610</b>	<b>44</b>	<b>0</b>	<b>654</b>	<b>38</b>	<b>0</b>	<b>301</b>	<b>0</b>	<b>339</b>	<b>2104</b>					
5:00 PM	82	167	0	0	249	7	12	2	0	21	0	139	6	1	146	5	0	56	0	61	477					
5:15 PM	76	166	0	0	242	10	20	2	0	32	0	128	10	0	138	6	0	76	0	82	494					
5:30 PM	79	172	0	0	251	14	18	4	0	36	0	134	8	0	142	6	0	81	0	87	516					
5:45 PM	73	159	0	0	232	3	16	6	0	25	0	125	10	0	135	10	0	72	0	82	474					
<b>Total</b>	<b>310</b>	<b>664</b>	<b>0</b>	<b>0</b>	<b>974</b>	<b>34</b>	<b>66</b>	<b>14</b>	<b>0</b>	<b>114</b>	<b>0</b>	<b>526</b>	<b>34</b>	<b>1</b>	<b>561</b>	<b>27</b>	<b>0</b>	<b>285</b>	<b>0</b>	<b>312</b>	<b>1961</b>					
Grand Total	628	1333	0	0	1961	76	142	20	0	238	0	1136	78	1	1215	65	0	586	0	651	4065					
Approach %	32.0	68.0	0.0	0.0		31.9	59.7	8.4	0.0		0.0	93.5	6.4	0.1		10.0	0.0	90.0	0.0							
Total %	15.4	32.8	0.0	0.0	48.2	1.9	3.5	0.5	0.0	5.9	0.0	27.9	1.9	0.0	29.9	1.6	0.0	14.4	0.0	16.0						
Exiting Leg Total						1798					0					1419					848					4065

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

	Washington Street					East Street					Washington Street					Incinerator Road					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
4:00 PM	85	183	0	0	268	10	21	1	0	32	0	145	12	0	157	12	0	72	0	84	541					
4:15 PM	80	168	0	0	248	11	22	2	0	35	0	167	9	0	176	6	0	70	0	76	535					
4:30 PM	79	187	0	0	266	9	13	1	0	23	0	147	14	0	161	8	0	88	0	96	546					
4:45 PM	74	131	0	0	205	12	20	2	0	34	0	151	9	0	160	12	0	71	0	83	482					
Total Volume	318	669	0	0	987	42	76	6	0	124	0	610	44	0	654	38	0	301	0	339	2104					
% Approach Total	32.2	67.8	0.0	0.0		33.9	61.3	4.8	0.0		0.0	93.3	6.7	0.0		11.2	0.0	88.8	0.0							
PHF	0.935	0.894	0.000	0.000	0.921	0.875	0.864	0.750	0.000	0.886	0.000	0.913	0.786	0.000	0.929	0.792	0.000	0.855	0.000	0.883	0.963					
Entering Leg	318	669	0	0	987	42	76	6	0	124	0	610	44	0	654	38	0	301	0	339	2104					
Exiting Leg						953					0					713					438					2104
Total						1940					124					1367					777					4208

PDI File #: **217946 (15)**  
 Location: **N: Washington Street S: Washington Street**  
 Location: **E: East Street W: Incinerator Road**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

	Washington Street					East Street					Washington Street					Incinerator Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	2	12	0	0	14	1	0	0	0	1	0	0	0	0	0	1	0	3	0	4	19
4:15 PM	3	2	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	3	0	3	11
4:30 PM	0	7	0	0	7	1	0	0	0	1	0	2	0	0	2	0	0	3	0	3	13
4:45 PM	2	7	0	0	9	0	0	0	0	0	0	1	0	0	1	0	0	3	0	3	13
<b>Total</b>	<b>7</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>13</b>	<b>56</b>
5:00 PM	3	2	0	0	5	0	0	1	0	1	0	1	0	0	1	0	0	4	0	4	11
5:15 PM	2	2	0	0	4	0	0	1	0	1	0	0	0	0	0	0	0	2	0	2	7
5:30 PM	5	5	0	0	10	0	0	0	0	0	0	2	0	0	2	0	0	3	0	3	15
5:45 PM	4	2	0	0	6	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	9
<b>Total</b>	<b>14</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>42</b>
Grand Total	21	39	0	0	60	2	0	2	0	4	0	10	0	0	10	1	0	23	0	24	98
Approach %	35.0	65.0	0.0	0.0		50.0	0.0	50.0	0.0		0.0	100.0	0.0	0.0		4.2	0.0	95.8	0.0		
Total %	21.4	39.8	0.0	0.0	61.2	2.0	0.0	2.0	0.0	4.1	0.0	10.2	0.0	0.0	10.2	1.0	0.0	23.5	0.0	24.5	
Exiting Leg Total	35					0					42					21					98
Buses	19	10	0	0	29	0	0	0	0	0	0	6	0	0	6	0	0	21	0	21	56
% Buses	90.5	25.6	0.0	0.0	48.3	0.0	0.0	0.0	0.0	0.0	0.0	60.0	0.0	0.0	60.0	0.0	0.0	91.3	0.0	87.5	57.1
Exiting Leg Total	27					0					10					19					56
Single-Unit Trucks	2	27	0	0	29	2	0	2	0	4	0	3	0	0	3	0	0	2	0	2	38
% Single-Unit	9.5	69.2	0.0	0.0	48.3	100.0	0.0	100.0	0.0	100.0	0.0	30.0	0.0	0.0	30.0	0.0	0.0	8.7	0.0	8.3	38.8
Exiting Leg Total	7					0					29					2					38
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	4
% Articulated	0.0	5.1	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	10.0	100.0	0.0	0.0	0.0	4.2	4.1
Exiting Leg Total	1					0					3					0					4

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

	Washington Street					East Street					Washington Street					Incinerator Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	2	12	0	0	14	1	0	0	0	1	0	0	0	0	0	1	0	3	0	4	19
4:15 PM	3	2	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	3	0	3	11
4:30 PM	0	7	0	0	7	1	0	0	0	1	0	2	0	0	2	0	0	3	0	3	13
4:45 PM	2	7	0	0	9	0	0	0	0	0	0	1	0	0	1	0	0	3	0	3	13
<b>Total Volume</b>	<b>7</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>13</b>	<b>56</b>
<b>% Approach Total</b>	<b>20.0</b>	<b>80.0</b>	<b>0.0</b>	<b>0.0</b>		<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>		<b>7.7</b>	<b>0.0</b>	<b>92.3</b>	<b>0.0</b>		
PHF	0.583	0.583	0.000	0.000	0.625	0.500	0.000	0.000	0.000	0.500	0.000	0.500	0.000	0.000	0.500	0.250	0.000	1.000	0.000	0.813	0.737
Buses	7	8	0	0	15	0	0	0	0	0	0	3	0	0	3	0	0	10	0	10	28
Buses %	100.0	28.6	0.0	0.0	42.9	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	83.3	0.0	76.9	50.0
Single-Unit Trucks	0	19	0	0	19	2	0	0	0	2	0	2	0	0	2	0	0	2	0	2	25
Single-Unit %	0.0	67.9	0.0	0.0	54.3	100.0	0.0	0.0	0.0	100.0	0.0	33.3	0.0	0.0	33.3	0.0	0.0	16.7	0.0	15.4	44.6
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	3
Articulated %	0.0	3.6	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0.0	0.0	16.7	100.0	0.0	0.0	0.0	7.7	5.4
Buses	7	8	0	0	15	0	0	0	0	0	0	3	0	0	3	0	0	10	0	10	28
Single-Unit Trucks	0	19	0	0	19	2	0	0	0	2	0	2	0	0	2	0	0	2	0	2	25
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	3
<b>Total Entering Leg</b>	<b>7</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>13</b>	<b>56</b>
Buses	13					0					8					7					28
Single-Unit Trucks	6					0					19					0					25
Articulated Trucks	1					0					2					0					3
<b>Total Exiting Leg</b>	<b>20</b>					<b>0</b>					<b>29</b>					<b>7</b>					<b>56</b>

PDI File #: **217946 (15)**  
 Location: **N: Washington Street S: Washington Street**  
 Location: **E: East Street W: Incinerator Road**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Buses**

	Washington Street					East Street					Washington Street					Incinerator Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	2	3	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	7
4:15 PM	3	0	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	3	0	3	8
4:30 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	6
4:45 PM	2	1	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	3	0	3	7
<b>Total</b>	<b>7</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>28</b>
5:00 PM	2	1	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	4	0	4	8
5:15 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4
5:30 PM	5	1	0	0	6	0	0	0	0	0	0	1	0	0	1	0	0	3	0	3	10
5:45 PM	3	0	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	6
<b>Total</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>28</b>
Grand Total	19	10	0	0	29	0	0	0	0	0	0	6	0	0	6	0	0	21	0	21	56
Approach %	65.5	34.5	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		
Total %	33.9	17.9	0.0	0.0	51.8	0.0	0.0	0.0	0.0	0.0	0.0	10.7	0.0	0.0	10.7	0.0	0.0	37.5	0.0	37.5	
Exiting Leg Total						0					10					19					56

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

	Washington Street					East Street					Washington Street					Incinerator Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:15 PM	3	0	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	3	0	3	8
4:30 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	6
4:45 PM	2	1	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	3	0	3	7
5:00 PM	2	1	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	4	0	4	8
Total Volume	7	6	0	0	13	0	0	0	0	0	0	4	0	0	4	0	0	12	0	12	29
% Approach Total	53.8	46.2	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		
PHF	0.583	0.375	0.000	0.000	0.813	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.750	0.000	0.750	0.906
Entering Leg	7	6	0	0	13	0	0	0	0	0	0	4	0	0	4	0	0	12	0	12	29
Exiting Leg						0					6					7					29
Total						0					10					19					58

PDI File #: **217946 (15)**  
 Location: **N: Washington Street S: Washington Street**  
 Location: **E: East Street W: Incinerator Road**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Single-Unit Trucks**

	Washington Street					East Street					Washington Street					Incinerator Road					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:00 PM	0	8	0	0	8	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	10	
4:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
4:30 PM	0	3	0	0	3	1	0	0	0	1	0	2	0	0	2	0	0	1	0	1	7	
4:45 PM	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
<b>Total</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>25</b>	
5:00 PM	1	1	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3	
5:15 PM	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3	
5:30 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5	
5:45 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
<b>Total</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	
Grand Total	2	27	0	0	29	2	0	2	0	4	0	3	0	0	3	0	0	2	0	2	38	
Approach %	6.9	93.1	0.0	0.0		50.0	0.0	50.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0			
Total %	5.3	71.1	0.0	0.0	76.3	5.3	0.0	5.3	0.0	10.5	0.0	7.9	0.0	0.0	7.9	0.0	0.0	5.3	0.0	5.3		
Exiting Leg Total						7					0					29					2	38

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

	Washington Street					East Street					Washington Street					Incinerator Road					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:00 PM	0	8	0	0	8	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	10	
4:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
4:30 PM	0	3	0	0	3	1	0	0	0	1	0	2	0	0	2	0	0	1	0	1	7	
4:45 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	19	0	0	19	2	0	0	0	2	0	2	0	0	2	0	0	2	0	2	25	
% Approach Total	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0			
PHF	0.000	0.594	0.000	0.000	0.594	0.500	0.000	0.000	0.000	0.500	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.500	0.000	0.500	0.625	
Entering Leg	0	19	0	0	19	2	0	0	0	2	0	2	0	0	2	0	0	2	0	2	25	
Exiting Leg						6					0					19					0	25
Total						25					2					21					2	50

PDI File #: **217946 (15)**  
 Location: **N: Washington Street S: Washington Street**  
 Location: **E: East Street W: Incinerator Road**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Articulated Trucks**

	Washington Street					East Street					Washington Street					Incinerator Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
Grand Total	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	4
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		
Total %	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	25.0	
Exiting Leg Total	1					0					3					0					4

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

4:00 PM	Washington Street					East Street					Washington Street					Incinerator Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	3
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.250	0.375
Entering Leg	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	3
Exiting Leg	1					0					2					0					3
Total	2					0					3					1					6

PDI File #: **217946 (15)**  
 Location: **N: Washington Street S: Washington Street**  
 Location: **E: East Street W: Incinerator Road**  
 City, State: **Dedham, MA**  
 Client: **BETA/ J. Curewitz**  
 Site Code: **7588**  
 Count Date: **Wednesday, May 19, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Bicycles (on Roadway and Crosswalks)**

	Washington Street								East Street								Washington Street								Incinerator Road								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1			
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	2		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1			
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1			
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>5</b>	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1		
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2		
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	
Grand Total	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	1	1	5	0	0	1	0	0	1	2	8	
Approach %	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	60.0	0.0	0.0	20.0	20.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0
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	0.0	0.0	0.0	0.0	0.0	0.0	37.5	0.0	0.0	12.5	12.5	62.5	0.0	0.0	12.5	0.0	0.0	12.5	25.0	0.0	0.0
Exiting Leg Total	4								0								3								1								8

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

	Washington Street								East Street								Washington Street								Incinerator Road								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	2	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1		
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>5</b>	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	25.0	25.0	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	0.500	0.000	0.000	0.250	0.250	0.500	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.625	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	1	4	0	0	0	0	0	1	1	5	
Exiting Leg	2								0								2								1								5
<b>Total</b>	<b>2</b>								<b>0</b>								<b>6</b>								<b>2</b>								<b>10</b>

PDI File #: 217946 (15)  
 Location: N: Washington Street S: Washington Street  
 Location: E: East Street W: Incinerator Road  
 City, State: Dedham, MA  
 Client: BETA/ J. Curewitz  
 Site Code: 7588  
 Count Date: Wednesday, May 19, 2021  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



**Pedestrians**

	Washington Street								East Street								Washington Street								Incinerator Road								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	2		0	0	0	0	0	0	0	0	0	0	0	0	0	0	2			
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	2		0	0	0	0	0	0	0	0	0	0	0	0	3	3	5			
4:30 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			
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	3		0	0	0	0	0	0	1	1	0	0	0	0	1	1	5			
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	5	3	8		0	0	0	0	0	0	1	1	0	0	0	0	4	4	13			
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	1	0	1	1				
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	3	0	3	0	0	0	0	1	1	2	5			
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	1	3	4	4				
5:45 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	1	1	2			
<b>Total</b>	0	0	0	0	1	0	1	0	0	0	0	0	0	0		0	0	0	0	3	0	3	0	0	0	0	3	5	8	12			
Grand Total	0	0	0	0	1	0	1	0	0	0	0	5	3	8		0	0	0	0	3	1	4	0	0	0	0	3	9	12	25			
Approach %	0	0	0	0	100	0		0	0	0	0	62.5	37.5		0	0	0	0	75	25		0	0	0	0	25	75						
Total %	0	0	0	0	4	0	4	0	0	0	0	20	12	32		0	0	0	0	12	4	16	0	0	0	0	12	36	48				
Exiting Leg Total	1								8								4								12								25

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

	Washington Street								East Street								Washington Street								Incinerator Road								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	3		0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	5		
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	1	0	1	1	1			
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	3	0	3	0	0	0	0	1	1	2	5			
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	1	3	4	4				
Total Volume	0	0	0	0	0	0	0	0	0	0	0	3	3	3		0	0	0	0	3	1	4	0	0	0	0	3	5	8	15			
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	75.0	25.0		0.0	0.0	0.0	0.0	37.5	62.5						
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.333		0.000	0.000	0.000	0.000	0.250	0.250	0.333	0.000	0.000	0.000	0.000	0.750	0.417	0.500	0.750			
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	3	3	3		0	0	0	0	3	1	4	0	0	0	0	3	5	8	15			
Exiting Leg	0								3								4								8								15
<b>Total</b>	0								6								8								16								30

**APPENDIX C –  
TRAFFIC VOLUME COMPARISON DATA**

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**High Street at Washington Street (7AM - 9AM)**

Approach	2021	2018	2018 Adj	2019	2018 to 2021		
					Change	% Change	%/yr Change
Washington Street NB	644	883	839	842	-198	-23.5%	-12.5%
Washington Street SB	611	656	623	625	-14	-2.2%	-1.1%
High Street EB	869	903	858	861	8	0.9%	0.5%
High Street WB	878	963	915	919	-41	-4.5%	-2.3%
Intersection Total	3002	3405	3235	3247	-245	-7.5%	-3.8%

**High Street at Eastern Avenue (7AM - 9AM)**

Approach	2021	2018	2018 Adj	2019	2018 to 2021		
					Change	% Change	%/yr Change
Eastern Avenue NB	357	504	479	481	-124	-25.8%	-13.8%
High Street EB	700	797	757	760	-60	-7.9%	-4.0%
High Street WB	945	881	837	840	105	12.5%	6.1%
Intersection Total	2002	2182	2073	2081	-79	-3.8%	-1.9%

**Washington Street at Incinerator Road/East Street (7AM - 9AM)**

Approach	2021	2018	2018 Adj	2019	2018 to 2021		
					Change	% Change	%/yr Change
Washington Street NB	1156	1371	1261	1266	-110	-8.7%	-4.4%
Washington Street SB	1393	1466	1349	1354	39	2.9%	1.4%
Incinerator Road EB	304	154	142	143	161	112.6%	45.8%
East Street WB	268	348	320	321	-53	-16.5%	-8.6%
Intersection Total	3121	3339	3072	3084	37	1.2%	0.6%

**High Street at Washington Street (4PM - 6PM)**

Approach	2021	2018	2018 Adj	2019	2018 to 2021		
					Change	% Change	%/yr Change
Washington Street NB	557	619	588	590	-33	-5.6%	-2.8%
Washington Street SB	880	924	878	882	-2	-0.2%	-0.1%
High Street EB	1211	1351	1283	1288	-77	-6.0%	-3.0%
High Street WB	825	858	815	818	7	0.9%	0.4%
Intersection Total	3473	3752	3564	3578	-105	-2.9%	-1.5%

**High Street at Eastern Avenue (4PM - 6PM)**

Approach	2021	2018	2018 Adj	2019	2018 to 2021		
					Change	% Change	%/yr Change
Eastern Avenue NB	500	583	554	556	-56	-10.1%	-5.2%
High Street EB	1044	1234	1172	1177	-133	-11.3%	-5.8%
High Street WB	830	838	796	799	31	3.9%	1.9%
Intersection Total	2374	2655	2522	2532	-158	-6.2%	-3.2%

**Washington Street at Incinerator Road/East Street (4PM - 6PM)**

Approach	2021	2018	2018 Adj	2019	2018 to 2021		
					Change	% Change	%/yr Change
Washington Street NB	1225	1407	1294	1299	-74	-5.7%	-2.9%
Washington Street SB	2021	1897	1745	1752	269	15.4%	7.4%
Incinerator Road EB	675	569	523	525	150	28.6%	13.4%
East Street WB	242	291	268	269	-27	-10.0%	-5.2%
Intersection Total	4163	4164	3830	3845	318	8.3%	4.1%

# **APPENDIX D – INTERSECTION CAPACITY ANALYSES**

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## **Existing Conditions (2021)**

Timings  
1: Washington Street & High Street



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	Ø1	Ø2	Ø4	Ø7
Lane Configurations		↕↕		↕	↗	↗	↗	↗				
Traffic Volume (vph)	130	355	47	430	45	255	25	185				
Future Volume (vph)	130	355	47	430	45	255	25	185				
Lane Group Flow (vph)	0	634	0	580	49	337	28	375				
Turn Type	Perm	NA	D.P+P	NA	Perm	NA	Perm	NA				
Protected Phases		5	7 8	5 7 8		6		6	1	2	4	7
Permitted Phases	5		5		6		6					
Detector Phase	5	5	5 7	5 7	6	6	6	6				
Switch Phase												
Minimum Initial (s)	7.0	7.0			7.0	7.0	7.0	7.0	6.0	5.0	5.0	5.0
Minimum Split (s)	13.0	13.0			26.0	26.0	26.0	26.0	12.0	11.0	11.0	11.0
Total Split (s)	46.0	46.0			40.0	40.0	40.0	40.0	20.0	31.0	21.0	11.0
Total Split (%)	33.1%	33.1%			28.8%	28.8%	28.8%	28.8%	14%	22%	15%	8%
Yellow Time (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0				
Total Lost Time (s)		6.0			6.0	6.0	6.0	6.0				
Lead/Lag									Lead	Lag		
Lead-Lag Optimize?									Yes	Yes		
Recall Mode	None	None			None	None	None	None	None	Max	None	None
v/c Ratio		1.07		1.08	0.60	0.92	0.26	0.95				
Control Delay		98.3		70.1	78.0	79.7	50.0	84.0				
Queue Delay		13.6		0.0	0.0	0.0	0.0	0.0				
Total Delay		111.9		70.1	78.0	79.7	50.0	84.0				
Queue Length 50th (ft)		~351		~576	40	305	21	~358				
Queue Length 95th (ft)		#426		#718	#110	#508	51	#542				
Internal Link Dist (ft)		149		161		174		312				
Turn Bay Length (ft)					120		90					
Base Capacity (vph)		593		538	81	365	106	393				
Starvation Cap Reductn		0		0	0	0	0	0				
Spillback Cap Reductn		121		0	0	0	0	0				
Storage Cap Reductn		0		0	0	0	0	0				
Reduced v/c Ratio		1.34		1.08	0.60	0.92	0.26	0.95				

Intersection Summary

Cycle Length: 139

Actuated Cycle Length: 130.9

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

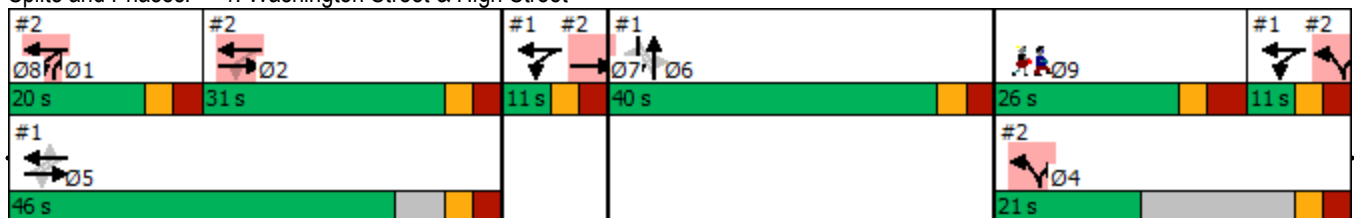
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: Washington Street & High Street





















Existing (2021) AM Peak Hour

Timings  
 1: Washington Street & High Street

Lane Group	Ø8	Ø9
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	8	9
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	5.0	4.0
Minimum Split (s)	11.0	26.0
Total Split (s)	11.0	26.0
Total Split (%)	8%	19%
Yellow Time (s)	3.0	3.0
All-Red Time (s)	3.0	4.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Recall Mode	None	None
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

HCM Signalized Intersection Capacity Analysis  
1: Washington Street & High Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	130	355	47	47	430	10	45	255	55	25	185	145
Future Volume (vph)	130	355	47	47	430	10	45	255	55	25	185	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			0%				3%
Total Lost time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		0.95			1.00		1.00	1.00		1.00	1.00	
Fr <sub>t</sub>		0.99			1.00		1.00	0.97		1.00	0.93	
Fl <sub>t</sub> Protected		0.99			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		2889			1460		1354	1399		1379	1506	
Fl <sub>t</sub> Permitted		0.59			0.78		0.22	1.00		0.28	1.00	
Satd. Flow (perm)		1718			1152		314	1399		409	1506	
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.92	0.92	0.92	0.88	0.88	0.88
Adj. Flow (vph)	155	423	56	56	512	12	49	277	60	28	210	165
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	634	0	0	580	0	49	337	0	28	375	0
Heavy Vehicles (%)	4%	3%	4%	9%	2%	10%	20%	6%	2%	16%	4%	5%
Parking (#/hr)		3			3			3				
Turn Type	Perm	NA		D.P+P	NA		Perm	NA		Perm	NA	
Protected Phases		5		7 8	5 7 8			6			6	
Permitted Phases	5			5			6			6		
Actuated Green, G (s)		45.3			57.9		34.2	34.2		34.2	34.2	
Effective Green, g (s)		45.3			57.9		34.2	34.2		34.2	34.2	
Actuated g/C Ratio		0.34			0.43		0.26	0.26		0.26	0.26	
Clearance Time (s)		6.0					6.0	6.0		6.0	6.0	
Vehicle Extension (s)		2.0					2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)		581			527		80	357		104	384	
v/s Ratio Prot					c0.10			0.24			c0.25	
v/s Ratio Perm		0.37			c0.37		0.16			0.07		
v/c Ratio		1.09			1.10		0.61	0.94		0.27	0.98	
Uniform Delay, d <sub>1</sub>		44.3			38.0		44.0	48.9		39.8	49.4	
Progression Factor		1.00			0.23		1.00	1.00		1.00	1.00	
Incremental Delay, d <sub>2</sub>		64.6			63.4		9.4	32.9		0.5	39.2	
Delay (s)		108.8			72.0		53.3	81.7		40.3	88.6	
Level of Service		F			E		D	F		D	F	
Approach Delay (s)		108.8			72.0			78.1			85.2	
Approach LOS		F			E			E			F	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			87.5				HCM 2000 Level of Service			F		
HCM 2000 Volume to Capacity ratio			1.00									
Actuated Cycle Length (s)			133.8				Sum of lost time (s)			37.0		
Intersection Capacity Utilization			92.0%				ICU Level of Service			F		
Analysis Period (min)			15									
c Critical Lane Group												

Timings  
2: Eastern Avenue & High Street



Lane Group	EBT	WBL	WBT	NBL	NBR	Ø2	Ø4	Ø5	Ø6	Ø7	Ø8	Ø9
Lane Configurations	↑↑	↑	↑	↑	↑							
Traffic Volume (vph)	270	145	360	120	105							
Future Volume (vph)	270	145	360	120	105							
Lane Group Flow (vph)	526	173	429	138	121							
Turn Type	NA	pm+pt	NA	Prot	custom							
Protected Phases	2 7	1	1 2	4 8	1 4 8	2	4	5	6	7	8	9
Permitted Phases		1 2										
Detector Phase	2 7	1	1 2	4 8	1 4 8							
Switch Phase												
Minimum Initial (s)		6.0				5.0	5.0	7.0	7.0	5.0	5.0	4.0
Minimum Split (s)		12.0				11.0	11.0	13.0	26.0	11.0	11.0	26.0
Total Split (s)		20.0				31.0	21.0	46.0	40.0	11.0	11.0	26.0
Total Split (%)		14.4%				22%	15%	33%	29%	8%	8%	19%
Yellow Time (s)		3.0				3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)		3.0				3.0	3.0	3.0	3.0	3.0	3.0	4.0
Lost Time Adjust (s)		0.0										
Total Lost Time (s)		6.0										
Lead/Lag		Lead				Lag					Lag	Lead
Lead-Lag Optimize?		Yes				Yes					Yes	Yes
Recall Mode		None				Max	None	None	None	None	None	None
v/c Ratio	0.67	0.70	0.84	0.53	0.31							
Control Delay	21.9	50.3	57.3	56.1	34.8							
Queue Delay	45.1	0.0	8.1	0.6	0.0							
Total Delay	67.0	50.3	65.3	56.6	34.8							
Queue Length 50th (ft)	172	119	370	107	77							
Queue Length 95th (ft)	m158	#177	#501	168	125							
Internal Link Dist (ft)	161		334	320								
Turn Bay Length (ft)		105										
Base Capacity (vph)	780	248	510	364	389							
Starvation Cap Reductn	292	0	0	0	0							
Spillback Cap Reductn	0	0	56	60	0							
Storage Cap Reductn	0	0	0	0	0							
Reduced v/c Ratio	1.08	0.70	0.94	0.45	0.31							

Intersection Summary

Cycle Length: 139

Actuated Cycle Length: 130.9

Natural Cycle: 150

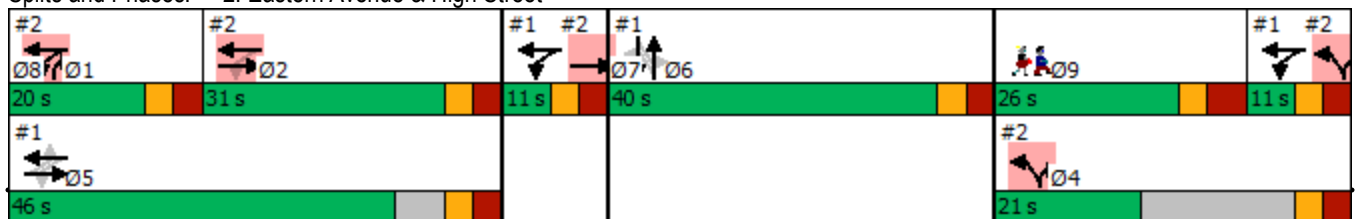
Control Type: Actuated-Uncoordinated

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 2: Eastern Avenue & High Street





# HCM Signalized Intersection Capacity Analysis

## 2: Eastern Avenue & High Street

Synchro 11 Report  
10/25/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵	↑	↵	↵
Traffic Volume (vph)	270	150	145	360	120	105
Future Volume (vph)	270	150	145	360	120	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			3%	0%	
Total Lost time (s)	6.0		6.0	6.0	6.0	6.0
Lane Util. Factor	0.95		1.00	1.00	1.00	1.00
Frt	0.95		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	2823		1584	1476	1533	1191
Flt Permitted	1.00		0.24	1.00	0.95	1.00
Satd. Flow (perm)	2823		407	1476	1533	1191
Peak-hour factor, PHF	0.80	0.80	0.84	0.84	0.87	0.87
Adj. Flow (vph)	338	188	173	429	138	121
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	526	0	173	429	138	121
Heavy Vehicles (%)	3%	2%	1%	1%	6%	8%
Parking (#/hr)	3			3		3
Turn Type	NA		pm+pt	NA	Prot	custom
Protected Phases	2 7		1	1 2	4 8	1 4 8
Permitted Phases			1 2			
Actuated Green, G (s)	36.2		39.3	45.3	25.3	45.4
Effective Green, g (s)	36.2		39.3	45.3	25.3	45.4
Actuated g/C Ratio	0.27		0.29	0.34	0.19	0.34
Clearance Time (s)			6.0			
Vehicle Extension (s)			2.0			
Lane Grp Cap (vph)	763		243	499	289	404
v/s Ratio Prot	c0.19		0.07	c0.29	c0.09	0.10
v/s Ratio Perm			0.13			
v/c Ratio	0.69		0.71	0.86	0.48	0.30
Uniform Delay, d1	43.8		38.1	41.3	48.4	32.5
Progression Factor	0.47		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.5		7.9	13.3	0.5	0.2
Delay (s)	21.1		46.1	54.6	48.8	32.7
Level of Service	C		D	D	D	C
Approach Delay (s)	21.1			52.2	41.3	
Approach LOS	C			D	D	

### Intersection Summary

HCM 2000 Control Delay	38.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	133.8	Sum of lost time (s)	37.0
Intersection Capacity Utilization	44.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Timings  
3: Court Street/Ames Street & High Street

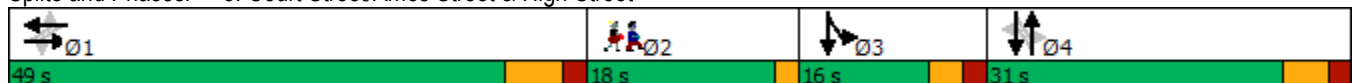


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	Ø2
Lane Configurations		↕		↕		↕		↕	
Traffic Volume (vph)	12	370	13	435	55	185	100	95	
Future Volume (vph)	12	370	13	435	55	185	100	95	
Lane Group Flow (vph)	0	486	0	628	0	331	0	212	
Turn Type	Perm	NA	Perm	NA	Perm	NA	D.P+P	NA	
Protected Phases		1		1		4	3	3 4	2
Permitted Phases	1		1		4		4		
Detector Phase	1	1	1	1	4	4	3	3 4	
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	6.0	6.0	6.0		1.0
Minimum Split (s)	17.0	17.0	17.0	17.0	12.0	12.0	11.0		18.0
Total Split (s)	49.0	49.0	49.0	49.0	31.0	31.0	16.0		18.0
Total Split (%)	43.0%	43.0%	43.0%	43.0%	27.2%	27.2%	14.0%		16%
Yellow Time (s)	5.0	5.0	5.0	5.0	4.0	4.0	3.0		2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0		0.0
Lost Time Adjust (s)		0.0		0.0		0.0			
Total Lost Time (s)		7.0		7.0		6.0			
Lead/Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lead		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
Recall Mode	None	None	None	None	Min	Min	Min		None
v/c Ratio		0.73		0.93		0.92		0.45	
Control Delay		32.6		49.7		68.5		23.9	
Queue Delay		0.0		0.0		0.0		0.0	
Total Delay		32.6		49.7		68.5		23.9	
Queue Length 50th (ft)		234		342		193		79	
Queue Length 95th (ft)		#427		#722		#364		172	
Internal Link Dist (ft)		369		562		368		419	
Turn Bay Length (ft)									
Base Capacity (vph)		667		675		360		487	
Starvation Cap Reductn		0		0		0		0	
Spillback Cap Reductn		0		0		0		0	
Storage Cap Reductn		0		0		0		0	
Reduced v/c Ratio		0.73		0.93		0.92		0.44	

Intersection Summary

Cycle Length: 114  
 Actuated Cycle Length: 98.8  
 Natural Cycle: 110  
 Control Type: Actuated-Uncoordinated  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Court Street/Ames Street & High Street



# HCM Signalized Intersection Capacity Analysis

## 3: Court Street/Ames Street & High Street

Synchro 11 Report  
10/25/2021



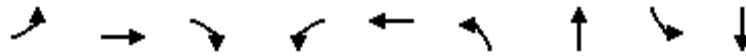
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	12	370	27	13	435	110	55	185	21	100	95	7
Future Volume (vph)	12	370	27	13	435	110	55	185	21	100	95	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0			7.0			6.0			5.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.99			0.97			0.99			1.00	
Flt Protected		1.00			1.00			0.99			0.98	
Satd. Flow (prot)		1591			1588			1595			1802	
Flt Permitted		0.98			0.98			0.87			0.58	
Satd. Flow (perm)		1555			1564			1406			1071	
Peak-hour factor, PHF	0.84	0.84	0.84	0.89	0.89	0.89	0.79	0.79	0.79	0.95	0.95	0.95
Adj. Flow (vph)	14	440	32	15	489	124	70	234	27	105	100	7
RTOR Reduction (vph)	0	2	0	0	7	0	0	3	0	0	1	0
Lane Group Flow (vph)	0	484	0	0	621	0	0	328	0	0	211	0
Heavy Vehicles (%)	8%	4%	11%	8%	3%	2%	5%	3%	0%	3%	2%	0%
Parking (#/hr)		3			3			3				
Turn Type	Perm	NA		Perm	NA		Perm	NA		D.P+P		NA
Protected Phases		1			1			4		3		3 4
Permitted Phases	1			1			4			4		
Actuated Green, G (s)		42.2			42.2			25.1			35.3	
Effective Green, g (s)		42.2			42.2			25.1			35.3	
Actuated g/C Ratio		0.42			0.42			0.25			0.35	
Clearance Time (s)		7.0			7.0			6.0				
Vehicle Extension (s)		2.0			2.0			3.0				
Lane Grp Cap (vph)		654			658			351			451	
v/s Ratio Prot											c0.05	
v/s Ratio Perm		0.31			c0.40			c0.23			0.12	
v/c Ratio		0.74			0.94			0.93			0.47	
Uniform Delay, d1		24.4			27.9			36.8			25.2	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		3.8			21.9			31.4			0.3	
Delay (s)		28.2			49.9			68.2			25.5	
Level of Service		C			D			E			C	
Approach Delay (s)		28.2			49.9			68.2			25.5	
Approach LOS		C			D			E			C	

### Intersection Summary

HCM 2000 Control Delay	44.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	100.3	Sum of lost time (s)	20.0
Intersection Capacity Utilization	68.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Timings  
4: East Street/Harvard Street & High Street



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	Ø1	Ø2	Ø3
Lane Configurations		↖	↗		↔	↖	↗		↔			
Traffic Volume (vph)	7	315	135	18	565	135	8	3	4			
Future Volume (vph)	7	315	135	18	565	135	8	3	4			
Lane Group Flow (vph)	0	354	148	0	657	163	22	0	24			
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA			
Protected Phases		1 2 3 7			6		8		4	1	2	3
Permitted Phases	1 2 3 7		1 2 3 7	6		8		4				
Detector Phase	1 2 3 7	1 2 3 7	1 2 3 7	6	6	8	8	4	4			
Switch Phase												
Minimum Initial (s)				8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)				14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0
Total Split (s)				51.0	51.0	26.0	26.0	26.0	26.0	31.0	21.0	16.0
Total Split (%)				41.1%	41.1%	21.0%	21.0%	21.0%	21.0%	25%	17%	13%
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)					0.0	0.0	0.0		0.0			
Total Lost Time (s)					6.0	6.0	6.0		6.0			
Lead/Lag										Lag	Lead	
Lead-Lag Optimize?										Yes	Yes	
Recall Mode				Max	Max	None	None	None	None	None	Max	None
v/c Ratio		0.31	0.14		0.76	0.65	0.07		0.08			
Control Delay		5.0	0.3		30.5	52.2	24.8		25.4			
Queue Delay		0.3	0.3		0.1	0.0	0.0		0.0			
Total Delay		5.3	0.5		30.5	52.2	24.8		25.4			
Queue Length 50th (ft)		47	0		300	86	5		6			
Queue Length 95th (ft)		58	1		#769	#200	29		19			
Internal Link Dist (ft)		191			277		423		293			
Turn Bay Length (ft)						70						
Base Capacity (vph)		1120	1029		876	284	376		350			
Starvation Cap Reductn		333	470		0	0	0		0			
Spillback Cap Reductn		0	0		5	0	0		0			
Storage Cap Reductn		0	0		0	0	0		0			
Reduced v/c Ratio		0.45	0.26		0.75	0.57	0.06		0.07			

Intersection Summary

Cycle Length: 124

Actuated Cycle Length: 96.9

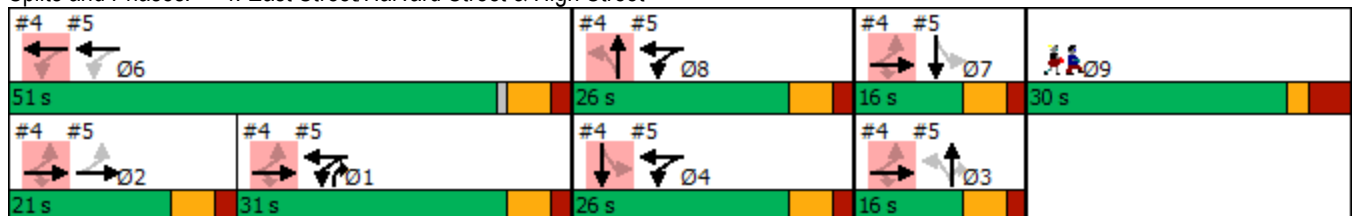
Natural Cycle: 100

Control Type: Actuated-Uncoordinated

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

Queue shown is maximum after two cycles.

Splits and Phases: 4: East Street/Harvard Street & High Street



Timings  
 4: East Street/Harvard Street & High Street

Lane Group	Ø7	Ø9
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	7	9
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	8.0	5.0
Minimum Split (s)	14.0	30.0
Total Split (s)	16.0	30.0
Total Split (%)	13%	24%
Yellow Time (s)	4.0	2.0
All-Red Time (s)	2.0	4.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	None
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
<b>Intersection Summary</b>		

HCM Signalized Intersection Capacity Analysis  
4: East Street/Harvard Street & High Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↔		↖	↗			↕	
Traffic Volume (vph)	7	315	135	18	565	8	135	8	10	3	4	7
Future Volume (vph)	7	315	135	18	565	8	135	8	10	3	4	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			0%			-5%	
Total Lost time (s)		6.0	6.0		6.0		6.0	6.0			6.0	
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00			1.00	
Frt		1.00	0.85		1.00		1.00	0.92			0.93	
Flt Protected		1.00	1.00		1.00		0.95	1.00			0.99	
Satd. Flow (prot)		1809	1553		1841		1736	1745			1682	
Flt Permitted		0.99	1.00		0.98		0.74	1.00			0.96	
Satd. Flow (perm)		1785	1553		1812		1355	1745			1625	
Peak-hour factor, PHF	0.91	0.91	0.91	0.90	0.90	0.90	0.83	0.83	0.83	0.58	0.58	0.58
Adj. Flow (vph)	8	346	148	20	628	9	163	10	12	5	7	12
RTOR Reduction (vph)	0	0	66	0	1	0	0	10	0	0	10	0
Lane Group Flow (vph)	0	354	82	0	656	0	163	12	0	0	14	0
Heavy Vehicles (%)	0%	5%	4%	0%	3%	0%	4%	0%	0%	33%	0%	0%
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		1 2 3 7			6			8				4
Permitted Phases	1 2 3 7		1 2 3 7	6			8			4		
Actuated Green, G (s)		56.1	56.1		46.2		17.8	17.8			17.8	
Effective Green, g (s)		56.1	56.1		46.2		17.8	17.8			17.8	
Actuated g/C Ratio		0.55	0.55		0.45		0.18	0.18			0.18	
Clearance Time (s)					6.0		6.0	6.0			6.0	
Vehicle Extension (s)					3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)		984	856		823		237	305			284	
v/s Ratio Prot								0.01				
v/s Ratio Perm		c0.20	0.05		c0.36		c0.12				0.01	
v/c Ratio		0.36	0.10		0.80		0.69	0.04			0.05	
Uniform Delay, d1		12.8	10.8		23.7		39.3	34.8			34.9	
Progression Factor		0.50	0.01		1.00		1.00	1.00			1.00	
Incremental Delay, d2		0.2	0.0		7.9		8.0	0.1			0.1	
Delay (s)		6.6	0.1		31.7		47.4	34.9			35.0	
Level of Service		A	A		C		D	C			C	
Approach Delay (s)		4.7			31.7			45.9			35.0	
Approach LOS		A			C			D			C	

Intersection Summary			
HCM 2000 Control Delay	23.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	101.7	Sum of lost time (s)	30.0
Intersection Capacity Utilization	68.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Timings  
5: High Street & Harris Street & East Street

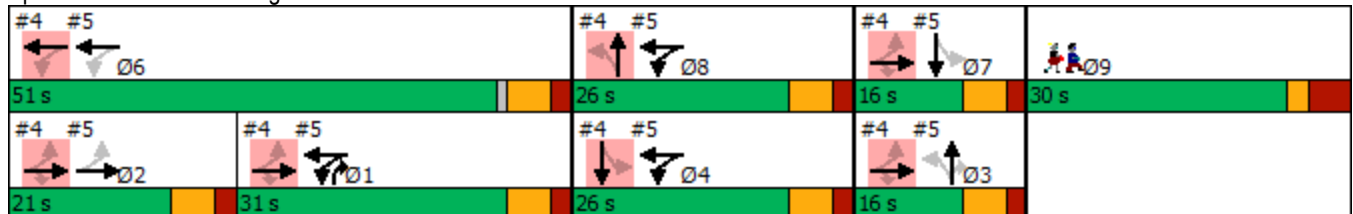


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	Ø4	Ø6	Ø8
Lane Configurations		↔↔	↖	↗		↖	↗		↔			
Traffic Volume (vph)	13	140	545	120	4	38	310	6	13			
Future Volume (vph)	13	140	545	120	4	38	310	6	13			
Lane Group Flow (vph)	0	206	574	178	0	45	333	0	35			
Turn Type	Perm	NA	custom	NA	Perm	NA	custom	Perm	NA			
Protected Phases		2	1 4 8	1 4 6 8		3	1		7	4	6	8
Permitted Phases	2		6		3		3	7				
Detector Phase	2	2	1 4 8	1 4 6 8	3	3	1	7	7			
Switch Phase												
Minimum Initial (s)	8.0	8.0			8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	14.0	14.0			14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0
Total Split (s)	21.0	21.0			16.0	16.0	31.0	16.0	16.0	26.0	51.0	26.0
Total Split (%)	16.9%	16.9%			12.9%	12.9%	25.0%	12.9%	12.9%	21%	41%	21%
Yellow Time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0			2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0				0.0	0.0		0.0			
Total Lost Time (s)		6.0				6.0	6.0		6.0			
Lead/Lag	Lead	Lead					Lag					
Lead-Lag Optimize?	Yes	Yes					Yes					
Recall Mode	Max	Max			None	None	None	None	None	None	Max	None
v/c Ratio		0.41	0.51	0.16		0.25	0.44		0.20			
Control Delay		42.0	2.9	0.8		48.2	3.7		41.9			
Queue Delay		0.0	1.6	0.7		0.0	0.0		0.0			
Total Delay		42.0	4.4	1.5		48.2	3.7		41.9			
Queue Length 50th (ft)		57	7	0		25	0		16			
Queue Length 95th (ft)		102	40	m1		74	43		39			
Internal Link Dist (ft)		216		191		156			255			
Turn Bay Length (ft)							75					
Base Capacity (vph)		497	1110	1128		188	767		182			
Starvation Cap Reductn		0	345	672		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		0.41	0.75	0.39		0.24	0.43		0.19			

Intersection Summary

Cycle Length: 124  
 Actuated Cycle Length: 96.9  
 Natural Cycle: 100  
 Control Type: Actuated-Uncoordinated  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: High Street & Harris Street & East Street



Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	30.0
Total Split (s)	30.0
Total Split (%)	24%
Yellow Time (s)	2.0
All-Red Time (s)	4.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	



# HCM Signalized Intersection Capacity Analysis

## 5: High Street & Harris Street & East Street

Synchro 11 Report  
10/25/2021



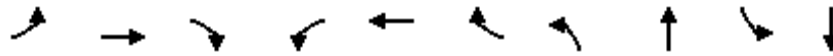
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕		↖	↗			↕	↗		↕↕	
Traffic Volume (vph)	13	140	4	545	120	49	4	38	310	6	13	4
Future Volume (vph)	13	140	4	545	120	49	4	38	310	6	13	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0			6.0	6.0		6.0	
Lane Util. Factor		0.95		1.00	1.00			1.00	1.00		1.00	
Fr <sub>t</sub>		1.00		1.00	0.96			1.00	0.85		0.98	
Fl <sub>t</sub> Protected		1.00		0.95	1.00			1.00	1.00		0.99	
Satd. Flow (prot)		3427		1736	1565			1841	1524		1832	
Fl <sub>t</sub> Permitted		0.92		0.62	1.00			0.97	1.00		0.91	
Satd. Flow (perm)		3149		1137	1565			1795	1524		1683	
Peak-hour factor, PHF	0.76	0.76	0.76	0.95	0.95	0.95	0.93	0.93	0.93	0.64	0.64	0.64
Adj. Flow (vph)	17	184	5	574	126	52	4	41	333	9	20	6
RTOR Reduction (vph)	0	2	0	0	9	0	0	0	219	0	5	0
Lane Group Flow (vph)	0	204	0	574	169	0	0	45	114	0	30	0
Heavy Vehicles (%)	15%	3%	25%	4%	3%	2%	0%	3%	6%	0%	0%	0%
Parking (#/hr)					3							
Turn Type	Perm	NA		custom	NA		Perm	NA	custom	Perm	NA	
Protected Phases		2		1 4 8	1 4 6 8			3	1		7	
Permitted Phases	2			6			3		3		7	
Actuated Green, G (s)		15.3		70.0	70.0			9.9	34.8		9.9	
Effective Green, g (s)		15.3		70.0	70.0			9.9	34.8		9.9	
Actuated g/C Ratio		0.15		0.69	0.69			0.10	0.34		0.10	
Clearance Time (s)		6.0						6.0	6.0		6.0	
Vehicle Extension (s)		3.0						3.0	3.0		3.0	
Lane Grp Cap (vph)		473		1069	1077			174	521		163	
v/s Ratio Prot				c0.26	0.11				0.05			
v/s Ratio Perm		0.06		c0.11				c0.03	0.02		0.02	
v/c Ratio		0.43		0.54	0.16			0.26	0.22		0.18	
Uniform Delay, d <sub>1</sub>		39.3		8.6	5.5			42.5	23.8		42.2	
Progression Factor		1.00		0.17	0.12			1.00	1.00		1.00	
Incremental Delay, d <sub>2</sub>		2.9		0.4	0.0			0.8	0.2		0.5	
Delay (s)		42.1		1.9	0.7			43.3	24.0		42.7	
Level of Service		D		A	A			D	C		D	
Approach Delay (s)		42.1			1.6			26.3			42.7	
Approach LOS		D			A			C			D	

### Intersection Summary

HCM 2000 Control Delay	15.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	101.7	Sum of lost time (s)	30.0
Intersection Capacity Utilization	58.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Timings  
6: Milton Street/Bussey Street & High Street/Sawmill Lane

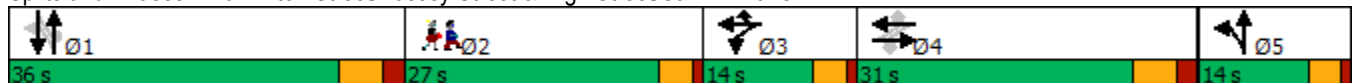


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	Ø2
Lane Configurations											
Traffic Volume (vph)	23	155	140	190	295	27	185	235	18	240	
Future Volume (vph)	23	155	140	190	295	27	185	235	18	240	
Lane Group Flow (vph)	25	168	152	198	307	28	215	453	26	387	
Turn Type	Perm	NA	Perm	D.P+P	NA	custom	D.P+P	NA	Perm	NA	
Protected Phases		4		3	3 4	3	5	1 5		1	2
Permitted Phases	4		4	4		4	1		1		
Detector Phase	4	4	4	3	3 4	3	5	1 5	1	1	
Switch Phase											
Minimum Initial (s)	8.0	8.0	8.0	5.0		5.0	5.0		15.0	15.0	1.0
Minimum Split (s)	14.0	14.0	14.0	9.0		9.0	9.0		21.0	21.0	27.0
Total Split (s)	31.0	31.0	31.0	14.0		14.0	14.0		36.0	36.0	27.0
Total Split (%)	25.4%	25.4%	25.4%	11.5%		11.5%	11.5%		29.5%	29.5%	22%
Yellow Time (s)	4.0	4.0	4.0	3.0		3.0	3.0		4.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0	1.0		1.0	1.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	4.0		4.0	4.0		6.0	6.0	
Lead/Lag	Lag	Lag	Lag	Lead		Lead			Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes			Yes	Yes	Yes
Recall Mode	None	None	None	None		None	None		None	None	None
v/c Ratio	0.13	0.50	0.57	0.45	0.43	0.05	0.51	0.35	0.14	0.49	
Control Delay	37.2	40.7	44.9	27.2	25.8	23.3	26.5	22.2	35.1	33.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	37.2	40.7	44.9	27.2	25.8	23.3	26.5	22.2	35.1	33.9	
Queue Length 50th (ft)	9	66	60	55	90	7	56	66	9	77	
Queue Length 95th (ft)	42	187	177	182	279	37	175	176	32	140	
Internal Link Dist (ft)		1527			847			158		319	
Turn Bay Length (ft)	200		200	100		100	125		75		
Base Capacity (vph)	325	573	456	444	925	595	429	1669	300	1270	
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	0.08	0.29	0.33	0.45	0.33	0.05	0.50	0.27	0.09	0.30	

Intersection Summary

Cycle Length: 122  
 Actuated Cycle Length: 87.1  
 Natural Cycle: 80  
 Control Type: Actuated-Uncoordinated

Splits and Phases: 6: Milton Street/Bussey Street & High Street/Sawmill Lane



# HCM Signalized Intersection Capacity Analysis

## 6: Milton Street/Bussey Street & High Street/Sawmill Lane

Synchro 11 Report

10/25/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	155	140	190	295	27	185	235	155	18	240	31
Future Volume (vph)	23	155	140	190	295	27	185	235	155	18	240	31
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	4.0	4.0	4.0	4.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.94		1.00	0.98	
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)	1736	1845	1468	1752	1863	1615	1736	3166		1805	3405	
Flt Permitted	0.57	1.00	1.00	0.59	1.00	1.00	0.45	1.00		0.42	1.00	
Satd. Flow (perm)	1047	1845	1468	1092	1863	1615	830	3166		805	3405	
Peak-hour factor, PHF	0.92	0.92	0.92	0.96	0.96	0.96	0.86	0.86	0.86	0.70	0.70	0.70
Adj. Flow (vph)	25	168	152	198	307	28	215	273	180	26	343	44
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	25	168	152	198	307	28	215	453	0	26	387	0
Heavy Vehicles (%)	4%	3%	10%	3%	2%	0%	4%	10%	3%	0%	4%	6%
Turn Type	Perm	NA	Perm	D.P+P	NA	custom	D.P+P	NA		Perm	NA	
Protected Phases		4		3	3 4		3	5	1 5			1
Permitted Phases	4		4	4		4	1			1		
Actuated Green, G (s)	15.9	15.9	15.9	26.6	30.6	26.6	30.8	34.8		20.3	20.3	
Effective Green, g (s)	15.9	15.9	15.9	26.6	30.6	26.6	30.8	30.8		20.3	20.3	
Actuated g/C Ratio	0.18	0.18	0.18	0.30	0.35	0.30	0.35	0.35		0.23	0.23	
Clearance Time (s)	6.0	6.0	6.0	4.0		4.0	4.0			6.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0		3.0	3.0			3.0	3.0	
Lane Grp Cap (vph)	188	332	264	409	646	560	397	1105		185	783	
v/s Ratio Prot		0.09		0.06	c0.16	0.01	c0.06	0.14			0.11	
v/s Ratio Perm	0.02		c0.10	0.09		0.01	c0.12			0.03		
v/c Ratio	0.13	0.51	0.58	0.48	0.48	0.05	0.54	0.41		0.14	0.49	
Uniform Delay, d1	30.4	32.6	33.1	24.3	22.5	21.8	21.4	21.8		27.0	29.5	
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	0.3	1.2	3.0	0.9	0.6	0.0	1.5	0.2		0.3	0.5	
Delay (s)	30.7	33.8	36.1	25.2	23.1	21.9	22.9	22.0		27.4	30.0	
Level of Service	C	C	D	C	C	C	C	C		C	C	
Approach Delay (s)		34.6			23.8			22.3			29.8	
Approach LOS		C			C			C			C	

### Intersection Summary

HCM 2000 Control Delay	26.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	88.2	Sum of lost time (s)	24.0
Intersection Capacity Utilization	65.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Timings  
7: Common Street & Bridge Street (Route 109)



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	Ø9
Lane Configurations		↕		↕		↕		↕	
Traffic Volume (vph)	80	330	5	200	85	455	31	240	
Future Volume (vph)	80	330	5	200	85	455	31	240	
Lane Group Flow (vph)	0	468	0	326	0	600	0	373	
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	
Protected Phases		2		6		8		4	9
Permitted Phases	2		6		8		4		
Detector Phase	2	2	6	6	8	8	4	4	
Switch Phase									
Minimum Initial (s)	8.0	8.0	8.0	8.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	14.0	14.0	14.0	14.0	11.0	11.0	11.0	11.0	13.0
Total Split (s)	48.0	48.0	48.0	48.0	32.0	32.0	32.0	32.0	13.0
Total Split (%)	51.6%	51.6%	51.6%	51.6%	34.4%	34.4%	34.4%	34.4%	14%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0	
Total Lost Time (s)		6.0		6.0		6.0		6.0	
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	Min	Min	Min	Min	None	None	None	None	None
v/c Ratio		0.81		0.49		0.91		0.56	
Control Delay		30.2		17.5		42.3		22.8	
Queue Delay		0.0		0.0		0.0		0.0	
Total Delay		30.2		17.5		42.3		22.8	
Queue Length 50th (ft)		148		84		186		93	
Queue Length 95th (ft)		307		150		#678		#269	
Internal Link Dist (ft)		365		338		312		327	
Turn Bay Length (ft)									
Base Capacity (vph)		1055		1202		661		670	
Starvation Cap Reductn		0		0		0		0	
Spillback Cap Reductn		0		0		0		0	
Storage Cap Reductn		0		0		0		0	
Reduced v/c Ratio		0.44		0.27		0.91		0.56	

Intersection Summary

Cycle Length: 93

Actuated Cycle Length: 65.4

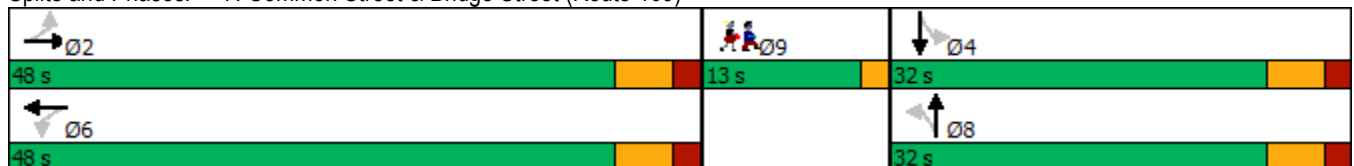
Natural Cycle: 90

Control Type: Actuated-Uncoordinated

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

Queue shown is maximum after two cycles.

Splits and Phases: 7: Common Street & Bridge Street (Route 109)



HCM Signalized Intersection Capacity Analysis  
7: Common Street & Bridge Street (Route 109)

Synchro 11 Report  
10/25/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	80	330	2	5	200	46	85	455	19	31	240	27
Future Volume (vph)	80	330	2	5	200	46	85	455	19	31	240	27
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	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		1.00			0.98			1.00			0.99	
Flt Protected		0.99			1.00			0.99			0.99	
Satd. Flow (prot)		1855			1809			1807			1770	
Flt Permitted		0.84			0.99			0.88			0.91	
Satd. Flow (perm)		1580			1793			1597			1614	
Peak-hour factor, PHF	0.88	0.88	0.88	0.77	0.77	0.77	0.93	0.93	0.93	0.80	0.80	0.80
Adj. Flow (vph)	91	375	2	6	260	60	91	489	20	39	300	34
RTOR Reduction (vph)	0	0	0	0	10	0	0	1	0	0	3	0
Lane Group Flow (vph)	0	468	0	0	316	0	0	599	0	0	370	0
Heavy Vehicles (%)	3%	1%	0%	0%	2%	4%	6%	3%	16%	6%	6%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)		24.0			24.0			27.0			27.0	
Effective Green, g (s)		24.0			24.0			27.0			27.0	
Actuated g/C Ratio		0.36			0.36			0.41			0.41	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		570			647			648			655	
v/s Ratio Prot												
v/s Ratio Perm		c0.30			0.18			c0.37			0.23	
v/c Ratio		0.82			0.49			0.92			0.56	
Uniform Delay, d1		19.3			16.5			18.8			15.2	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		9.3			0.6			19.0			1.1	
Delay (s)		28.6			17.1			37.7			16.3	
Level of Service		C			B			D			B	
Approach Delay (s)		28.6			17.1			37.7			16.3	
Approach LOS		C			B			D			B	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			27.0				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.85									
Actuated Cycle Length (s)			66.5				Sum of lost time (s)		14.0			
Intersection Capacity Utilization			95.3%				ICU Level of Service		F			
Analysis Period (min)			15									
c	Critical Lane Group											

Timings  
8: West Street (Route 135) & Newbridge Way



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	225	315	530	37	170
Future Volume (vph)	225	315	530	37	170
Lane Group Flow (vph)	352	492	715	77	354
Turn Type	Prot	NA	NA	Prot	pt+ov
Protected Phases	5	2	6	4	4 5
Permitted Phases					
Detector Phase	5	2	6	4	4 5
Switch Phase					
Minimum Initial (s)	6.0	10.0	10.0	6.0	
Minimum Split (s)	12.0	16.0	16.0	12.0	
Total Split (s)	24.0	71.0	53.0	21.0	
Total Split (%)	24.5%	72.4%	54.1%	21.4%	
Yellow Time (s)	3.2	3.7	3.7	3.2	
All-Red Time (s)	2.8	2.3	2.3	2.8	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	
v/c Ratio	0.92	0.37	0.89	0.34	0.46
Control Delay	66.4	5.4	35.7	40.3	10.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	66.4	5.4	35.7	40.3	10.5
Queue Length 50th (ft)	193	79	328	39	54
Queue Length 95th (ft)	#238	89	487	44	22
Internal Link Dist (ft)		556	602	578	
Turn Bay Length (ft)	350			150	150
Base Capacity (vph)	384	1538	1033	334	771
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	0.92	0.32	0.69	0.23	0.46

Intersection Summary

Cycle Length: 98

Actuated Cycle Length: 84.9

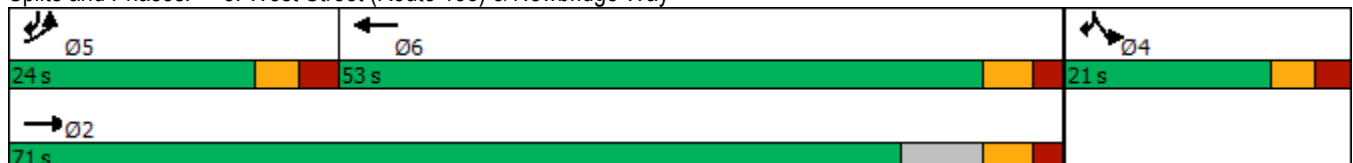
Natural Cycle: 75

Control Type: Actuated-Uncoordinated

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

Queue shown is maximum after two cycles.

Splits and Phases: 8: West Street (Route 135) & Newbridge Way



# HCM Signalized Intersection Capacity Analysis

## 8: West Street (Route 135) & Newbridge Way

Synchro 11 Report  
10/25/2021



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑	↗		↙	↘
Traffic Volume (vph)	225	315	530	85	37	170
Future Volume (vph)	225	315	530	85	37	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		0%	0%		-5%	
Total Lost time (s)	6.0	6.0	6.0		6.0	6.0
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.98		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	1827	1815		1850	1592
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	1827	1815		1850	1592
Peak-hour factor, PHF	0.64	0.64	0.86	0.86	0.48	0.48
Adj. Flow (vph)	352	492	616	99	77	354
RTOR Reduction (vph)	0	0	6	0	0	119
Lane Group Flow (vph)	352	492	709	0	77	235
Heavy Vehicles (%)	2%	4%	3%	1%	0%	4%
Turn Type	Prot	NA	NA		Prot	pt+ov
Protected Phases	5	2	6		4	4 5
Permitted Phases						
Actuated Green, G (s)	18.4	62.1	37.7		10.5	34.9
Effective Green, g (s)	18.4	62.1	37.7		10.5	34.9
Actuated g/C Ratio	0.22	0.73	0.45		0.12	0.41
Clearance Time (s)	6.0	6.0	6.0		6.0	
Vehicle Extension (s)	3.0	3.0	3.0		2.0	
Lane Grp Cap (vph)	384	1341	808		229	656
v/s Ratio Prot	c0.20	0.27	c0.39		0.04	c0.15
v/s Ratio Perm						
v/c Ratio	0.92	0.37	0.88		0.34	0.36
Uniform Delay, d1	32.4	4.1	21.3		33.9	17.1
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	26.0	0.2	10.6		0.3	0.1
Delay (s)	58.4	4.3	31.9		34.2	17.2
Level of Service	E	A	C		C	B
Approach Delay (s)		26.8	31.9		20.3	
Approach LOS		C	C		C	

### Intersection Summary

HCM 2000 Control Delay	27.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	84.6	Sum of lost time (s)	18.0
Intersection Capacity Utilization	65.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Timings  
9: Milton Street & River Street



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↕	↗	↖	↑	↗	↖	↑	↗
Traffic Volume (vph)	70	175	10	165	135	75	215	12	75	160	29
Future Volume (vph)	70	175	10	165	135	75	215	12	75	160	29
Lane Group Flow (vph)	0	334	0	199	153	84	242	13	93	198	36
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2		2			1			1	
Permitted Phases	2		2		2	1		1	1		1
Detector Phase	2	2	2	2	2	1	1	1	1	1	1
Switch Phase											
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	15.0	15.0	15.0	15.0	15.0	15.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	30.0	30.0	30.0	30.0	30.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	42.9%	42.9%	42.9%	42.9%	42.9%	57.1%	57.1%	57.1%	57.1%	57.1%	57.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max
v/c Ratio		0.57		0.32	0.24	0.15	0.27	0.02	0.18	0.23	0.04
Control Delay		21.4		18.1	4.1	10.4	11.2	1.6	10.8	10.7	3.6
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		21.4		18.1	4.1	10.4	11.2	1.6	10.8	10.7	3.6
Queue Length 50th (ft)		104		61	0	18	57	0	21	45	0
Queue Length 95th (ft)		183		106	32	41	97	4	40	71	11
Internal Link Dist (ft)		625		1066			1147			1267	
Turn Bay Length (ft)					125	90		200	150		110
Base Capacity (vph)		582		628	649	557	888	661	522	876	813
Starvation Cap Reductn		0		0	0	0	0	0	0	0	0
Spillback Cap Reductn		0		0	0	0	0	0	0	0	0
Storage Cap Reductn		0		0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.57		0.32	0.24	0.15	0.27	0.02	0.18	0.23	0.04

Intersection Summary

Cycle Length: 70  
 Actuated Cycle Length: 70  
 Offset: 40 (57%), Referenced to phase 2:EBWB and 6:, Start of Green  
 Natural Cycle: 40  
 Control Type: Pretimed

Splits and Phases: 9: Milton Street & River Street





# HCM Signalized Intersection Capacity Analysis

## 9: Milton Street & River Street

Synchro 11 Report

10/25/2021

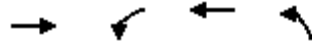


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↑	↔	↔	↑	↔
Traffic Volume (vph)	70	175	80	10	165	135	75	215	12	75	160	29
Future Volume (vph)	70	175	80	10	165	135	75	215	12	75	160	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			3%			0%			-3%	
Total Lost time (s)		5.0			5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor		1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.97			1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.99			1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1766			1798	1544	1671	1776	1292	1651	1753	1591
Flt Permitted		0.89			0.98	1.00	0.63	1.00	1.00	0.60	1.00	1.00
Satd. Flow (perm)		1586			1760	1544	1114	1776	1292	1044	1753	1591
Peak-hour factor, PHF	0.97	0.97	0.97	0.88	0.88	0.88	0.89	0.89	0.89	0.81	0.81	0.81
Adj. Flow (vph)	72	180	82	11	188	153	84	242	13	93	198	36
RTOR Reduction (vph)	0	17	0	0	0	98	0	0	7	0	0	18
Lane Group Flow (vph)	0	317	0	0	199	55	84	242	7	93	198	18
Heavy Vehicles (%)	4%	2%	4%	0%	4%	3%	8%	7%	25%	11%	10%	3%
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			2			1				1
Permitted Phases	2			2		2	1		1	1		1
Actuated Green, G (s)		25.0			25.0	25.0	35.0	35.0	35.0	35.0	35.0	35.0
Effective Green, g (s)		25.0			25.0	25.0	35.0	35.0	35.0	35.0	35.0	35.0
Actuated g/C Ratio		0.36			0.36	0.36	0.50	0.50	0.50	0.50	0.50	0.50
Clearance Time (s)		5.0			5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Grp Cap (vph)		566			628	551	557	888	646	522	876	795
v/s Ratio Prot								c0.14				0.11
v/s Ratio Perm		c0.20			0.11	0.04	0.08		0.01	0.09		0.01
v/c Ratio		0.56			0.32	0.10	0.15	0.27	0.01	0.18	0.23	0.02
Uniform Delay, d1		18.1			16.3	15.0	9.5	10.1	8.8	9.6	9.9	8.9
Progression Factor		1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		4.0			1.3	0.4	0.6	0.8	0.0	0.7	0.6	0.1
Delay (s)		22.1			17.6	15.4	10.0	10.9	8.8	10.4	10.5	8.9
Level of Service		C			B	B	B	B	A	B	B	A
Approach Delay (s)		22.1			16.6			10.6			10.3	
Approach LOS		C			B			B			B	

### Intersection Summary

HCM 2000 Control Delay	14.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	68.9%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Timings  
10: Vincent Road & East Street



Lane Group	EBT	WBL	WBT	NBL	Ø2
Lane Configurations					
Traffic Volume (vph)	885	7	740	185	
Future Volume (vph)	885	7	740	185	
Lane Group Flow (vph)	1037	0	812	221	
Turn Type	NA	Perm	NA	Prot	
Protected Phases	1		1	4	2
Permitted Phases		1			
Detector Phase	1	1	1	4	
Switch Phase					
Minimum Initial (s)	6.0	6.0	6.0	6.0	5.0
Minimum Split (s)	11.0	11.0	11.0	11.0	16.0
Total Split (s)	35.0	35.0	35.0	25.0	16.0
Total Split (%)	46.1%	46.1%	46.1%	32.9%	21%
Yellow Time (s)	4.0	4.0	4.0	4.0	2.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	
Total Lost Time (s)	5.0		5.0	5.0	
Lead/Lag	Lead	Lead	Lead		Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes
Recall Mode	Min	Min	Min	None	None
v/c Ratio	0.99		1.08	0.64	
Control Delay	43.8		76.0	29.4	
Queue Delay	0.0		0.0	0.0	
Total Delay	43.8		76.0	29.4	
Queue Length 50th (ft)	248		~278	58	
Queue Length 95th (ft)	#907		#757	150	
Internal Link Dist (ft)	649		804	652	
Turn Bay Length (ft)					
Base Capacity (vph)	1045		751	611	
Starvation Cap Reductn	0		0	0	
Spillback Cap Reductn	0		0	0	
Storage Cap Reductn	0		0	0	
Reduced v/c Ratio	0.99		1.08	0.36	

Intersection Summary

Cycle Length: 76

Actuated Cycle Length: 58.5

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

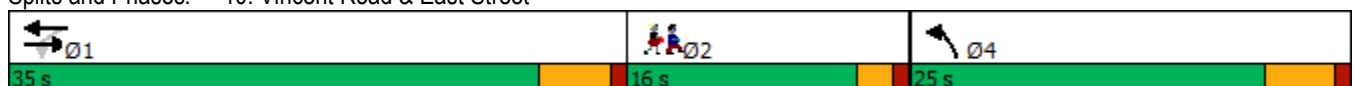
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 10: Vincent Road & East Street

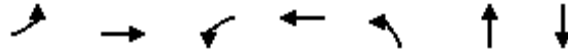


HCM Signalized Intersection Capacity Analysis  
 10: Vincent Road & East Street



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↻			↻	↻	
Traffic Volume (vph)	885	100	7	740	185	18
Future Volume (vph)	885	100	7	740	185	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0			5.0	5.0	
Lane Util. Factor	1.00			1.00	1.00	
Frt	0.99			1.00	0.99	
Flt Protected	1.00			1.00	0.96	
Satd. Flow (prot)	1783			1774	1737	
Flt Permitted	1.00			0.72	0.96	
Satd. Flow (perm)	1783			1284	1737	
Peak-hour factor, PHF	0.95	0.95	0.92	0.92	0.92	0.92
Adj. Flow (vph)	932	105	8	804	201	20
RTOR Reduction (vph)	4	0	0	0	5	0
Lane Group Flow (vph)	1033	0	0	812	216	0
Heavy Vehicles (%)	5%	6%	14%	7%	2%	17%
Turn Type	NA		Perm	NA	Prot	
Protected Phases	1			1	4	
Permitted Phases			1			
Actuated Green, G (s)	34.2			34.2	11.6	
Effective Green, g (s)	34.2			34.2	11.6	
Actuated g/C Ratio	0.56			0.56	0.19	
Clearance Time (s)	5.0			5.0	5.0	
Vehicle Extension (s)	2.0			2.0	2.0	
Lane Grp Cap (vph)	1002			722	331	
v/s Ratio Prot	0.58				c0.12	
v/s Ratio Perm				c0.63		
v/c Ratio	1.03			1.12	0.65	
Uniform Delay, d1	13.3			13.3	22.7	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d2	36.7			73.3	3.5	
Delay (s)	50.0			86.6	26.2	
Level of Service	D			F	C	
Approach Delay (s)	50.0			86.6	26.2	
Approach LOS	D			F	C	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			61.8		HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio			0.96			
Actuated Cycle Length (s)			60.8		Sum of lost time (s)	13.0
Intersection Capacity Utilization			72.3%		ICU Level of Service	C
Analysis Period (min)			15			
c Critical Lane Group						

Timings  
11: East Street & Driveway/Lamoine Street

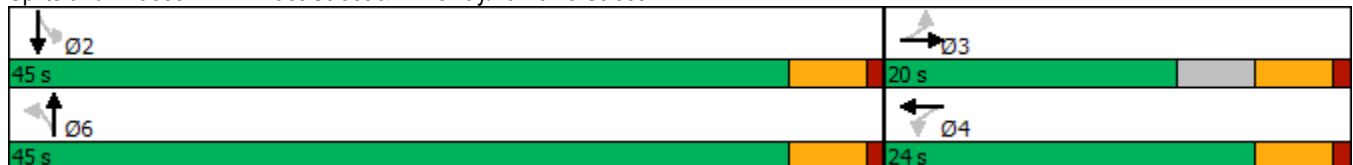


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Configurations		↕		↕		↕	↕
Traffic Volume (vph)	1	0	2	0	7	850	760
Future Volume (vph)	1	0	2	0	7	850	760
Lane Group Flow (vph)	0	8	0	12	0	924	810
Turn Type	Perm	NA	Perm	NA	Perm	NA	NA
Protected Phases		3		4		6	2
Permitted Phases	3		4		6		
Detector Phase	3	3	4	4	6	6	2
Switch Phase							
Minimum Initial (s)	8.0	8.0	8.0	8.0	12.0	12.0	12.0
Minimum Split (s)	13.0	13.0	24.0	24.0	17.0	17.0	17.0
Total Split (s)	20.0	20.0	24.0	24.0	45.0	45.0	45.0
Total Split (%)	29.0%	29.0%	34.8%	34.8%	65.2%	65.2%	65.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0		0.0	0.0
Total Lost Time (s)		5.0		5.0		5.0	5.0
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	None	Min	Min	Min
v/c Ratio		0.02		0.03		0.53	0.49
Control Delay		0.0		3.0		4.8	4.4
Queue Delay		0.0		0.0		0.0	0.0
Total Delay		0.0		3.0		4.8	4.4
Queue Length 50th (ft)		0		0		0	0
Queue Length 95th (ft)		0		0		450	374
Internal Link Dist (ft)		88		234		332	324
Turn Bay Length (ft)							
Base Capacity (vph)		855		835		1753	1649
Starvation Cap Reductn		0		0		0	0
Spillback Cap Reductn		0		0		0	0
Storage Cap Reductn		0		0		0	0
Reduced v/c Ratio		0.01		0.01		0.53	0.49

Intersection Summary

Cycle Length: 69  
 Actuated Cycle Length: 45  
 Natural Cycle: 60  
 Control Type: Actuated-Uncoordinated

Splits and Phases: 11: East Street & Driveway/Lamoine Street

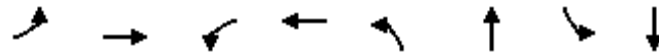


HCM Signalized Intersection Capacity Analysis  
 11: East Street & Driveway/Lamoine Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	1	0	1	2	0	4	7	850	2	0	760	1
Future Volume (vph)	1	0	1	2	0	4	7	850	2	0	760	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	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.93			0.91			1.00			1.00	
Flt Protected		0.98			0.98			1.00			1.00	
Satd. Flow (prot)		1729			1701			1899			1776	
Flt Permitted		1.00			1.00			0.99			1.00	
Satd. Flow (perm)		1772			1729			1888			1776	
Peak-hour factor, PHF	0.25	0.25	0.25	0.50	0.50	0.50	0.93	0.93	0.93	0.94	0.94	0.94
Adj. Flow (vph)	4	0	4	4	0	8	8	914	2	0	809	1
RTOR Reduction (vph)	0	8	0	0	11	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	1	0	0	924	0	0	810	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA			NA	
Protected Phases		3			4			6			2	
Permitted Phases	3			4			6			2		
Actuated Green, G (s)		2.1			2.1			36.7			36.7	
Effective Green, g (s)		2.1			2.1			36.7			36.7	
Actuated g/C Ratio		0.04			0.04			0.75			0.75	
Clearance Time (s)		5.0			5.0			5.0			5.0	
Vehicle Extension (s)		2.0			2.0			2.0			2.0	
Lane Grp Cap (vph)		76			74			1419			1335	
v/s Ratio Prot											0.46	
v/s Ratio Perm		0.00			c0.00			c0.49				
v/c Ratio		0.00			0.01			0.65			0.61	
Uniform Delay, d1		22.3			22.4			2.9			2.8	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		0.0			0.0			0.8			0.5	
Delay (s)		22.4			22.4			3.8			3.3	
Level of Service		C			C			A			A	
Approach Delay (s)		22.4			22.4			3.8			3.3	
Approach LOS		C			C			A			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			3.8					HCM 2000 Level of Service			A	
HCM 2000 Volume to Capacity ratio			0.62									
Actuated Cycle Length (s)			48.8					Sum of lost time (s)		10.0		
Intersection Capacity Utilization			65.4%					ICU Level of Service			C	
Analysis Period (min)			15									
c Critical Lane Group												

Timings  
12: East Street & Rustcraft Road/Jefferson Street

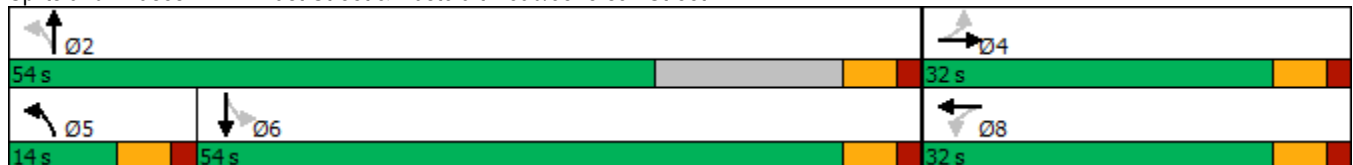


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕		↕		↕
Traffic Volume (vph)	48	15	18	20	90	305	2	310
Future Volume (vph)	48	15	18	20	90	305	2	310
Lane Group Flow (vph)	0	136	0	56	0	457	0	410
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	NA
Protected Phases		4		8	5	2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	6	6
Switch Phase								
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	14.0	14.0	17.0	17.0	14.0	14.0	26.0	26.0
Total Split (s)	32.0	32.0	32.0	32.0	14.0	54.0	54.0	54.0
Total Split (%)	32.0%	32.0%	32.0%	32.0%	14.0%	54.0%	54.0%	54.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		6.0		6.0		6.0		6.0
Lead/Lag					Lead		Lag	Lag
Lead-Lag Optimize?					Yes		Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	Min
v/c Ratio		0.38		0.16		0.51		0.39
Control Delay		14.7		14.1		10.5		8.3
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		14.7		14.1		10.5		8.3
Queue Length 50th (ft)		16		8		62		49
Queue Length 95th (ft)		57		29		165		127
Internal Link Dist (ft)		608		568		664		465
Turn Bay Length (ft)								
Base Capacity (vph)		933		994		1548		1760
Starvation Cap Reductn		0		0		0		0
Spillback Cap Reductn		0		0		0		0
Storage Cap Reductn		0		0		0		0
Reduced v/c Ratio		0.15		0.06		0.30		0.23

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 39.7  
 Natural Cycle: 60  
 Control Type: Actuated-Uncoordinated

Splits and Phases: 12: East Street & Rustcraft Road/Jefferson Street



HCM Signalized Intersection Capacity Analysis  
 12: East Street & Rustcraft Road/Jefferson Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↕			↕			↕			↕		
Traffic Volume (vph)	48	15	48	18	20	4	90	305	16	2	310	70	
Future Volume (vph)	48	15	48	18	20	4	90	305	16	2	310	70	
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		
Lane Util. Factor		1.00			1.00			1.00			1.00		
Frt		0.94			0.99			0.99			0.98		
Flt Protected		0.98			0.98			0.99			1.00		
Satd. Flow (prot)		1591			1792			1851			1809		
Flt Permitted		0.83			0.80			0.83			1.00		
Satd. Flow (perm)		1355			1461			1549			1806		
Peak-hour factor, PHF	0.82	0.82	0.82	0.75	0.75	0.75	0.90	0.90	0.90	0.93	0.93	0.93	
Adj. Flow (vph)	59	18	59	24	27	5	100	339	18	2	333	75	
RTOR Reduction (vph)	0	30	0	0	4	0	0	2	0	0	7	0	
Lane Group Flow (vph)	0	106	0	0	52	0	0	455	0	0	403	0	
Heavy Vehicles (%)	8%	7%	13%	6%	0%	0%	0%	1%	6%	50%	2%	3%	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA		
Protected Phases		4			8		5	2			6		
Permitted Phases	4			8			2			6			
Actuated Green, G (s)		7.6			7.6			21.3			21.3		
Effective Green, g (s)		7.6			7.6			21.3			21.3		
Actuated g/C Ratio		0.19			0.19			0.52			0.52		
Clearance Time (s)		6.0			6.0			6.0			6.0		
Vehicle Extension (s)		2.0			2.0			2.0			2.0		
Lane Grp Cap (vph)		251			271			806			940		
v/s Ratio Prot													
v/s Ratio Perm		c0.08			0.04			c0.29			0.22		
v/c Ratio		0.42			0.19			0.56			0.43		
Uniform Delay, d1		14.7			14.1			6.7			6.0		
Progression Factor		1.00			1.00			1.00			1.00		
Incremental Delay, d2		0.4			0.1			0.5			0.1		
Delay (s)		15.1			14.2			7.2			6.2		
Level of Service		B			B			A			A		
Approach Delay (s)		15.1			14.2			7.2			6.2		
Approach LOS		B			B			A			A		
<b>Intersection Summary</b>													
HCM 2000 Control Delay			8.2									HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.66										
Actuated Cycle Length (s)			40.9									Sum of lost time (s)	18.0
Intersection Capacity Utilization			65.9%									ICU Level of Service	C
Analysis Period (min)			15										
c Critical Lane Group													

Timings  
 13: Washington Street & Lower East Street/Curve Street

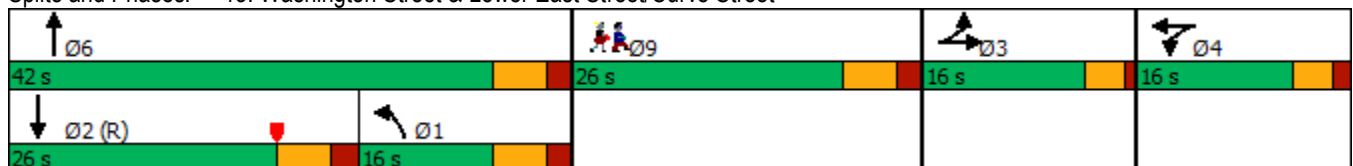


Lane Group	EBT	WBT	NBL	NBT	SBT	Ø9
Lane Configurations	↕	↕	↙	↕	↕	
Traffic Volume (vph)	0	9	110	725	645	
Future Volume (vph)	0	9	110	725	645	
Lane Group Flow (vph)	108	91	115	755	711	
Turn Type	NA	NA	Prot	NA	NA	
Protected Phases	3	4	1	6	2	9
Permitted Phases						
Detector Phase	3	4	1	6	2	
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	5.0
Minimum Split (s)	10.0	10.5	12.0	19.0	12.0	26.0
Total Split (s)	16.0	16.0	16.0	42.0	26.0	26.0
Total Split (%)	16.0%	16.0%	16.0%	42.0%	26.0%	26%
Yellow Time (s)	3.0	3.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.5	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.5	6.0	6.0	6.0	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	None	Min	C-Min	None
v/c Ratio	0.36	0.53	0.73	0.34	0.40	
Control Delay	3.4	53.8	55.3	3.1	19.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	3.4	53.8	55.3	3.1	19.7	
Queue Length 50th (ft)	0	56	72	25	130	
Queue Length 95th (ft)	0	93	#152	76	#325	
Internal Link Dist (ft)	314	352		332	487	
Turn Bay Length (ft)			210			
Base Capacity (vph)	382	213	171	2235	1769	
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	0.28	0.43	0.67	0.34	0.40	

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 97 (97%), Referenced to phase 2:SBT, Start of Yellow  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 13: Washington Street & Lower East Street/Curve Street





HCM Signalized Intersection Capacity Analysis  
 13: Washington Street & Lower East Street/Curve Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕			↕	
Traffic Volume (vph)	9	0	85	55	9	11	110	725	0	0	645	9
Future Volume (vph)	9	0	85	55	9	11	110	725	0	0	645	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.5		6.0	6.0			6.0	
Lane Util. Factor		1.00			1.00		1.00	0.95			0.95	
Frt		0.88			0.98		1.00	1.00			1.00	
Flt Protected		1.00			0.96		0.95	1.00			1.00	
Satd. Flow (prot)		1628			1797		1719	3343			3428	
Flt Permitted		1.00			0.96		0.95	1.00			1.00	
Satd. Flow (perm)		1628			1797		1719	3343			3428	
Peak-hour factor, PHF	0.87	0.87	0.87	0.82	0.82	0.82	0.96	0.96	0.96	0.92	0.92	0.92
Adj. Flow (vph)	10	0	98	67	11	13	115	755	0	0	701	10
RTOR Reduction (vph)	0	102	0	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	6	0	0	91	0	115	755	0	0	710	0
Heavy Vehicles (%)	11%	0%	1%	0%	0%	0%	5%	8%	0%	0%	5%	11%
Turn Type	Split	NA		Split	NA		Prot	NA			NA	
Protected Phases	3	3		4	4		1	6			2	
Permitted Phases												
Actuated Green, G (s)		6.0			8.3		9.3	61.2			45.9	
Effective Green, g (s)		6.0			8.3		9.3	61.2			45.9	
Actuated g/C Ratio		0.06			0.08		0.09	0.61			0.46	
Clearance Time (s)		4.0			4.5		6.0	6.0			6.0	
Vehicle Extension (s)		2.0			2.0		2.0	4.0			4.0	
Lane Grp Cap (vph)		97			149		159	2045			1573	
v/s Ratio Prot		c0.00			c0.05		c0.07	0.23			c0.21	
v/s Ratio Perm												
v/c Ratio		0.07			0.61		0.72	0.37			0.45	
Uniform Delay, d1		44.4			44.3		44.1	9.7			18.5	
Progression Factor		1.00			1.00		0.68	0.27			1.00	
Incremental Delay, d2		0.1			5.1		12.3	0.1			0.9	
Delay (s)		44.5			49.4		42.2	2.7			19.4	
Level of Service		D			D		D	A			B	
Approach Delay (s)		44.5			49.4			8.0			19.4	
Approach LOS		D			D			A			B	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			16.9									B
HCM 2000 Volume to Capacity ratio			0.45									
Actuated Cycle Length (s)			100.0						26.5			
Intersection Capacity Utilization			48.8%									A
Analysis Period (min)			15									
c Critical Lane Group												

Timings  
14: Washington Street & Eastbrook Road

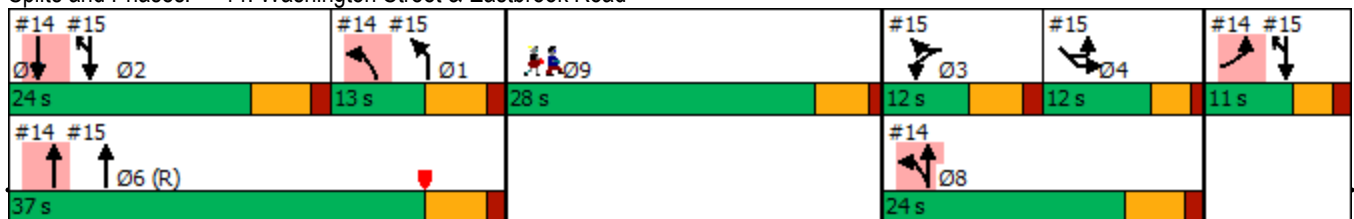


Lane Group	EBL	NBL	NBT	SBT	Ø1	Ø3	Ø4	Ø6	Ø8	Ø9
Lane Configurations										
Traffic Volume (vph)	5	39	835	800						
Future Volume (vph)	5	39	835	800						
Lane Group Flow (vph)	32	41	888	882						
Turn Type	Prot	Prot	NA	NA						
Protected Phases	7	18	6 8	2	1	3	4	6	8	9
Permitted Phases										
Detector Phase	7	18	6 8	2						
Switch Phase										
Minimum Initial (s)	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	5.0
Minimum Split (s)	10.5		23.0	12.0	11.5	10.0	21.0	12.0	28.0	
Total Split (s)	11.0		24.0	13.0	12.0	12.0	37.0	24.0	28.0	
Total Split (%)	11.0%		24.0%	13%	12%	12%	37%	24%	28%	
Yellow Time (s)	3.0		4.5	4.5	4.0	3.0	4.5	4.5	4.0	
All-Red Time (s)	1.5		1.5	1.5	1.5	1.0	1.5	1.5	1.0	
Lost Time Adjust (s)	0.0		0.0							
Total Lost Time (s)	4.5		6.0							
Lead/Lag				Lead	Lag	Lead	Lag			
Lead-Lag Optimize?				Yes	Yes	Yes	Yes			
Recall Mode	None		Min	None	None	None	C-Min	None	None	
v/c Ratio	0.14	0.09	0.37	0.67						
Control Delay	22.4	20.8	2.3	27.9						
Queue Delay	0.1	2.3	0.2	0.1						
Total Delay	22.4	23.1	2.5	28.0						
Queue Length 50th (ft)	5	23	25	108						
Queue Length 95th (ft)	16	39	48	#530						
Internal Link Dist (ft)	373		98	59						
Turn Bay Length (ft)		95								
Base Capacity (vph)	221	454	2459	1319						
Starvation Cap Reductn	0	335	723	0						
Spillback Cap Reductn	11	0	0	24						
Storage Cap Reductn	0	0	0	0						
Reduced v/c Ratio	0.15	0.34	0.51	0.68						

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 6:NBT, Start of Yellow, Master Intersection  
 Natural Cycle: 105  
 Control Type: Actuated-Coordinated  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 14: Washington Street & Eastbrook Road



HCM Signalized Intersection Capacity Analysis  
 14: Washington Street & Eastbrook Road



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	13	39	835	800	11
Future Volume (vph)	5	13	39	835	800	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	3%			-3%	5%	
Total Lost time (s)	4.5		6.0	6.0	6.0	
Lane Util. Factor	1.00		1.00	0.95	0.95	
Frt	0.90		1.00	1.00	1.00	
Flt Protected	0.99		0.95	1.00	1.00	
Satd. Flow (prot)	1578		1832	3424	3379	
Flt Permitted	0.99		0.95	1.00	1.00	
Satd. Flow (perm)	1578		1832	3424	3379	
Peak-hour factor, PHF	0.56	0.56	0.94	0.94	0.92	0.92
Adj. Flow (vph)	9	23	41	888	870	12
RTOR Reduction (vph)	20	0	0	0	1	0
Lane Group Flow (vph)	12	0	41	888	881	0
Heavy Vehicles (%)	20%	0%	0%	7%	4%	0%
Turn Type	Prot		Prot	NA	NA	
Protected Phases	7		1 8	6 8	2	
Permitted Phases						
Actuated Green, G (s)	12.8		21.3	61.1	33.8	
Effective Green, g (s)	12.8		21.3	61.1	33.8	
Actuated g/C Ratio	0.13		0.21	0.61	0.34	
Clearance Time (s)	4.5				6.0	
Vehicle Extension (s)	2.0				2.0	
Lane Grp Cap (vph)	201		390	2092	1142	
v/s Ratio Prot	c0.01		0.02	c0.26	c0.26	
v/s Ratio Perm						
v/c Ratio	0.06		0.11	0.42	0.77	
Uniform Delay, d1	38.3		31.7	10.2	29.6	
Progression Factor	1.00		0.95	0.31	0.83	
Incremental Delay, d2	0.0		0.0	0.0	2.8	
Delay (s)	38.4		30.1	3.2	27.4	
Level of Service	D		C	A	C	
Approach Delay (s)	38.4			4.4	27.4	
Approach LOS	D			A	C	

Intersection Summary			
HCM 2000 Control Delay	16.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	31.0
Intersection Capacity Utilization	46.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Timings  
15: Washington Street & East Street & Incinerator Road

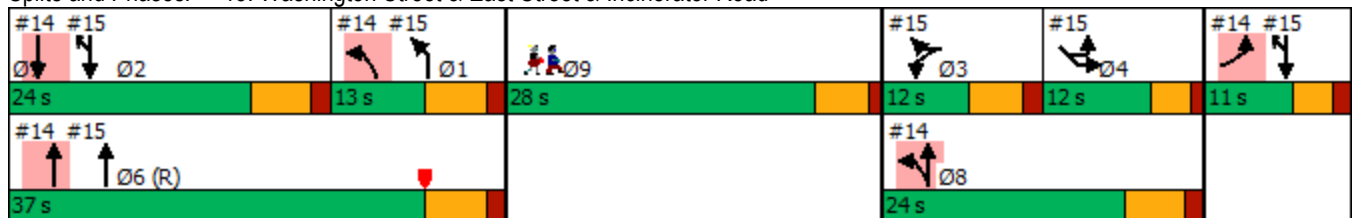


Lane Group	WBL	WBR	NBL	NBT	SBT	SBR	SEL	Ø2	Ø7	Ø8	Ø9
Lane Configurations											
Traffic Volume (vph)	19	75	20	555	615	190	0				
Future Volume (vph)	19	75	20	555	615	190	0				
Lane Group Flow (vph)	23	145	22	603	676	209	211				
Turn Type	Prot	Prot	Prot	NA	NA	Prot	Prot				
Protected Phases	3	3	1	6	27	27	4	2	7	8	9
Permitted Phases											
Detector Phase	3	3	1	6	27	27	4				
Switch Phase											
Minimum Initial (s)	6.0	6.0	6.0	6.0			6.0	6.0	6.0	6.0	5.0
Minimum Split (s)	11.5	11.5	12.0	21.0			10.0	23.0	10.5	12.0	28.0
Total Split (s)	12.0	12.0	13.0	37.0			12.0	24.0	11.0	24.0	28.0
Total Split (%)	12.0%	12.0%	13.0%	37.0%			12.0%	24%	11%	24%	28%
Yellow Time (s)	4.0	4.0	4.5	4.5			3.0	4.5	3.0	4.5	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5			1.0	1.5	1.5	1.5	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0			0.0				
Total Lost Time (s)	5.5	5.5	6.0	6.0			4.0				
Lead/Lag	Lead	Lead	Lag				Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes				Yes	Yes			
Recall Mode	None	None	None	C-Min			None	Min	None	None	None
v/c Ratio	0.21	0.41	0.20	0.37	0.35	0.22	0.46				
Control Delay	49.1	3.6	48.5	18.8	10.1	2.5	5.8				
Queue Delay	0.0	0.0	0.0	0.0	0.5	0.9	0.0				
Total Delay	49.1	3.6	48.5	18.8	10.6	3.4	5.8				
Queue Length 50th (ft)	14	0	14	113	10	0	0				
Queue Length 95th (ft)	37	0	38	227	123	m12	12				
Internal Link Dist (ft)	343			395	98		528				
Turn Bay Length (ft)	75		175								
Base Capacity (vph)	117	354	120	1639	1953	967	508				
Starvation Cap Reductn	0	0	0	0	769	526	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	0.20	0.41	0.18	0.37	0.57	0.47	0.42				





















Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 6:NBT, Start of Yellow, Master Intersection  
 Natural Cycle: 105  
 Control Type: Actuated-Coordinated  
 m Volume for 95th percentile queue is metered by upstream signal.

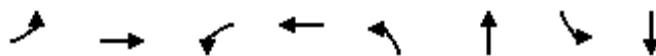
Splits and Phases: 15: Washington Street & East Street & Incinerator Road



HCM Signalized Intersection Capacity Analysis  
 15: Washington Street & East Street & Incinerator Road

												
Movement	WBL	WBR	WBR2	NBL	NBT	NBR	SBL	SBT	SBR	SEL2	SEL	SER
Lane Configurations												
Traffic Volume (vph)	19	75	47	20	555	0	0	615	190	175	0	7
Future Volume (vph)	19	75	47	20	555	0	0	615	190	175	0	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5		6.0	6.0			6.0	6.0		4.0	
Lane Util. Factor	1.00	1.00		1.00	0.95			0.95	1.00		0.97	
Frt	1.00	0.85		1.00	1.00			1.00	0.85		0.99	
Flt Protected	0.95	1.00		0.95	1.00			1.00	1.00		0.95	
Satd. Flow (prot)	1805	1615		1719	3343			3471	1553		3350	
Flt Permitted	0.95	1.00		0.95	1.00			1.00	1.00		0.95	
Satd. Flow (perm)	1805	1615		1719	3343			3471	1553		3350	
Peak-hour factor, PHF	0.84	0.84	0.84	0.92	0.92	0.92	0.91	0.91	0.91	0.86	0.86	0.86
Adj. Flow (vph)	23	89	56	22	603	0	0	676	209	203	0	8
RTOR Reduction (vph)	0	136	0	0	0	0	0	0	112	0	197	0
Lane Group Flow (vph)	23	9	0	22	603	0	0	676	97	0	14	0
Heavy Vehicles (%)	0%	0%	0%	5%	8%	0%	0%	4%	4%	4%	0%	14%
Turn Type	Prot	Prot		Prot	NA			NA	Prot	Prot	Prot	
Protected Phases	3	3		1	6			2.7	2.7	4	4	
Permitted Phases												
Actuated Green, G (s)	6.2	6.2		5.2	45.0			51.1	51.1		6.4	
Effective Green, g (s)	6.2	6.2		5.2	45.0			46.6	46.6		6.4	
Actuated g/C Ratio	0.06	0.06		0.05	0.45			0.47	0.47		0.06	
Clearance Time (s)	5.5	5.5		6.0	6.0						4.0	
Vehicle Extension (s)	2.0	2.0		2.0	2.0						2.0	
Lane Grp Cap (vph)	111	100		89	1504			1617	723		214	
v/s Ratio Prot	c0.01	0.01		0.01	c0.18			c0.19	0.06		c0.00	
v/s Ratio Perm												
v/c Ratio	0.21	0.09		0.25	0.40			0.42	0.13		0.06	
Uniform Delay, d1	44.6	44.2		45.5	18.5			17.7	15.2		44.0	
Progression Factor	1.00	1.00		1.00	1.00			0.63	0.66		1.00	
Incremental Delay, d2	0.3	0.1		0.5	0.8			0.0	0.0		0.0	
Delay (s)	44.9	44.4		46.1	19.3			11.3	10.0		44.0	
Level of Service	D	D		D	B			B	B		D	
Approach Delay (s)	44.5			20.2				11.0			44.0	
Approach LOS	D			C				B			D	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			20.7		HCM 2000 Level of Service				C			
HCM 2000 Volume to Capacity ratio			0.36									
Actuated Cycle Length (s)			100.0		Sum of lost time (s)				31.0			
Intersection Capacity Utilization			44.6%		ICU Level of Service				A			
Analysis Period (min)			15									
c Critical Lane Group												

Timings  
1: Washington Street & High Street



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	Ø1	Ø2	Ø4	Ø7
Lane Configurations		↔↔		↔	↔	↔	↔	↔				
Traffic Volume (vph)	110	520	65	330	33	205	12	315				
Future Volume (vph)	110	520	65	330	33	205	12	315				
Lane Group Flow (vph)	0	683	0	468	39	294	13	485				
Turn Type	Perm	NA	D.P+P	NA	Perm	NA	Perm	NA				
Protected Phases		5	7 8	5 7 8		6		6	1	2	4	7
Permitted Phases	5		5		6		6					
Detector Phase	5	5	5 7	5 7	6	6	6	6				
Switch Phase												
Minimum Initial (s)	7.0	7.0			7.0	7.0	7.0	7.0	6.0	5.0	5.0	5.0
Minimum Split (s)	13.0	13.0			26.0	26.0	26.0	26.0	12.0	11.0	11.0	11.0
Total Split (s)	46.0	46.0			46.0	46.0	46.0	46.0	20.0	26.0	16.0	11.0
Total Split (%)	32.9%	32.9%			32.9%	32.9%	32.9%	32.9%	14%	19%	11%	8%
Yellow Time (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0				
Total Lost Time (s)		6.0			6.0	6.0	6.0	6.0				
Lead/Lag									Lead	Lag		
Lead-Lag Optimize?									Yes	Yes		
Recall Mode	None	None			None	None	None	None	None	Max	None	None
v/c Ratio		1.19		1.34	0.62	0.69	0.07	1.03				
Control Delay		143.3		185.1	85.7	53.1	37.8	96.5				
Queue Delay		3.9		0.0	0.0	0.0	0.0	0.0				
Total Delay		147.2		185.1	85.7	53.1	37.8	96.5				
Queue Length 50th (ft)		~403		~535	31	241	9	~486				
Queue Length 95th (ft)		#530		#730	#86	321	27	#707				
Internal Link Dist (ft)		149		161		174		312				
Turn Bay Length (ft)					120		90					
Base Capacity (vph)		575		350	63	429	196	471				
Starvation Cap Reductn		0		0	0	0	0	0				
Spillback Cap Reductn		206		0	0	0	0	0				
Storage Cap Reductn		0		0	0	0	0	0				
Reduced v/c Ratio		1.85		1.34	0.62	0.69	0.07	1.03				

Intersection Summary

Cycle Length: 140  
Actuated Cycle Length: 135.8  
Natural Cycle: 150

Control Type: Actuated-Uncoordinated

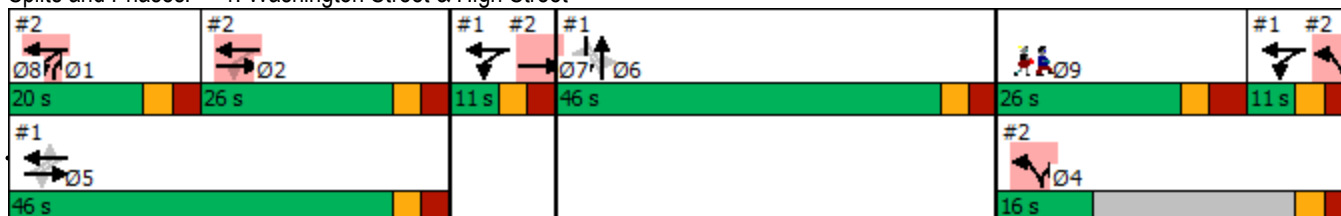
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: Washington Street & High Street





















Existing (2021) PM Peak Hour

Timings  
 1: Washington Street & High Street

Lane Group	Ø8	Ø9
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	8	9
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	5.0	4.0
Minimum Split (s)	11.0	26.0
Total Split (s)	11.0	26.0
Total Split (%)	8%	19%
Yellow Time (s)	3.0	3.0
All-Red Time (s)	3.0	4.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Recall Mode	None	None
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

HCM Signalized Intersection Capacity Analysis  
1: Washington Street & High Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	520	33	65	330	35	33	205	42	12	315	145
Future Volume (vph)	110	520	33	65	330	35	33	205	42	12	315	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			0%				3%
Total Lost time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		0.95			1.00		1.00	1.00		1.00	1.00	
Fr <sub>t</sub>		0.99			0.99		1.00	0.97		1.00	0.95	
Fl <sub>t</sub> Protected		0.99			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		2963			1453		1624	1451		1600	1594	
Fl <sub>t</sub> Permitted		0.65			0.53		0.13	1.00		0.39	1.00	
Satd. Flow (perm)		1941			781		215	1451		662	1594	
Peak-hour factor, PHF	0.97	0.97	0.97	0.92	0.92	0.92	0.84	0.84	0.84	0.95	0.95	0.95
Adj. Flow (vph)	113	536	34	71	359	38	39	244	50	13	332	153
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	683	0	0	468	0	39	294	0	13	485	0
Heavy Vehicles (%)	1%	2%	0%	3%	2%	3%	0%	2%	0%	0%	1%	0%
Parking (#/hr)		3			3			3				
Turn Type	Perm	NA		D.P+P	NA		Perm	NA		Perm	NA	
Protected Phases		5		7 8	5 7 8			6			6	
Permitted Phases	5			5			6			6		
Actuated Green, G (s)		40.2			51.4		40.2	40.2		40.2	40.2	
Effective Green, g (s)		40.2			51.4		40.2	40.2		40.2	40.2	
Actuated g/C Ratio		0.29			0.37		0.29	0.29		0.29	0.29	
Clearance Time (s)		6.0					6.0	6.0		6.0	6.0	
Vehicle Extension (s)		2.0					2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)		568			347		62	424		193	466	
v/s Ratio Prot					c0.11			0.20			c0.30	
v/s Ratio Perm		0.35			c0.39		0.18			0.02		
v/c Ratio		1.20			1.35		0.63	0.69		0.07	1.04	
Uniform Delay, d <sub>1</sub>		48.6			43.0		42.1	43.1		35.0	48.6	
Progression Factor		1.00			0.31		1.00	1.00		1.00	1.00	
Incremental Delay, d <sub>2</sub>		107.1			170.5		13.5	3.9		0.1	52.7	
Delay (s)		155.7			184.0		55.6	47.0		35.1	101.2	
Level of Service		F			F		E	D		D	F	
Approach Delay (s)		155.7			184.0			48.0			99.5	
Approach LOS		F			F			D			F	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			130.2				HCM 2000 Level of Service			F		
HCM 2000 Volume to Capacity ratio			1.11									
Actuated Cycle Length (s)			137.3				Sum of lost time (s)			37.0		
Intersection Capacity Utilization			91.8%				ICU Level of Service			F		
Analysis Period (min)			15									
c	Critical Lane Group											



Timings  
2: Eastern Avenue & High Street



Lane Group	EBT	WBL	WBT	NBL	NBR	Ø2	Ø4	Ø5	Ø6	Ø7	Ø8	Ø9
Lane Configurations	↑↑	↖	↑	↖	↗							
Traffic Volume (vph)	425	150	290	140	120							
Future Volume (vph)	425	150	290	140	120							
Lane Group Flow (vph)	637	172	333	159	136							
Turn Type	NA	pm+pt	NA	Prot	custom							
Protected Phases	2 7	1	1 2	4 8	1 4 8	2	4	5	6	7	8	9
Permitted Phases		1 2										
Detector Phase	2 7	1	1 2	4 8	1 4 8							
Switch Phase												
Minimum Initial (s)		6.0				5.0	5.0	7.0	7.0	5.0	5.0	4.0
Minimum Split (s)		12.0				11.0	11.0	13.0	26.0	11.0	11.0	26.0
Total Split (s)		20.0				26.0	16.0	46.0	46.0	11.0	11.0	26.0
Total Split (%)		14.3%				19%	11%	33%	33%	8%	8%	19%
Yellow Time (s)		3.0				3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)		3.0				3.0	3.0	3.0	3.0	3.0	3.0	4.0
Lost Time Adjust (s)		0.0										
Total Lost Time (s)		6.0										
Lead/Lag		Lead				Lag					Lag	Lead
Lead-Lag Optimize?		Yes				Yes					Yes	Yes
Recall Mode		None				Max	None	None	None	None	None	None
v/c Ratio	0.96	0.80	0.78	0.51	0.31							
Control Delay	27.9	67.3	58.9	54.3	34.6							
Queue Delay	43.9	0.0	7.9	0.7	0.0							
Total Delay	71.9	67.3	66.7	55.0	34.6							
Queue Length 50th (ft)	312	126	282	126	88							
Queue Length 95th (ft)	m232	#218	#407	194	141							
Internal Link Dist (ft)	161		334	320								
Turn Bay Length (ft)		105										
Base Capacity (vph)	664	214	428	368	437							
Starvation Cap Reductn	213	0	0	0	0							
Spillback Cap Reductn	0	0	64	57	0							
Storage Cap Reductn	0	0	0	0	0							
Reduced v/c Ratio	1.41	0.80	0.91	0.51	0.31							

Intersection Summary

Cycle Length: 140

Actuated Cycle Length: 135.8

Natural Cycle: 150

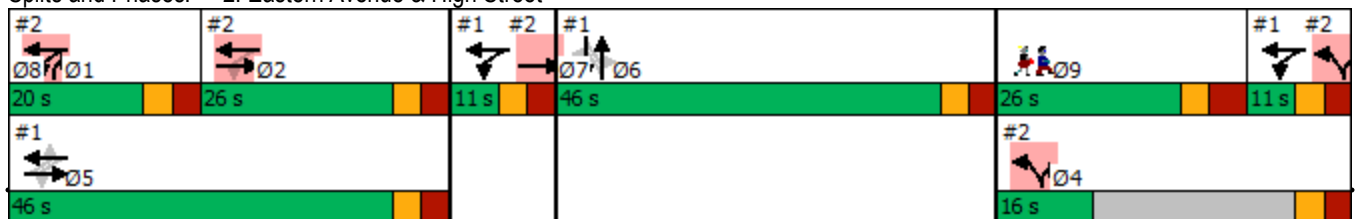
Control Type: Actuated-Uncoordinated

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 2: Eastern Avenue & High Street



# HCM Signalized Intersection Capacity Analysis

## 2: Eastern Avenue & High Street

Synchro 11 Report  
10/25/2021

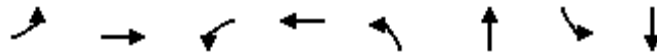


Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵	↑	↵	↵
Traffic Volume (vph)	425	155	150	290	140	120
Future Volume (vph)	425	155	150	290	140	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			3%	0%	
Total Lost time (s)	6.0		6.0	6.0	6.0	6.0
Lane Util. Factor	0.95		1.00	1.00	1.00	1.00
Frt	0.96		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	2897		1600	1447	1608	1274
Flt Permitted	1.00		0.20	1.00	0.95	1.00
Satd. Flow (perm)	2897		335	1447	1608	1274
Peak-hour factor, PHF	0.91	0.91	0.87	0.87	0.88	0.88
Adj. Flow (vph)	467	170	172	333	159	136
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	637	0	172	333	159	136
Heavy Vehicles (%)	2%	0%	0%	3%	1%	1%
Parking (#/hr)	3			3		3
Turn Type	NA		pm+pt	NA	Prot	custom
Protected Phases	2 7		1	1 2	4 8	1 4 8
Permitted Phases			1 2			
Actuated Green, G (s)	31.1		34.2	40.2	27.9	48.0
Effective Green, g (s)	31.1		34.2	40.2	27.9	48.0
Actuated g/C Ratio	0.23		0.25	0.29	0.20	0.35
Clearance Time (s)			6.0			
Vehicle Extension (s)			2.0			
Lane Grp Cap (vph)	656		213	423	326	445
v/s Ratio Prot	c0.22		0.08	c0.23	c0.10	0.11
v/s Ratio Perm			0.12			
v/c Ratio	0.97		0.81	0.79	0.49	0.31
Uniform Delay, d1	52.7		44.4	44.6	48.4	32.5
Progression Factor	0.40		1.00	1.00	1.00	1.00
Incremental Delay, d2	5.5		18.7	8.7	0.4	0.1
Delay (s)	26.4		63.1	53.3	48.8	32.7
Level of Service	C		E	D	D	C
Approach Delay (s)	26.4			56.6	41.4	
Approach LOS	C			E	D	

### Intersection Summary

HCM 2000 Control Delay	40.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	137.3	Sum of lost time (s)	37.0
Intersection Capacity Utilization	51.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Timings  
3: Court Street/Ames Street & High Street



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	Ø2
Lane Configurations		↕		↕		↕		↕	
Traffic Volume (vph)	6	370	24	350	36	165	165	310	
Future Volume (vph)	6	370	24	350	36	165	165	310	
Lane Group Flow (vph)	0	463	0	526	0	271	0	562	
Turn Type	Perm	NA	Perm	NA	Perm	NA	D.P+P	NA	
Protected Phases		1		1		4	3	3 4	2
Permitted Phases	1		1		4		4		
Detector Phase	1	1	1	1	4	4	3	3 4	
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	6.0	6.0	6.0		1.0
Minimum Split (s)	17.0	17.0	17.0	17.0	12.0	12.0	11.0		18.0
Total Split (s)	43.0	43.0	43.0	43.0	31.0	31.0	22.0		18.0
Total Split (%)	37.7%	37.7%	37.7%	37.7%	27.2%	27.2%	19.3%		16%
Yellow Time (s)	5.0	5.0	5.0	5.0	4.0	4.0	3.0		2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0		0.0
Lost Time Adjust (s)		0.0		0.0		0.0			
Total Lost Time (s)		7.0		7.0		6.0			
Lead/Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lead		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
Recall Mode	None	None	None	None	Min	Min	Min		None
v/c Ratio		0.79		0.92		0.77		0.88	
Control Delay		40.3		53.4		51.8		38.9	
Queue Delay		0.0		0.0		0.0		0.0	
Total Delay		40.3		53.4		51.8		38.9	
Queue Length 50th (ft)		240		289		150		235	
Queue Length 95th (ft)		#519		#629		#283		#582	
Internal Link Dist (ft)		369		562		368		419	
Turn Bay Length (ft)									
Base Capacity (vph)		587		573		350		641	
Starvation Cap Reductn		0		0		0		0	
Spillback Cap Reductn		0		0		0		0	
Storage Cap Reductn		0		0		0		0	
Reduced v/c Ratio		0.79		0.92		0.77		0.88	

Intersection Summary

Cycle Length: 114

Actuated Cycle Length: 99.6

Natural Cycle: 120

Control Type: Actuated-Uncoordinated

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

Queue shown is maximum after two cycles.

Splits and Phases: 3: Court Street/Ames Street & High Street



# HCM Signalized Intersection Capacity Analysis

## 3: Court Street/Ames Street & High Street

Synchro 11 Report  
10/25/2021



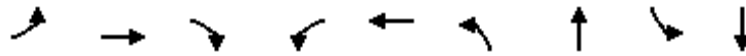
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	6	370	50	24	350	120	36	165	16	165	310	9
Future Volume (vph)	6	370	50	24	350	120	36	165	16	165	310	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0			7.0			6.0			5.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.98			0.97			0.99			1.00	
Flt Protected		1.00			1.00			0.99			0.98	
Satd. Flow (prot)		1621			1611			1643			1845	
Flt Permitted		0.99			0.96			0.83			0.66	
Satd. Flow (perm)		1608			1553			1378			1237	
Peak-hour factor, PHF	0.92	0.92	0.92	0.94	0.94	0.94	0.80	0.80	0.80	0.86	0.86	0.86
Adj. Flow (vph)	7	402	54	26	372	128	45	206	20	192	360	10
RTOR Reduction (vph)	0	4	0	0	10	0	0	2	0	0	1	0
Lane Group Flow (vph)	0	459	0	0	516	0	0	269	0	0	561	0
Heavy Vehicles (%)	17%	2%	0%	0%	1%	0%	3%	0%	0%	1%	1%	0%
Parking (#/hr)		3			3			3				
Turn Type	Perm	NA		Perm	NA		Perm	NA		D.P+P	NA	
Protected Phases		1			1			4		3	3	4
Permitted Phases	1			1			4			4		
Actuated Green, G (s)		36.2			36.2			25.1			42.2	
Effective Green, g (s)		36.2			36.2			25.1			42.2	
Actuated g/C Ratio		0.36			0.36			0.25			0.42	
Clearance Time (s)		7.0			7.0			6.0				
Vehicle Extension (s)		2.0			2.0			3.0				
Lane Grp Cap (vph)		575			555			341			618	
v/s Ratio Prot											c0.15	
v/s Ratio Perm		0.29			c0.33			0.20			c0.23	
v/c Ratio		0.80			0.93			0.79			0.91	
Uniform Delay, d1		29.2			31.3			35.6			27.7	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		7.1			22.2			11.4			16.8	
Delay (s)		36.4			53.5			47.0			44.5	
Level of Service		D			D			D			D	
Approach Delay (s)		36.4			53.5			47.0			44.5	
Approach LOS		D			D			D			D	

### Intersection Summary

HCM 2000 Control Delay	45.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	101.2	Sum of lost time (s)	20.0
Intersection Capacity Utilization	92.8%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Timings  
4: East Street/Harvard Street & High Street

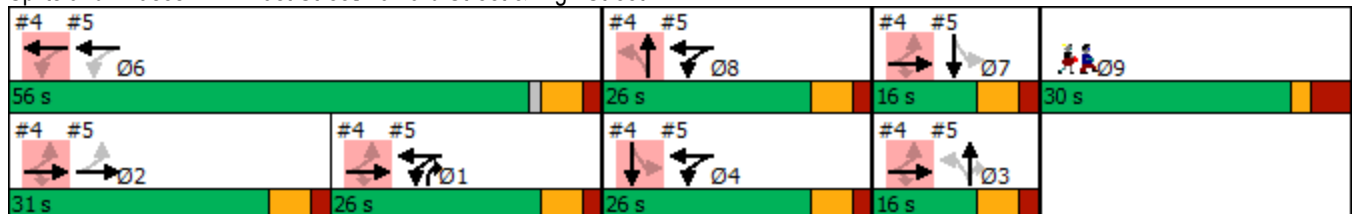


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	Ø1	Ø2	Ø3
Lane Configurations		↖	↗		↔	↖	↗		↔			
Traffic Volume (vph)	14	555	185	19	475	105	15	3	3			
Future Volume (vph)	14	555	185	19	475	105	15	3	3			
Lane Group Flow (vph)	0	612	199	0	555	136	83	0	24			
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA			
Protected Phases		1 2 3 7			6		8		4	1	2	3
Permitted Phases	1 2 3 7		1 2 3 7	6		8		4				
Detector Phase	1 2 3 7	1 2 3 7	1 2 3 7	6	6	8	8	4	4			
Switch Phase												
Minimum Initial (s)				8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)				14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0
Total Split (s)				56.0	56.0	26.0	26.0	26.0	26.0	26.0	31.0	16.0
Total Split (%)				43.4%	43.4%	20.2%	20.2%	20.2%	20.2%	20%	24%	12%
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)					0.0	0.0	0.0		0.0			
Total Lost Time (s)					6.0	6.0	6.0		6.0			
Lead/Lag										Lag	Lead	
Lead-Lag Optimize?										Yes	Yes	
Recall Mode				Max	Max	None	None	None	None	None	Max	None
v/c Ratio		0.53	0.19		0.62	0.65	0.28		0.09			
Control Delay		8.3	0.4		28.2	61.1	19.0		28.1			
Queue Delay		0.7	0.4		0.0	0.0	0.0		0.0			
Total Delay		9.0	0.8		28.2	61.1	19.0		28.1			
Queue Length 50th (ft)		81	0		217	76	10		5			
Queue Length 95th (ft)		402	1		547	150	45		18			
Internal Link Dist (ft)		191			277		423		293			
Turn Bay Length (ft)						70						
Base Capacity (vph)		1159	1063		894	271	370		336			
Starvation Cap Reductn		250	508		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		0.67	0.36		0.62	0.50	0.22		0.07			

Intersection Summary

Cycle Length: 129  
 Actuated Cycle Length: 106.8  
 Natural Cycle: 100  
 Control Type: Actuated-Uncoordinated

Splits and Phases: 4: East Street/Harvard Street & High Street



Timings  
 4: East Street/Harvard Street & High Street

Lane Group	Ø7	Ø9
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	7	9
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	8.0	5.0
Minimum Split (s)	14.0	30.0
Total Split (s)	16.0	30.0
Total Split (%)	12%	23%
Yellow Time (s)	4.0	2.0
All-Red Time (s)	2.0	4.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	None
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

# HCM Signalized Intersection Capacity Analysis

## 4: East Street/Harvard Street & High Street

Synchro 11 Report  
10/25/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↖	↗			↕	↖
Traffic Volume (vph)	14	555	185	19	475	5	105	15	49	3	3	8
Future Volume (vph)	14	555	185	19	475	5	105	15	49	3	3	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			0%			-5%	
Total Lost time (s)		6.0	6.0		6.0		6.0	6.0			6.0	
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00			1.00	
Frt		1.00	0.85		1.00		1.00	0.88			0.92	
Flt Protected		1.00	1.00		1.00		0.95	1.00			0.99	
Satd. Flow (prot)		1879	1583		1876		1805	1655			1776	
Flt Permitted		0.98	1.00		0.97		0.74	1.00			0.94	
Satd. Flow (perm)		1849	1583		1817		1409	1655			1690	
Peak-hour factor, PHF	0.93	0.93	0.93	0.90	0.90	0.90	0.77	0.77	0.77	0.58	0.58	0.58
Adj. Flow (vph)	15	597	199	21	528	6	136	19	64	5	5	14
RTOR Reduction (vph)	0	0	82	0	1	0	0	55	0	0	12	0
Lane Group Flow (vph)	0	612	117	0	554	0	136	28	0	0	12	0
Heavy Vehicles (%)	0%	1%	2%	0%	1%	0%	0%	0%	2%	0%	0%	0%
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		1 2 3 7			6			8				4
Permitted Phases	1 2 3 7		1 2 3 7	6			8			4		
Actuated Green, G (s)		62.5	62.5		52.2		15.8	15.8			15.8	
Effective Green, g (s)		62.5	62.5		52.2		15.8	15.8			15.8	
Actuated g/C Ratio		0.57	0.57		0.47		0.14	0.14			0.14	
Clearance Time (s)					6.0		6.0	6.0			6.0	
Vehicle Extension (s)					3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)		1048	897		860		202	237			242	
v/s Ratio Prot								0.02				
v/s Ratio Perm		c0.33	0.07		c0.31		c0.10				0.01	
v/c Ratio		0.58	0.13		0.64		0.67	0.12			0.05	
Uniform Delay, d1		15.4	11.1		22.0		44.8	41.1			40.7	
Progression Factor		0.50	0.04		1.00		1.00	1.00			1.00	
Incremental Delay, d2		0.7	0.1		3.7		8.5	0.2			0.1	
Delay (s)		8.4	0.5		25.7		53.3	41.4			40.8	
Level of Service		A	A		C		D	D			D	
Approach Delay (s)		6.5			25.7			48.8			40.8	
Approach LOS		A			C			D			D	

### Intersection Summary

HCM 2000 Control Delay	19.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	110.2	Sum of lost time (s)	30.0
Intersection Capacity Utilization	63.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Timings  
5: High Street & Harris Street & East Street

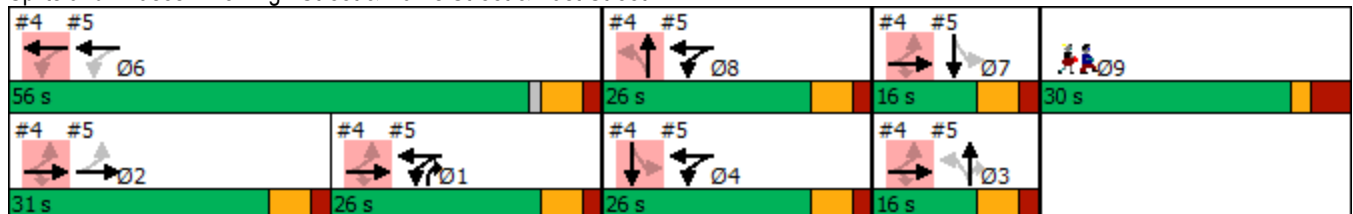


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	Ø4	Ø6	Ø8
Lane Configurations		↔↔	↔	↔		↔	↔		↔			
Traffic Volume (vph)	18	265	405	135	8	16	495	8	14			
Future Volume (vph)	18	265	405	135	8	16	495	8	14			
Lane Group Flow (vph)	0	340	413	199	0	27	556	0	36			
Turn Type	Perm	NA	custom	NA	Perm	NA	custom	Perm	NA			
Protected Phases		2	1 4 8	1 4 6 8		3	1		7	4	6	8
Permitted Phases	2		6		3		3	7				
Detector Phase	2	2	1 4 8	1 4 6 8	3	3	1	7	7			
Switch Phase												
Minimum Initial (s)	8.0	8.0			8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	14.0	14.0			14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0
Total Split (s)	31.0	31.0			16.0	16.0	26.0	16.0	16.0	26.0	56.0	26.0
Total Split (%)	24.0%	24.0%			12.4%	12.4%	20.2%	12.4%	12.4%	20%	43%	20%
Yellow Time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0			2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0				0.0	0.0		0.0			
Total Lost Time (s)		6.0				6.0	6.0		6.0			
Lead/Lag	Lead	Lead						Lag				
Lead-Lag Optimize?	Yes	Yes						Yes				
Recall Mode	Max	Max			None	None	None	None	None	None	Max	None
v/c Ratio		0.43	0.42	0.18		0.17	0.65		0.22			
Control Delay		39.3	3.1	0.9		54.4	5.9		48.5			
Queue Delay		0.0	1.0	0.5		0.0	0.0		0.0			
Total Delay		39.3	4.1	1.5		54.4	6.0		48.5			
Queue Length 50th (ft)		89	14	1		15	0		17			
Queue Length 95th (ft)		180	30	1		52	56		46			
Internal Link Dist (ft)		216		191		156			255			
Turn Bay Length (ft)							75					
Base Capacity (vph)		793	1042	1176		156	852		165			
Starvation Cap Reductn		0	381	652		0	0		0			
Spillback Cap Reductn		23	0	0		0	4		0			
Storage Cap Reductn		0	0	0		0	0		0			
Reduced v/c Ratio		0.44	0.62	0.38		0.17	0.66		0.22			

Intersection Summary

Cycle Length: 129  
 Actuated Cycle Length: 106.8  
 Natural Cycle: 100  
 Control Type: Actuated-Uncoordinated

Splits and Phases: 5: High Street & Harris Street & East Street





Timings  
5: High Street & Harris Street & East Street

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	30.0
Total Split (s)	30.0
Total Split (%)	23%
Yellow Time (s)	2.0
All-Red Time (s)	4.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis  
5: High Street & Harris Street & East Street



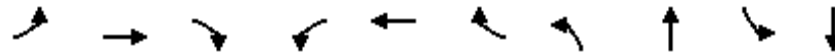
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕		↖	↗			↖	↗		↕↕	
Traffic Volume (vph)	18	265	17	405	135	60	8	16	495	8	14	4
Future Volume (vph)	18	265	17	405	135	60	8	16	495	8	14	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0			6.0	6.0		6.0	
Lane Util. Factor		0.95		1.00	1.00			1.00	1.00		1.00	
Frt		0.99		1.00	0.95			1.00	0.85		0.98	
Flt Protected		1.00		0.95	1.00			0.98	1.00		0.98	
Satd. Flow (prot)		3526		1787	1604			1797	1583		1829	
Flt Permitted		0.93		0.49	1.00			0.89	1.00		0.89	
Satd. Flow (perm)		3278		921	1604			1621	1583		1662	
Peak-hour factor, PHF	0.88	0.88	0.88	0.98	0.98	0.98	0.89	0.89	0.89	0.72	0.72	0.72
Adj. Flow (vph)	20	301	19	413	138	61	9	18	556	11	19	6
RTOR Reduction (vph)	0	3	0	0	10	0	0	0	401	0	5	0
Lane Group Flow (vph)	0	337	0	413	189	0	0	27	155	0	31	0
Heavy Vehicles (%)	0%	1%	6%	1%	0%	0%	0%	6%	2%	0%	0%	0%
Parking (#/hr)					3							
Turn Type	Perm	NA		custom	NA		Perm	NA	custom	Perm	NA	
Protected Phases		2		1 4 8	1 4 6 8			3	1		7	
Permitted Phases	2			6			3		3		7	
Actuated Green, G (s)		25.7		74.0	74.0			10.3	30.8		10.3	
Effective Green, g (s)		25.7		74.0	74.0			10.3	30.8		10.3	
Actuated g/C Ratio		0.23		0.67	0.67			0.09	0.28		0.09	
Clearance Time (s)		6.0						6.0	6.0		6.0	
Vehicle Extension (s)		3.0						3.0	3.0		3.0	
Lane Grp Cap (vph)		764		950	1077			151	442		155	
v/s Ratio Prot				c0.17	0.12				c0.07			
v/s Ratio Perm		0.10		c0.12				0.02	0.03		0.02	
v/c Ratio		0.44		0.43	0.18			0.18	0.35		0.20	
Uniform Delay, d1		36.1		11.8	6.7			46.1	31.7		46.1	
Progression Factor		1.00		0.16	0.09			1.00	1.00		1.00	
Incremental Delay, d2		1.8		0.3	0.1			0.6	0.5		0.6	
Delay (s)		38.0		2.2	0.7			46.6	32.2		46.8	
Level of Service		D		A	A			D	C		D	
Approach Delay (s)		38.0			1.7			32.9			46.8	
Approach LOS		D			A			C			D	

Intersection Summary

HCM 2000 Control Delay	22.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	110.2	Sum of lost time (s)	30.0
Intersection Capacity Utilization	60.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Timings  
6: Milton Street/Bussey Street & High Street/Sawmill Lane



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	Ø2
Lane Configurations											
Traffic Volume (vph)	55	280	175	235	285	49	165	280	40	490	
Future Volume (vph)	55	280	175	235	285	49	165	280	40	490	
Lane Group Flow (vph)	61	311	194	264	320	55	176	458	44	609	
Turn Type	Perm	NA	Perm	D.P+P	NA	custom	D.P+P	NA	Perm	NA	
Protected Phases		4		3	3 4	3	5	1 5		1	2
Permitted Phases	4		4	4		4	1		1		
Detector Phase	4	4	4	3	3 4	3	5	1 5	1	1	
Switch Phase											
Minimum Initial (s)	8.0	8.0	8.0	5.0		5.0	5.0		15.0	15.0	1.0
Minimum Split (s)	14.0	14.0	14.0	9.0		9.0	9.0		21.0	21.0	27.0
Total Split (s)	31.0	31.0	31.0	14.0		14.0	14.0		36.0	36.0	27.0
Total Split (%)	25.4%	25.4%	25.4%	11.5%		11.5%	11.5%		29.5%	29.5%	22%
Yellow Time (s)	4.0	4.0	4.0	3.0		3.0	3.0		4.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0	1.0		1.0	1.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	4.0		4.0	4.0		6.0	6.0	
Lead/Lag	Lag	Lag	Lag	Lead		Lead			Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes			Yes	Yes	Yes
Recall Mode	None	None	None	None		None	None		None	None	None
v/c Ratio	0.24	0.70	0.54	0.74	0.41	0.08	0.51	0.32	0.20	0.66	
Control Delay	35.3	43.7	39.7	36.7	23.5	20.7	24.3	19.8	32.0	34.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	35.3	43.7	39.7	36.7	23.5	20.7	24.3	19.8	32.0	34.9	
Queue Length 50th (ft)	27	155	93	95	118	17	56	84	19	155	
Queue Length 95th (ft)	84	#373	222	#251	288	60	152	185	63	300	
Internal Link Dist (ft)		1527			847			158		319	
Turn Bay Length (ft)	200		200	100		100	125		75		
Base Capacity (vph)	304	537	434	359	871	670	349	1626	274	1158	
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	0.20	0.58	0.45	0.74	0.37	0.08	0.50	0.28	0.16	0.53	

Intersection Summary

Cycle Length: 122

Actuated Cycle Length: 91.5

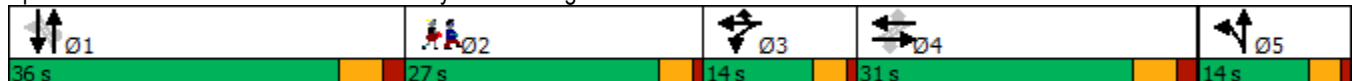
Natural Cycle: 90

Control Type: Actuated-Uncoordinated

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

Queue shown is maximum after two cycles.

Splits and Phases: 6: Milton Street/Bussey Street & High Street/Sawmill Lane



HCM Signalized Intersection Capacity Analysis  
6: Milton Street/Bussey Street & High Street/Sawmill Lane

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	55	280	175	235	285	49	165	280	150	40	490	65	
Future Volume (vph)	55	280	175	235	285	49	165	280	150	40	490	65	
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	4.0	4.0	4.0	4.0	6.0		6.0	6.0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95		1.00	0.95		
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.95		1.00	0.98		
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)	1805	1900	1538	1787	1881	1615	1787	3387		1805	3414		
Flt Permitted	0.57	1.00	1.00	0.33	1.00	1.00	0.27	1.00		0.43	1.00		
Satd. Flow (perm)	1076	1900	1538	612	1881	1615	504	3387		810	3414		
Peak-hour factor, PHF	0.90	0.90	0.90	0.89	0.89	0.89	0.94	0.94	0.94	0.91	0.91	0.91	
Adj. Flow (vph)	61	311	194	264	320	55	176	298	160	44	538	71	
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0	
Lane Group Flow (vph)	61	311	194	264	320	55	176	458	0	44	609	0	
Heavy Vehicles (%)	0%	0%	5%	1%	1%	0%	1%	1%	1%	0%	4%	3%	
Turn Type	Perm	NA	Perm	D.P+P	NA	custom	D.P+P	NA		Perm	NA		
Protected Phases		4		3	3 4	3	5	1 5			1		
Permitted Phases	4		4	4		4	1			1			
Actuated Green, G (s)	21.4	21.4	21.4	31.7	35.7	31.7	35.0	39.0		24.8	24.8		
Effective Green, g (s)	21.4	21.4	21.4	31.7	35.7	31.7	35.0	35.0		24.8	24.8		
Actuated g/C Ratio	0.23	0.23	0.23	0.34	0.38	0.34	0.37	0.37		0.26	0.26		
Clearance Time (s)	6.0	6.0	6.0	4.0		4.0	4.0			6.0	6.0		
Vehicle Extension (s)	3.0	3.0	3.0	3.0		3.0	3.0			3.0	3.0		
Lane Grp Cap (vph)	244	431	349	334	712	612	326	1258		213	898		
v/s Ratio Prot		0.16		c0.09	0.17	0.01	c0.06	0.14			c0.18		
v/s Ratio Perm	0.06		0.13	c0.18		0.02	0.14			0.05			
v/c Ratio	0.25	0.72	0.56	0.79	0.45	0.09	0.54	0.36		0.21	0.68		
Uniform Delay, d1	29.8	33.6	32.2	25.3	21.9	21.4	21.2	21.5		27.0	31.1		
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	0.5	5.9	1.9	12.0	0.5	0.1	1.7	0.2		0.5	2.0		
Delay (s)	30.4	39.5	34.1	37.3	22.3	21.4	22.9	21.7		27.5	33.2		
Level of Service	C	D	C	D	C	C	C	C		C	C		
Approach Delay (s)		36.7			28.5			22.0			32.8		
Approach LOS		D			C			C			C		
<b>Intersection Summary</b>													
HCM 2000 Control Delay			29.8		HCM 2000 Level of Service						C		
HCM 2000 Volume to Capacity ratio			0.67										
Actuated Cycle Length (s)			94.2		Sum of lost time (s)					24.0			
Intersection Capacity Utilization			71.1%		ICU Level of Service					C			
Analysis Period (min)			15										
c Critical Lane Group													

Timings  
7: Common Street & Bridge Street (Route 109)



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	Ø9
Lane Configurations		↕		↕		↕		↕	
Traffic Volume (vph)	18	215	6	385	90	305	35	395	
Future Volume (vph)	18	215	6	385	90	305	35	395	
Lane Group Flow (vph)	0	290	0	446	0	466	0	586	
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	
Protected Phases		2		6		8		4	9
Permitted Phases	2		6		8		4		
Detector Phase	2	2	6	6	8	8	4	4	
Switch Phase									
Minimum Initial (s)	8.0	8.0	8.0	8.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	14.0	14.0	14.0	14.0	11.0	11.0	11.0	11.0	13.0
Total Split (s)	48.0	48.0	48.0	48.0	32.0	32.0	32.0	32.0	13.0
Total Split (%)	51.6%	51.6%	51.6%	51.6%	34.4%	34.4%	34.4%	34.4%	14%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0	
Total Lost Time (s)		6.0		6.0		6.0		6.0	
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	Min	Min	Min	Min	None	None	None	None	None
v/c Ratio		0.50		0.74		0.78		0.76	
Control Delay		19.8		26.4		29.7		26.1	
Queue Delay		0.0		0.0		0.0		0.0	
Total Delay		19.8		26.4		29.7		26.1	
Queue Length 50th (ft)		77		129		119		146	
Queue Length 95th (ft)		155		280		#452		#525	
Internal Link Dist (ft)		365		338		312		327	
Turn Bay Length (ft)									
Base Capacity (vph)		1285		1326		598		767	
Starvation Cap Reductn		0		0		0		0	
Spillback Cap Reductn		0		0		0		0	
Storage Cap Reductn		0		0		0		0	
Reduced v/c Ratio		0.23		0.34		0.78		0.76	

Intersection Summary

Cycle Length: 93

Actuated Cycle Length: 60.7

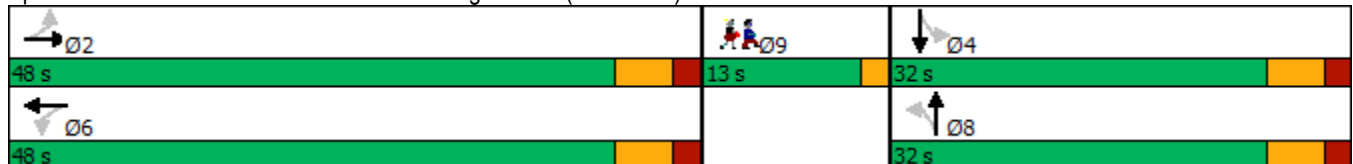
Natural Cycle: 80

Control Type: Actuated-Uncoordinated

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

















Queue shown is maximum after two cycles.

Splits and Phases: 7: Common Street & Bridge Street (Route 109)

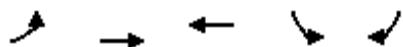


HCM Signalized Intersection Capacity Analysis  
7: Common Street & Bridge Street (Route 109)

Synchro 11 Report  
10/25/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	215	5	6	385	28	90	305	15	35	395	85
Future Volume (vph)	18	215	5	6	385	28	90	305	15	35	395	85
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	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		1.00			0.99			1.00			0.98	
Flt Protected		1.00			1.00			0.99			1.00	
Satd. Flow (prot)		1888			1864			1818			1817	
Flt Permitted		0.95			0.99			0.74			0.94	
Satd. Flow (perm)		1800			1855			1353			1722	
Peak-hour factor, PHF	0.82	0.82	0.82	0.94	0.94	0.94	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	22	262	6	6	410	30	102	347	17	40	449	97
RTOR Reduction (vph)	0	1	0	0	3	0	0	1	0	0	6	0
Lane Group Flow (vph)	0	289	0	0	443	0	0	465	0	0	580	0
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	3%	3%	0%	3%	2%	1%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)		19.6			19.6			26.8			26.8	
Effective Green, g (s)		19.6			19.6			26.8			26.8	
Actuated g/C Ratio		0.32			0.32			0.43			0.43	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		569			586			584			744	
v/s Ratio Prot												
v/s Ratio Perm		0.16			c0.24			c0.34			0.34	
v/c Ratio		0.51			0.76			0.80			0.78	
Uniform Delay, d1		17.3			19.0			15.2			15.1	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		0.7			5.5			7.4			5.2	
Delay (s)		18.0			24.6			22.6			20.2	
Level of Service		B			C			C			C	
Approach Delay (s)		18.0			24.6			22.6			20.2	
Approach LOS		B			C			C			C	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			21.6				HCM 2000 Level of Service				C	
HCM 2000 Volume to Capacity ratio			0.75									
Actuated Cycle Length (s)			62.0				Sum of lost time (s)		14.0			
Intersection Capacity Utilization			79.9%				ICU Level of Service				D	
Analysis Period (min)			15									
c Critical Lane Group												

Timings  
8: West Street (Route 135) & Newbridge Way

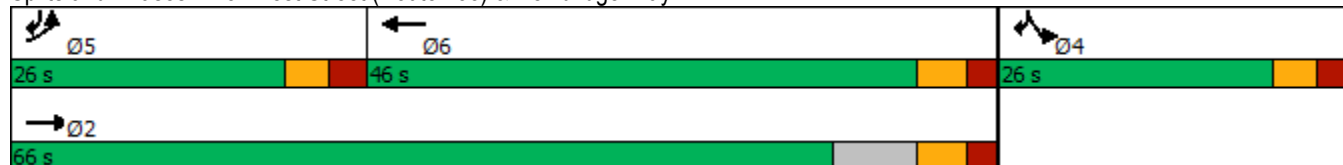


Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations	↖	↑	↗	↖	↗
Traffic Volume (vph)	36	520	365	47	115
Future Volume (vph)	36	520	365	47	115
Lane Group Flow (vph)	40	578	414	58	142
Turn Type	Prot	NA	NA	Prot	pt+ov
Protected Phases	5	2	6	4	4 5
Permitted Phases					
Detector Phase	5	2	6	4	4 5
Switch Phase					
Minimum Initial (s)	6.0	10.0	10.0	6.0	
Minimum Split (s)	12.0	16.0	16.0	12.0	
Total Split (s)	26.0	66.0	46.0	26.0	
Total Split (%)	26.5%	67.3%	46.9%	26.5%	
Yellow Time (s)	3.2	3.7	3.7	3.2	
All-Red Time (s)	2.8	2.3	2.3	2.8	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	
v/c Ratio	0.17	0.49	0.60	0.24	0.20
Control Delay	22.4	6.8	17.4	23.4	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	22.4	6.8	17.4	23.4	3.4
Queue Length 50th (ft)	10	71	92	14	0
Queue Length 95th (ft)	36	143	186	43	21
Internal Link Dist (ft)		556	602	578	
Turn Bay Length (ft)	350			150	150
Base Capacity (vph)	670	1863	1446	728	1106
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	0.06	0.31	0.29	0.08	0.13

Intersection Summary

Cycle Length: 98  
 Actuated Cycle Length: 51.5  
 Natural Cycle: 45  
 Control Type: Actuated-Uncoordinated

Splits and Phases: 8: West Street (Route 135) & Newbridge Way



HCM Signalized Intersection Capacity Analysis  
8: West Street (Route 135) & Newbridge Way



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	36	520	365	16	47	115
Future Volume (vph)	36	520	365	16	47	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		0%	0%		-5%	
Total Lost time (s)	6.0	6.0	6.0		6.0	6.0
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.99		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1703	1863	1837		1850	1639
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1703	1863	1837		1850	1639
Peak-hour factor, PHF	0.90	0.90	0.92	0.92	0.81	0.81
Adj. Flow (vph)	40	578	397	17	58	142
RTOR Reduction (vph)	0	0	2	0	0	87
Lane Group Flow (vph)	40	578	412	0	58	55
Heavy Vehicles (%)	6%	2%	3%	0%	0%	1%
Turn Type	Prot	NA	NA		Prot	pt+ov
Protected Phases	5	2	6		4	4 5
Permitted Phases						
Actuated Green, G (s)	7.1	32.6	19.5		6.8	19.9
Effective Green, g (s)	7.1	32.6	19.5		6.8	19.9
Actuated g/C Ratio	0.14	0.63	0.38		0.13	0.39
Clearance Time (s)	6.0	6.0	6.0		6.0	
Vehicle Extension (s)	3.0	3.0	3.0		2.0	
Lane Grp Cap (vph)	235	1181	696		244	634
v/s Ratio Prot	0.02	c0.31	c0.22		c0.03	0.03
v/s Ratio Perm						
v/c Ratio	0.17	0.49	0.59		0.24	0.09
Uniform Delay, d1	19.6	5.0	12.8		20.0	10.0
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.3	0.3	1.4		0.2	0.0
Delay (s)	19.9	5.3	14.1		20.2	10.0
Level of Service	B	A	B		C	B
Approach Delay (s)		6.3	14.1		13.0	
Approach LOS		A	B		B	

Intersection Summary				
HCM 2000 Control Delay		10.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio		0.55		
Actuated Cycle Length (s)		51.4	Sum of lost time (s)	18.0
Intersection Capacity Utilization		44.9%	ICU Level of Service	A
Analysis Period (min)		15		

c Critical Lane Group



Timings  
9: Milton Street & River Street



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↕	↗	↖	↑	↗	↖	↑	↗
Traffic Volume (vph)	21	240	18	240	135	115	205	21	115	315	50
Future Volume (vph)	21	240	18	240	135	115	205	21	115	315	50
Lane Group Flow (vph)	0	410	0	303	159	131	233	24	129	354	56
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2		2			1			1	
Permitted Phases	2		2		2	1		1	1		1
Detector Phase	2	2	2	2	2	1	1	1	1	1	1
Switch Phase											
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	15.0	15.0	15.0	15.0	15.0	15.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	30.0	30.0	30.0	30.0	30.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	42.9%	42.9%	42.9%	42.9%	42.9%	57.1%	57.1%	57.1%	57.1%	57.1%	57.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max
v/c Ratio		0.64		0.48	0.24	0.29	0.25	0.03	0.22	0.39	0.07
Control Delay		22.5		20.7	4.1	12.4	10.9	3.2	11.2	12.5	3.2
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		22.5		20.7	4.1	12.4	10.9	3.2	11.2	12.5	3.2
Queue Length 50th (ft)		130		99	0	31	54	0	29	89	0
Queue Length 95th (ft)		222		155	30	63	91	9	59	144	15
Internal Link Dist (ft)		625		1066			1147			1267	
Turn Bay Length (ft)					125	90		200	150		110
Base Capacity (vph)		638		629	653	459	940	784	576	901	847
Starvation Cap Reductn		0		0	0	0	0	0	0	0	0
Spillback Cap Reductn		0		0	0	0	0	0	0	0	0
Storage Cap Reductn		0		0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.64		0.48	0.24	0.29	0.25	0.03	0.22	0.39	0.07

Intersection Summary

Cycle Length: 70  
 Actuated Cycle Length: 70  
 Offset: 40 (57%), Referenced to phase 2:EBWB and 6:, Start of Green  
 Natural Cycle: 40  
 Control Type: Pretimed

Splits and Phases: 9: Milton Street & River Street
























# HCM Signalized Intersection Capacity Analysis

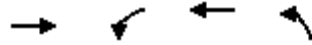
## 9: Milton Street & River Street

Synchro 11 Report

10/25/2021

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	21	240	125	18	240	135	115	205	21	115	315	50	
Future Volume (vph)	21	240	125	18	240	135	115	205	21	115	315	50	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Grade (%)		0%			3%			0%			-3%		
Total Lost time (s)		5.0			5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		0.96			1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected		1.00			1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (prot)		1763			1834	1544	1770	1881	1538	1796	1802	1639	
Flt Permitted		0.97			0.96	1.00	0.49	1.00	1.00	0.61	1.00	1.00	
Satd. Flow (perm)		1720			1764	1544	919	1881	1538	1153	1802	1639	
Peak-hour factor, PHF	0.94	0.94	0.94	0.85	0.85	0.85	0.88	0.88	0.88	0.89	0.89	0.89	
Adj. Flow (vph)	22	255	133	21	282	159	131	233	24	129	354	56	
RTOR Reduction (vph)	0	24	0	0	0	102	0	0	12	0	0	28	
Lane Group Flow (vph)	0	386	0	0	303	57	131	233	12	129	354	28	
Heavy Vehicles (%)	5%	3%	2%	11%	1%	3%	2%	1%	5%	2%	7%	0%	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	
Protected Phases		2			2			1				1	
Permitted Phases	2			2		2	1		1	1		1	
Actuated Green, G (s)		25.0			25.0	25.0	35.0	35.0	35.0	35.0	35.0	35.0	
Effective Green, g (s)		25.0			25.0	25.0	35.0	35.0	35.0	35.0	35.0	35.0	
Actuated g/C Ratio		0.36			0.36	0.36	0.50	0.50	0.50	0.50	0.50	0.50	
Clearance Time (s)		5.0			5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lane Grp Cap (vph)		614			630	551	459	940	769	576	901	819	
v/s Ratio Prot								0.12			c0.20		
v/s Ratio Perm		c0.22			0.17	0.04	0.14		0.01	0.11		0.02	
v/c Ratio		0.63			0.48	0.10	0.29	0.25	0.02	0.22	0.39	0.03	
Uniform Delay, d1		18.6			17.5	15.0	10.2	10.0	8.8	9.9	10.9	8.9	
Progression Factor		1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		4.8			2.6	0.4	1.6	0.6	0.0	0.9	1.3	0.1	
Delay (s)		23.5			20.1	15.4	11.8	10.6	8.9	10.8	12.2	9.0	
Level of Service		C			C	B	B	B	A	B	B	A	
Approach Delay (s)		23.5			18.5			10.9			11.5		
Approach LOS		C			B			B			B		
<b>Intersection Summary</b>													
HCM 2000 Control Delay			15.9									HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.49										
Actuated Cycle Length (s)			70.0									Sum of lost time (s)	10.0
Intersection Capacity Utilization			79.8%									ICU Level of Service	D
Analysis Period (min)			15										
c Critical Lane Group													

Timings  
10: Vincent Road & East Street



Lane Group	EBT	WBL	WBT	NBL	Ø2
Lane Configurations					
Traffic Volume (vph)	850	5	925	195	
Future Volume (vph)	850	5	925	195	
Lane Group Flow (vph)	1015	0	1057	259	
Turn Type	NA	Perm	NA	Prot	
Protected Phases	1		1	4	2
Permitted Phases		1			
Detector Phase	1	1	1	4	
Switch Phase					
Minimum Initial (s)	6.0	6.0	6.0	6.0	5.0
Minimum Split (s)	11.0	11.0	11.0	11.0	16.0
Total Split (s)	35.0	35.0	35.0	25.0	16.0
Total Split (%)	46.1%	46.1%	46.1%	32.9%	21%
Yellow Time (s)	4.0	4.0	4.0	4.0	2.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	
Total Lost Time (s)	5.0		5.0	5.0	
Lead/Lag	Lead	Lead	Lead		Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes
Recall Mode	Min	Min	Min	None	None
v/c Ratio	1.00		1.38	0.67	
Control Delay	45.7		200.2	29.9	
Queue Delay	0.0		0.0	0.0	
Total Delay	45.7		200.2	29.9	
Queue Length 50th (ft)	250		~440	70	
Queue Length 95th (ft)	#893		#988	155	
Internal Link Dist (ft)	649		804	652	
Turn Bay Length (ft)					
Base Capacity (vph)	1018		764	626	
Starvation Cap Reductn	0		0	0	
Spillback Cap Reductn	0		0	0	
Storage Cap Reductn	0		0	0	
Reduced v/c Ratio	1.00		1.38	0.41	

Intersection Summary

Cycle Length: 76

Actuated Cycle Length: 57.9

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

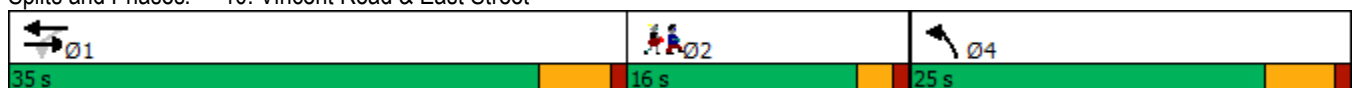
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 10: Vincent Road & East Street



HCM Signalized Intersection Capacity Analysis  
 10: Vincent Road & East Street

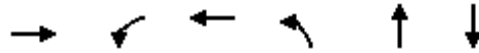


Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩			↩	↩	
Traffic Volume (vph)	850	125	5	925	195	17
Future Volume (vph)	850	125	5	925	195	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0			5.0	5.0	
Lane Util. Factor	1.00			1.00	1.00	
Frt	0.98			1.00	0.99	
Flt Protected	1.00			1.00	0.96	
Satd. Flow (prot)	1789			1844	1764	
Flt Permitted	1.00			0.73	0.96	
Satd. Flow (perm)	1789			1349	1764	
Peak-hour factor, PHF	0.96	0.96	0.88	0.88	0.82	0.82
Adj. Flow (vph)	885	130	6	1051	238	21
RTOR Reduction (vph)	5	0	0	0	5	0
Lane Group Flow (vph)	1010	0	0	1057	254	0
Heavy Vehicles (%)	5%	0%	0%	3%	2%	0%
Turn Type	NA		Perm	NA	Prot	
Protected Phases	1			1	4	
Permitted Phases			1			
Actuated Green, G (s)	32.8			32.8	12.5	
Effective Green, g (s)	32.8			32.8	12.5	
Actuated g/C Ratio	0.54			0.54	0.21	
Clearance Time (s)	5.0			5.0	5.0	
Vehicle Extension (s)	2.0			2.0	2.0	
Lane Grp Cap (vph)	973			733	365	
v/s Ratio Prot	0.56				c0.14	
v/s Ratio Perm				c0.78		
v/c Ratio	1.04			1.44	0.70	
Uniform Delay, d1	13.8			13.8	22.1	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d2	39.2			206.6	4.6	
Delay (s)	52.9			220.4	26.8	
Level of Service	D			F	C	
Approach Delay (s)	52.9			220.4	26.8	
Approach LOS	D			F	C	

Intersection Summary

HCM 2000 Control Delay	125.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.18		
Actuated Cycle Length (s)	60.3	Sum of lost time (s)	13.0
Intersection Capacity Utilization	72.8%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Timings  
11: East Street & Driveway/Lamoine Street

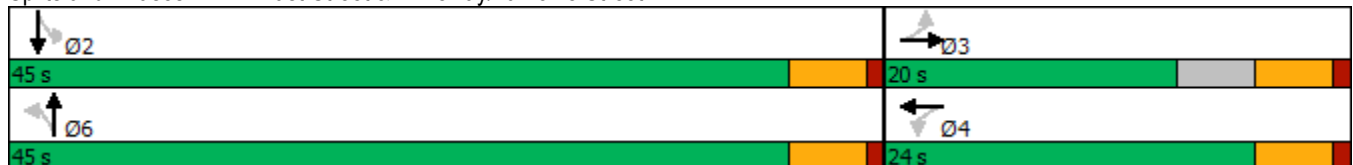


Lane Group	EBT	WBL	WBT	NBL	NBT	SBT
Lane Configurations	↕		↕		↕	↕
Traffic Volume (vph)	0	2	0	3	810	910
Future Volume (vph)	0	2	0	3	810	910
Lane Group Flow (vph)	4	0	8	0	848	978
Turn Type	NA	Perm	NA	Perm	NA	NA
Protected Phases	3		4		6	2
Permitted Phases		4		6		
Detector Phase	3	4	4	6	6	2
Switch Phase						
Minimum Initial (s)	8.0	8.0	8.0	12.0	12.0	12.0
Minimum Split (s)	13.0	24.0	24.0	17.0	17.0	17.0
Total Split (s)	20.0	24.0	24.0	45.0	45.0	45.0
Total Split (%)	29.0%	34.8%	34.8%	65.2%	65.2%	65.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	Min	Min	Min
v/c Ratio	0.01		0.02		0.48	0.56
Control Delay	0.0		0.0		4.1	5.3
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	0.0		0.0		4.1	5.3
Queue Length 50th (ft)	0		0		0	0
Queue Length 95th (ft)	0		0		373	520
Internal Link Dist (ft)	88		234		332	324
Turn Bay Length (ft)						
Base Capacity (vph)	747		762		1725	1695
Starvation Cap Reductn	0		0		0	0
Spillback Cap Reductn	0		0		0	0
Storage Cap Reductn	0		0		0	0
Reduced v/c Ratio	0.01		0.01		0.49	0.58

Intersection Summary

Cycle Length: 69  
 Actuated Cycle Length: 50.1  
 Natural Cycle: 70  
 Control Type: Actuated-Uncoordinated

Splits and Phases: 11: East Street & Driveway/Lamoine Street



# HCM Signalized Intersection Capacity Analysis

## 11: East Street & Driveway/Lamoine Street

Synchro 11 Report

10/25/2021

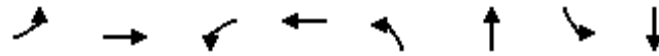


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	0	0	3	2	0	1	3	810	1	0	910	0
Future Volume (vph)	0	0	3	2	0	1	3	810	1	0	910	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0			5.0			5.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.86			0.95			1.00			1.00	
Flt Protected		1.00			0.97			1.00			1.00	
Satd. Flow (prot)		1644			1749			1899			1863	
Flt Permitted		1.00			1.00			1.00			1.00	
Satd. Flow (perm)		1644			1804			1896			1863	
Peak-hour factor, PHF	0.75	0.75	0.75	0.38	0.38	0.38	0.96	0.96	0.96	0.93	0.93	0.93
Adj. Flow (vph)	0	0	4	5	0	3	3	844	1	0	978	0
RTOR Reduction (vph)	0	4	0	0	8	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	848	0	0	978	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%
Turn Type		NA		Perm	NA		Perm	NA			NA	
Protected Phases		3			4			6			2	
Permitted Phases	3			4			6			2		
Actuated Green, G (s)		2.3			2.3			41.8			41.8	
Effective Green, g (s)		2.3			2.3			41.8			41.8	
Actuated g/C Ratio		0.04			0.04			0.77			0.77	
Clearance Time (s)		5.0			5.0			5.0			5.0	
Vehicle Extension (s)		2.0			2.0			2.0			2.0	
Lane Grp Cap (vph)		69			76			1464			1439	
v/s Ratio Prot		0.00									c0.53	
v/s Ratio Perm					c0.00			0.45				
v/c Ratio		0.00			0.00			0.58			0.68	
Uniform Delay, d1		24.8			24.8			2.5			2.9	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		0.0			0.0			0.3			1.0	
Delay (s)		24.8			24.8			2.9			4.0	
Level of Service		C			C			A			A	
Approach Delay (s)		24.8			24.8			2.9			4.0	
Approach LOS		C			C			A			A	

### Intersection Summary

HCM 2000 Control Delay	3.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	54.1	Sum of lost time (s)	10.0
Intersection Capacity Utilization	62.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Timings  
12: East Street & Rustcraft Road/Jefferson Street

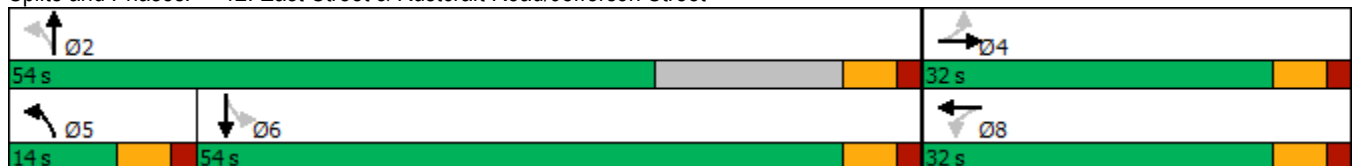


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕		↕		↕
Traffic Volume (vph)	90	30	10	26	160	320	2	445
Future Volume (vph)	90	30	10	26	160	320	2	445
Lane Group Flow (vph)	0	386	0	76	0	576	0	659
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	NA
Protected Phases		4		8	5	2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	6	6
Switch Phase								
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	14.0	14.0	17.0	17.0	14.0	14.0	26.0	26.0
Total Split (s)	32.0	32.0	32.0	32.0	14.0	54.0	54.0	54.0
Total Split (%)	32.0%	32.0%	32.0%	32.0%	14.0%	54.0%	54.0%	54.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		6.0		6.0		6.0		6.0
Lead/Lag					Lead		Lag	Lag
Lead-Lag Optimize?					Yes		Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	Min
v/c Ratio		0.83		0.17		0.88		0.62
Control Delay		39.7		21.5		33.8		14.8
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		39.7		21.5		33.8		14.8
Queue Length 50th (ft)		157		27		248		211
Queue Length 95th (ft)		193		34		#445		328
Internal Link Dist (ft)		608		568		664		465
Turn Bay Length (ft)								
Base Capacity (vph)		535		532		874		1097
Starvation Cap Reductn		0		0		0		0
Spillback Cap Reductn		0		0		0		0
Storage Cap Reductn		0		0		0		0
Reduced v/c Ratio		0.72		0.14		0.66		0.60

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 81  
 Natural Cycle: 90  
 Control Type: Actuated-Uncoordinated  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 12: East Street & Rustcraft Road/Jefferson Street



HCM Signalized Intersection Capacity Analysis  
 12: East Street & Rustcraft Road/Jefferson Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	90	30	165	10	26	6	160	320	10	2	445	140
Future Volume (vph)	90	30	165	10	26	6	160	320	10	2	445	140
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	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.92			0.98			1.00			0.97	
Flt Protected		0.98			0.99			0.98			1.00	
Satd. Flow (prot)		1725			1841			1840			1826	
Flt Permitted		0.87			0.88			0.61			1.00	
Satd. Flow (perm)		1516			1632			1133			1824	
Peak-hour factor, PHF	0.74	0.74	0.74	0.55	0.55	0.55	0.85	0.85	0.85	0.89	0.89	0.89
Adj. Flow (vph)	122	41	223	18	47	11	188	376	12	2	500	157
RTOR Reduction (vph)	0	49	0	0	6	0	0	1	0	0	9	0
Lane Group Flow (vph)	0	337	0	0	70	0	0	575	0	0	650	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	3%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		22.2			22.2			46.7			46.7	
Effective Green, g (s)		22.2			22.2			46.7			46.7	
Actuated g/C Ratio		0.27			0.27			0.58			0.58	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		2.0			2.0			2.0			2.0	
Lane Grp Cap (vph)		416			447			654			1052	
v/s Ratio Prot												
v/s Ratio Perm		c0.22			0.04			c0.51			0.36	
v/c Ratio		0.81			0.16			0.88			0.62	
Uniform Delay, d1		27.4			22.3			14.7			11.2	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		10.8			0.1			12.5			0.8	
Delay (s)		38.2			22.3			27.2			12.0	
Level of Service		D			C			C			B	
Approach Delay (s)		38.2			22.3			27.2			12.0	
Approach LOS		D			C			C			B	

Intersection Summary

HCM 2000 Control Delay	23.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	80.9	Sum of lost time (s)	18.0
Intersection Capacity Utilization	96.7%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Timings  
 13: Washington Street & Lower East Street/Curve Street

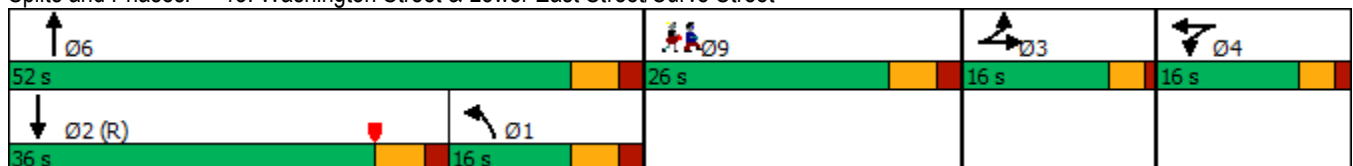


Lane Group	EBT	WBT	NBL	NBT	SBT	Ø9
Lane Configurations	↕	↕	↙	↕	↕	
Traffic Volume (vph)	0	4	100	865	825	
Future Volume (vph)	0	4	100	865	825	
Lane Group Flow (vph)	193	96	105	911	936	
Turn Type	NA	NA	Prot	NA	NA	
Protected Phases	3	4	1	6	2	9
Permitted Phases						
Detector Phase	3	4	1	6	2	
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	5.0
Minimum Split (s)	10.0	10.5	12.0	19.0	12.0	26.0
Total Split (s)	16.0	16.0	16.0	52.0	36.0	26.0
Total Split (%)	14.5%	14.5%	14.5%	47.3%	32.7%	24%
Yellow Time (s)	3.0	3.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.5	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.5	6.0	6.0	6.0	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	None	Min	C-Min	None
v/c Ratio	0.67	0.64	0.71	0.39	0.51	
Control Delay	18.8	66.6	59.6	3.4	21.7	
Queue Delay	0.0	0.0	0.0	0.1	0.0	
Total Delay	18.8	66.6	59.6	3.5	21.7	
Queue Length 50th (ft)	0	66	73	35	192	
Queue Length 95th (ft)	29	110	#148	87	#478	
Internal Link Dist (ft)	314	352		332	487	
Turn Bay Length (ft)			210			
Base Capacity (vph)	346	180	160	2345	1821	
Starvation Cap Reductn	0	0	0	331	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.56	0.53	0.66	0.45	0.51	

Intersection Summary

Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 106 (96%), Referenced to phase 2:SBT, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 13: Washington Street & Lower East Street/Curve Street



HCM Signalized Intersection Capacity Analysis  
 13: Washington Street & Lower East Street/Curve Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕			↕	
Traffic Volume (vph)	16	0	125	70	4	6	100	865	0	0	825	8
Future Volume (vph)	16	0	125	70	4	6	100	865	0	0	825	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.5		6.0	6.0			6.0	
Lane Util. Factor		1.00			1.00		1.00	0.95			0.95	
Frt		0.88			0.99		1.00	1.00			1.00	
Flt Protected		0.99			0.96		0.95	1.00			1.00	
Satd. Flow (prot)		1597			1695		1770	3539			3467	
Flt Permitted		0.99			0.96		0.95	1.00			1.00	
Satd. Flow (perm)		1597			1695		1770	3539			3467	
Peak-hour factor, PHF	0.73	0.73	0.73	0.83	0.83	0.83	0.95	0.95	0.95	0.89	0.89	0.89
Adj. Flow (vph)	22	0	171	84	5	7	105	911	0	0	927	9
RTOR Reduction (vph)	0	180	0	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	13	0	0	96	0	105	911	0	0	935	0
Heavy Vehicles (%)	13%	0%	3%	3%	25%	33%	2%	2%	0%	0%	4%	0%
Turn Type	Split	NA		Split	NA		Prot	NA			NA	
Protected Phases	3	3		4	4		1	6			2	
Permitted Phases												
Actuated Green, G (s)		7.5			9.8		9.2	68.2			53.0	
Effective Green, g (s)		7.5			9.8		9.2	68.2			53.0	
Actuated g/C Ratio		0.07			0.09		0.08	0.62			0.48	
Clearance Time (s)		4.0			4.5		6.0	6.0			6.0	
Vehicle Extension (s)		2.0			2.0		2.0	4.0			4.0	
Lane Grp Cap (vph)		108			151		148	2194			1670	
v/s Ratio Prot		c0.01			c0.06		c0.06	0.26			c0.27	
v/s Ratio Perm												
v/c Ratio		0.12			0.64		0.71	0.42			0.56	
Uniform Delay, d1		48.2			48.4		49.1	10.7			20.2	
Progression Factor		1.00			1.00		0.70	0.26			1.00	
Incremental Delay, d2		0.2			6.3		11.3	0.2			1.4	
Delay (s)		48.3			54.7		45.7	3.0			21.6	
Level of Service		D			D		D	A			C	
Approach Delay (s)		48.3			54.7		7.4				21.6	
Approach LOS		D			D		A				C	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			18.9				HCM 2000 Level of Service				B	
HCM 2000 Volume to Capacity ratio			0.52									
Actuated Cycle Length (s)			110.0				Sum of lost time (s)			26.5		
Intersection Capacity Utilization			59.3%				ICU Level of Service			B		
Analysis Period (min)			15									
c Critical Lane Group												

Timings  
14: Washington Street & Eastbrook Road

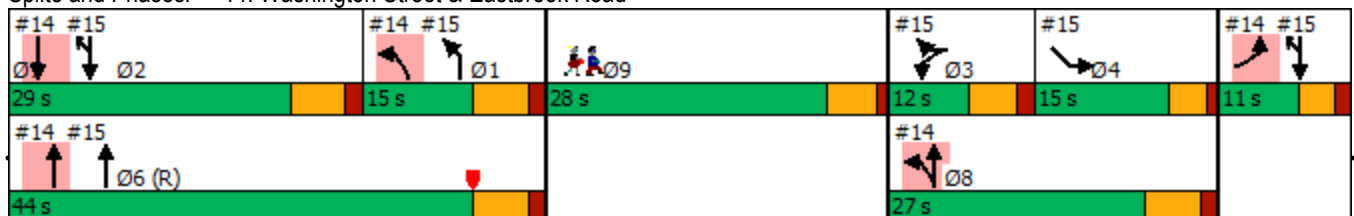


Lane Group	EBL	NBL	NBT	SBT	Ø1	Ø3	Ø4	Ø6	Ø8	Ø9
Lane Configurations										
Traffic Volume (vph)	18	24	925	1035						
Future Volume (vph)	18	24	925	1035						
Lane Group Flow (vph)	108	26	1016	1207						
Turn Type	Prot	Prot	NA	NA						
Protected Phases	7	18	6 8	2	1	3	4	6	8	9
Permitted Phases										
Detector Phase	7	18	6 8	2						
Switch Phase										
Minimum Initial (s)	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	5.0
Minimum Split (s)	10.5		23.0	12.0	11.5	10.0	21.0	12.0	28.0	
Total Split (s)	11.0		29.0	15.0	12.0	15.0	44.0	27.0	28.0	
Total Split (%)	10.0%		26.4%	14%	11%	14%	40%	25%	25%	
Yellow Time (s)	3.0		4.5	4.5	4.0	3.0	4.5	4.5	4.0	
All-Red Time (s)	1.5		1.5	1.5	1.5	1.0	1.5	1.5	1.0	
Lost Time Adjust (s)	0.0		0.0							
Total Lost Time (s)	4.5		6.0							
Lead/Lag				Lead	Lag	Lead	Lag			
Lead-Lag Optimize?				Yes	Yes	Yes	Yes			
Recall Mode	None		Min	None	None	None	C-Min	None	None	
v/c Ratio	0.45	0.06	0.38	0.85						
Control Delay	23.3	22.5	2.2	32.2						
Queue Delay	0.0	0.0	0.2	0.2						
Total Delay	23.3	22.5	2.4	32.4						
Queue Length 50th (ft)	19	16	24	403						
Queue Length 95th (ft)	34	m34	57	#731						
Internal Link Dist (ft)	373		98	59						
Turn Bay Length (ft)		95								
Base Capacity (vph)	238	419	2712	1424						
Starvation Cap Reductn	0	0	806	0						
Spillback Cap Reductn	0	0	0	16						
Storage Cap Reductn	0	0	0	0						
Reduced v/c Ratio	0.45	0.06	0.53	0.86						

Intersection Summary

Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 0 (0%), Referenced to phase 6:NBT, Start of Yellow, Master Intersection  
 Natural Cycle: 125  
 Control Type: Actuated-Coordinated  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 14: Washington Street & Eastbrook Road



Existing (2021) PM Peak Hour

HCM Signalized Intersection Capacity Analysis  
 14: Washington Street & Eastbrook Road



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	18	49	24	925	1035	15
Future Volume (vph)	18	49	24	925	1035	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	3%			-3%	5%	
Total Lost time (s)	4.5		6.0	6.0	6.0	
Lane Util. Factor	1.00		1.00	0.95	0.95	
Frt	0.90		1.00	1.00	1.00	
Flt Protected	0.99		0.95	1.00	1.00	
Satd. Flow (prot)	1615		1621	3592	3408	
Flt Permitted	0.99		0.95	1.00	1.00	
Satd. Flow (perm)	1615		1621	3592	3408	
Peak-hour factor, PHF	0.62	0.62	0.91	0.91	0.87	0.87
Adj. Flow (vph)	29	79	26	1016	1190	17
RTOR Reduction (vph)	71	0	0	0	1	0
Lane Group Flow (vph)	37	0	26	1016	1206	0
Heavy Vehicles (%)	6%	2%	13%	2%	3%	7%
Turn Type	Prot		Prot	NA	NA	
Protected Phases	7		1 8	6 8	2	
Permitted Phases						
Actuated Green, G (s)	11.4		25.7	72.5	40.8	
Effective Green, g (s)	11.4		25.7	72.5	40.8	
Actuated g/C Ratio	0.10		0.23	0.66	0.37	
Clearance Time (s)	4.5				6.0	
Vehicle Extension (s)	2.0				2.0	
Lane Grp Cap (vph)	167		378	2367	1264	
v/s Ratio Prot	c0.02		0.02	c0.28	c0.35	
v/s Ratio Perm						
v/c Ratio	0.22		0.07	0.43	0.95	
Uniform Delay, d1	45.2		32.8	8.9	33.7	
Progression Factor	1.00		1.04	0.34	0.77	
Incremental Delay, d2	0.2		0.0	0.0	14.0	
Delay (s)	45.5		34.2	3.1	39.9	
Level of Service	D		C	A	D	
Approach Delay (s)	45.5			3.8	39.9	
Approach LOS	D			A	D	

Intersection Summary

HCM 2000 Control Delay	24.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	31.0
Intersection Capacity Utilization	42.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Timings  
15: Washington Street & East Street & Incinerator Road

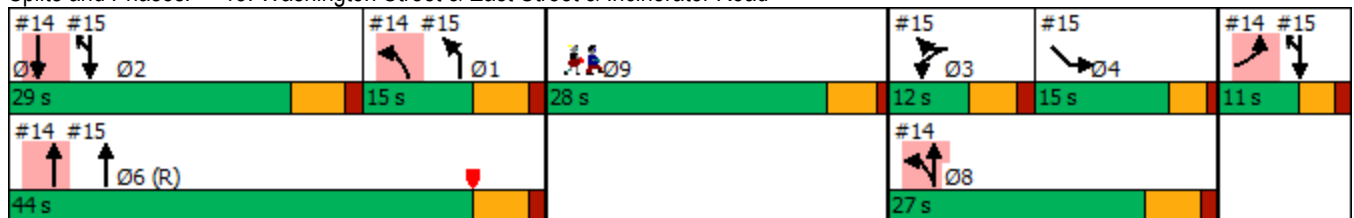


Lane Group	WBL	WBR	NBL	NBT	SBT	SBR	SEL	Ø2	Ø7	Ø8	Ø9
Lane Configurations											
Traffic Volume (vph)	6	80	46	645	435	340	330				
Future Volume (vph)	6	80	46	645	435	340	330				
Lane Group Flow (vph)	7	141	50	701	478	374	422				
Turn Type	Prot	Prot	Prot	NA	NA	Prot	Prot				
Protected Phases	3	3	1	6	2.7	2.7	4	2	7	8	9
Permitted Phases											
Detector Phase	3	3	1	6	2.7	2.7	4				
Switch Phase											
Minimum Initial (s)	6.0	6.0	6.0	6.0			6.0	6.0	6.0	6.0	5.0
Minimum Split (s)	11.5	11.5	12.0	21.0			10.0	23.0	10.5	12.0	28.0
Total Split (s)	12.0	12.0	15.0	44.0			15.0	29.0	11.0	27.0	28.0
Total Split (%)	10.9%	10.9%	13.6%	40.0%			13.6%	26%	10%	25%	25%
Yellow Time (s)	4.0	4.0	4.5	4.5			3.0	4.5	3.0	4.5	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5			1.0	1.5	1.5	1.5	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0			0.0				
Total Lost Time (s)	5.5	5.5	6.0	6.0			4.0				
Lead/Lag	Lead	Lead	Lag				Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes				Yes	Yes			
Recall Mode	None	None	None	C-Min			None	Min	None	None	None
v/c Ratio	0.07	0.45	0.41	0.38	0.24	0.35	0.80				
Control Delay	51.2	4.5	59.0	18.8	5.6	4.9	32.9				
Queue Delay	0.0	0.0	0.0	0.0	0.6	1.8	0.0				
Total Delay	51.2	4.5	59.0	18.8	6.2	6.7	32.9				
Queue Length 50th (ft)	5	0	35	141	9	0	64				
Queue Length 95th (ft)	20	0	74	271	m41	m102	112				
Internal Link Dist (ft)	343			395	98		528				
Turn Bay Length (ft)	75		175								
Base Capacity (vph)	106	322	147	1852	1953	1054	573				
Starvation Cap Reductn	0	0	0	0	1077	507	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	0.07	0.44	0.34	0.38	0.55	0.68	0.74				

Intersection Summary

Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 0 (0%), Referenced to phase 6:NBT, Start of Yellow, Master Intersection  
 Natural Cycle: 125  
 Control Type: Actuated-Coordinated  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Washington Street & East Street & Incinerator Road



HCM Signalized Intersection Capacity Analysis  
 15: Washington Street & East Street & Incinerator Road

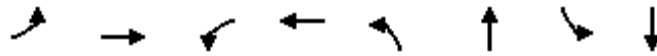


Movement	WBL	WBR	WBR2	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SER
Lane Configurations	↶	↷		↶	↷			↷	↷	↶	↶
Traffic Volume (vph)	6	80	48	46	645	0	0	435	340	330	41
Future Volume (vph)	6	80	48	46	645	0	0	435	340	330	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5		6.0	6.0			6.0	6.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	0.95			0.95	1.00	0.97	
Frt	1.00	0.85		1.00	1.00			1.00	0.85	0.98	
Flt Protected	0.95	1.00		0.95	1.00			1.00	1.00	0.96	
Satd. Flow (prot)	1805	1591		1805	3574			3471	1583	3463	
Flt Permitted	0.95	1.00		0.95	1.00			1.00	1.00	0.96	
Satd. Flow (perm)	1805	1591		1805	3574			3471	1583	3463	
Peak-hour factor, PHF	0.91	0.91	0.91	0.92	0.92	0.92	0.91	0.91	0.91	0.88	0.88
Adj. Flow (vph)	7	88	53	50	701	0	0	478	374	375	47
RTOR Reduction (vph)	0	133	0	0	0	0	0	0	197	217	0
Lane Group Flow (vph)	7	8	0	50	701	0	0	478	177	205	0
Heavy Vehicles (%)	0%	0%	4%	0%	1%	0%	0%	4%	2%	0%	2%
Turn Type	Prot	Prot		Prot	NA			NA	Prot	Prot	
Protected Phases	3	3		1	6			2.7	2.7	4	
Permitted Phases											
Actuated Green, G (s)	6.0	6.0		6.3	53.1			56.7	56.7	9.9	
Effective Green, g (s)	6.0	6.0		6.3	53.1			52.2	52.2	9.9	
Actuated g/C Ratio	0.05	0.05		0.06	0.48			0.47	0.47	0.09	
Clearance Time (s)	5.5	5.5		6.0	6.0					4.0	
Vehicle Extension (s)	2.0	2.0		2.0	2.0					2.0	
Lane Grp Cap (vph)	98	86		103	1725			1647	751	311	
v/s Ratio Prot	0.00	c0.00		0.03	c0.20			c0.14	0.11	c0.06	
v/s Ratio Perm											
v/c Ratio	0.07	0.09		0.49	0.41			0.29	0.24	0.66	
Uniform Delay, d1	49.4	49.4		50.3	18.3			17.6	17.1	48.4	
Progression Factor	1.00	1.00		1.00	1.00			0.34	1.67	1.00	
Incremental Delay, d2	0.1	0.2		1.3	0.7			0.0	0.0	4.0	
Delay (s)	49.5	49.6		51.6	19.0			6.1	28.7	52.5	
Level of Service	D	D		D	B			A	C	D	
Approach Delay (s)	49.6			21.2				16.0		52.5	
Approach LOS	D			C				B		D	

Intersection Summary		
HCM 2000 Control Delay	27.2	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.40	C
Actuated Cycle Length (s)	110.0	Sum of lost time (s)
Intersection Capacity Utilization	50.6%	ICU Level of Service
Analysis Period (min)	15	A
c Critical Lane Group		

## **Improvement Alternatives (2021)**

Timings  
1: Washington Street & High Street



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	Ø1	Ø2	Ø4	Ø7
Lane Configurations		↕↕		↕	↗	↗	↗	↗				
Traffic Volume (vph)	130	355	47	430	45	255	25	185				
Future Volume (vph)	130	355	47	430	45	255	25	185				
Lane Group Flow (vph)	0	634	0	580	49	337	28	375				
Turn Type	Perm	NA	D.P+P	NA	Perm	NA	Perm	NA				
Protected Phases		5	7 8	5 7 8		6		6	1	2	4	7
Permitted Phases	5		5		6		6					
Detector Phase	5	5	5 7	5 7	6	6	6	6				
Switch Phase												
Minimum Initial (s)	7.0	7.0			7.0	7.0	7.0	7.0	6.0	5.0	5.0	5.0
Minimum Split (s)	13.0	13.0			26.0	26.0	26.0	26.0	12.0	11.0	11.0	11.0
Total Split (s)	62.0	62.0			40.0	40.0	40.0	40.0	28.0	34.0	37.0	11.0
Total Split (%)	41.3%	41.3%			26.7%	26.7%	26.7%	26.7%	19%	23%	25%	7%
Yellow Time (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0				
Total Lost Time (s)		6.0			6.0	6.0	6.0	6.0				
Lead/Lag									Lead	Lag		
Lead-Lag Optimize?									Yes	Yes		
Recall Mode	None	None			None	None	None	None	None	Max	None	None
v/c Ratio		0.90		0.95	0.83	1.00	0.34	1.04				
Control Delay		59.3		34.8	132.4	104.0	61.6	109.9				
Queue Delay		48.3		0.0	0.0	0.0	0.0	0.0				
Total Delay		107.5		34.8	132.4	104.0	61.6	109.9				
Queue Length 50th (ft)		317		~545	47	~362	23	~414				
Queue Length 95th (ft)		#396		#698	#136	#565	58	#601				
Internal Link Dist (ft)		149		161		174		312				
Turn Bay Length (ft)					120		90					
Base Capacity (vph)		701		612	59	336	83	361				
Starvation Cap Reductn		0		0	0	0	0	0				
Spillback Cap Reductn		193		0	0	0	0	0				
Storage Cap Reductn		0		0	0	0	0	0				
Reduced v/c Ratio		1.25		0.95	0.83	1.00	0.34	1.04				

Intersection Summary

Cycle Length: 150

Actuated Cycle Length: 142.3

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

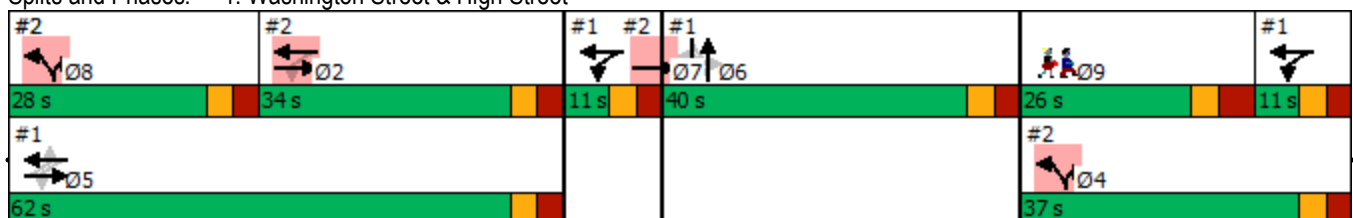
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: Washington Street & High Street





















Improvement Alternatives (2021) AM Peak Hour



Timings  
 1: Washington Street & High Street

Lane Group	Ø8	Ø9
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	8	9
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	5.0	4.0
Minimum Split (s)	11.0	26.0
Total Split (s)	11.0	26.0
Total Split (%)	7%	17%
Yellow Time (s)	3.0	3.0
All-Red Time (s)	3.0	4.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Recall Mode	None	None
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
<b>Intersection Summary</b>		

HCM Signalized Intersection Capacity Analysis  
1: Washington Street & High Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	130	355	47	47	430	10	45	255	55	25	185	145
Future Volume (vph)	130	355	47	47	430	10	45	255	55	25	185	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			0%				3%
Total Lost time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		0.95			1.00		1.00	1.00		1.00	1.00	
Fr <sub>t</sub>		0.99			1.00		1.00	0.97		1.00	0.93	
Fl <sub>t</sub> Protected		0.99			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		2889			1460		1354	1399		1379	1506	
Fl <sub>t</sub> Permitted		0.61			0.83		0.17	1.00		0.24	1.00	
Satd. Flow (perm)		1775			1214		247	1399		347	1506	
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.92	0.92	0.92	0.88	0.88	0.88
Adj. Flow (vph)	155	423	56	56	512	12	49	277	60	28	210	165
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	634	0	0	580	0	49	337	0	28	375	0
Heavy Vehicles (%)	4%	3%	4%	9%	2%	10%	20%	6%	2%	16%	4%	5%
Parking (#/hr)		3			3			3				
Turn Type	Perm	NA		D.P+P	NA		Perm	NA		Perm	NA	
Protected Phases		5		7 8	5 7 8			6			6	
Permitted Phases	5			5			6			6		
Actuated Green, G (s)		56.3			69.2		34.2	34.2		34.2	34.2	
Effective Green, g (s)		56.3			69.2		34.2	34.2		34.2	34.2	
Actuated g/C Ratio		0.39			0.48		0.24	0.24		0.24	0.24	
Clearance Time (s)		6.0					6.0	6.0		6.0	6.0	
Vehicle Extension (s)		2.0					2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)		688			600		58	329		81	354	
v/s Ratio Prot					c0.09			0.24			c0.25	
v/s Ratio Perm		0.36			c0.37		0.20			0.08		
v/c Ratio		0.92			0.97		0.84	1.02		0.35	1.06	
Uniform Delay, d <sub>1</sub>		42.3			36.9		53.0	55.5		46.2	55.5	
Progression Factor		1.00			0.29		1.00	1.00		1.00	1.00	
Incremental Delay, d <sub>2</sub>		17.6			23.8		63.2	56.0		0.9	64.4	
Delay (s)		59.9			34.3		116.1	111.5		47.1	119.9	
Level of Service		E			C		F	F		D	F	
Approach Delay (s)		59.9			34.3			112.1			114.8	
Approach LOS		E			C			F			F	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			73.6				HCM 2000 Level of Service				E	
HCM 2000 Volume to Capacity ratio			0.95									
Actuated Cycle Length (s)			145.2				Sum of lost time (s)				37.0	
Intersection Capacity Utilization			92.0%				ICU Level of Service				F	
Analysis Period (min)			15									
c Critical Lane Group												

Timings  
2: Eastern Avenue & High Street

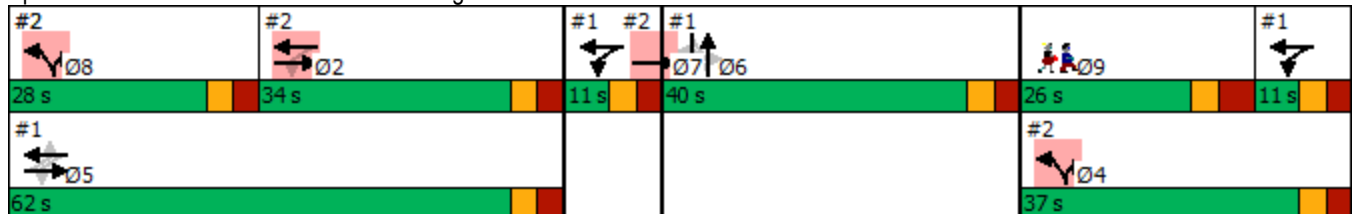


Lane Group	EBT	WBL	WBT	NBL	NBR	Ø2	Ø4	Ø5	Ø6	Ø7	Ø8	Ø9
Lane Configurations	↑↑	↑	↑	↑	↑							
Traffic Volume (vph)	270	145	360	120	105							
Future Volume (vph)	270	145	360	120	105							
Lane Group Flow (vph)	526	173	429	138	121							
Turn Type	NA	pm+pt	NA	Prot	custom							
Protected Phases	2 7	1	1 2	4 8	1 4 8	2	4	5	6	7	8	9
Permitted Phases		1 2										
Detector Phase	2 7	1	1 2	4 8	1 4 8							
Switch Phase												
Minimum Initial (s)		6.0				5.0	5.0	7.0	7.0	5.0	5.0	4.0
Minimum Split (s)		12.0				11.0	11.0	13.0	26.0	11.0	11.0	26.0
Total Split (s)		28.0				34.0	37.0	62.0	40.0	11.0	11.0	26.0
Total Split (%)		18.7%				23%	25%	41%	27%	7%	7%	17%
Yellow Time (s)		3.0				3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)		3.0				3.0	3.0	3.0	3.0	3.0	3.0	4.0
Lost Time Adjust (s)		0.0										
Total Lost Time (s)		6.0										
Lead/Lag		Lead				Lag					Lag	Lead
Lead-Lag Optimize?		Yes				Yes					Yes	Yes
Recall Mode		None				Max	None	None	None	None	None	None
v/c Ratio	0.68	0.53	0.74	0.57	0.28							
Control Delay	28.2	37.7	47.3	63.5	33.9							
Queue Delay	53.0	0.0	1.9	0.9	0.0							
Total Delay	81.2	37.7	49.2	64.3	33.9							
Queue Length 50th (ft)	220	119	370	119	79							
Queue Length 95th (ft)	m232	168	464	184	128							
Internal Link Dist (ft)	161		334	320								
Turn Bay Length (ft)		105										
Base Capacity (vph)	777	325	583	335	425							
Starvation Cap Reductn	298	0	15	0	0							
Spillback Cap Reductn	0	0	59	61	0							
Storage Cap Reductn	0	0	0	0	0							
Reduced v/c Ratio	1.10	0.53	0.82	0.50	0.28							

Intersection Summary

Cycle Length: 150  
 Actuated Cycle Length: 142.3  
 Natural Cycle: 150  
 Control Type: Actuated-Uncoordinated  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Eastern Avenue & High Street



HCM Signalized Intersection Capacity Analysis  
2: Eastern Avenue & High Street



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵	↑	↵	↵
Traffic Volume (vph)	270	150	145	360	120	105
Future Volume (vph)	270	150	145	360	120	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			3%	0%	
Total Lost time (s)	6.0		6.0	6.0	6.0	6.0
Lane Util. Factor	0.95		1.00	1.00	1.00	1.00
Frt	0.95		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	2823		1584	1476	1533	1191
Flt Permitted	1.00		0.24	1.00	0.95	1.00
Satd. Flow (perm)	2823		404	1476	1533	1191
Peak-hour factor, PHF	0.80	0.80	0.84	0.84	0.87	0.87
Adj. Flow (vph)	338	188	173	429	138	121
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	526	0	173	429	138	121
Heavy Vehicles (%)	3%	2%	1%	1%	6%	8%
Parking (#/hr)	3			3		3
Turn Type	NA		pm+pt	NA	Prot	custom
Protected Phases	2 7		1	1 2	4 8	1 4 8
Permitted Phases			1 2			
Actuated Green, G (s)	39.2		50.3	56.3	25.7	53.8
Effective Green, g (s)	39.2		50.3	56.3	25.7	53.8
Actuated g/C Ratio	0.27		0.35	0.39	0.18	0.37
Clearance Time (s)			6.0			
Vehicle Extension (s)			2.0			
Lane Grp Cap (vph)	762		319	572	271	441
v/s Ratio Prot	c0.19		0.08	c0.29	c0.09	0.10
v/s Ratio Perm			0.11			
v/c Ratio	0.69		0.54	0.75	0.51	0.27
Uniform Delay, d1	47.6		35.6	38.4	54.0	32.0
Progression Factor	0.54		1.00	1.00	1.00	1.00
Incremental Delay, d2	1.1		1.0	4.9	0.5	0.1
Delay (s)	27.0		36.6	43.3	54.6	32.1
Level of Service	C		D	D	D	C
Approach Delay (s)	27.0			41.3	44.1	
Approach LOS	C			D	D	

Intersection Summary

HCM 2000 Control Delay	36.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	145.2	Sum of lost time (s)	37.0
Intersection Capacity Utilization	44.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Timings  
3: Court Street/Ames Street & High Street



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	Ø2
Lane Configurations		↕		↕		↕		↕	
Traffic Volume (vph)	12	370	13	435	55	185	100	95	
Future Volume (vph)	12	370	13	435	55	185	100	95	
Lane Group Flow (vph)	0	486	0	628	0	331	0	212	
Turn Type	Perm	NA	Perm	NA	Perm	NA	D.P+P	NA	
Protected Phases		1		1		4	3	3 4	2
Permitted Phases	1		1		4		4		
Detector Phase	1	1	1	1	4	4	3	3 4	
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	6.0	6.0	6.0		1.0
Minimum Split (s)	17.0	17.0	17.0	17.0	12.0	12.0	11.0		18.0
Total Split (s)	48.0	48.0	48.0	48.0	32.0	32.0	11.0		19.0
Total Split (%)	43.6%	43.6%	43.6%	43.6%	29.1%	29.1%	10.0%		17%
Yellow Time (s)	5.0	5.0	5.0	5.0	4.0	4.0	3.0		2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0		0.0
Lost Time Adjust (s)		0.0		0.0		0.0			
Total Lost Time (s)		7.0		7.0		6.0			
Lead/Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lead		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
Recall Mode	None	None	None	None	Min	Min	Min		None
v/c Ratio		0.72		0.91		0.84		0.49	
Control Delay		30.3		45.2		53.7		26.4	
Queue Delay		0.0		0.0		0.0		0.0	
Total Delay		30.3		45.2		53.7		26.4	
Queue Length 50th (ft)		214		313		175		78	
Queue Length 95th (ft)		399		#687		#331		171	
Internal Link Dist (ft)		369		562		368		419	
Turn Bay Length (ft)									
Base Capacity (vph)		679		688		392		430	
Starvation Cap Reductn		0		0		0		0	
Spillback Cap Reductn		0		0		0		0	
Storage Cap Reductn		0		0		0		0	
Reduced v/c Ratio		0.72		0.91		0.84		0.49	

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 94.6

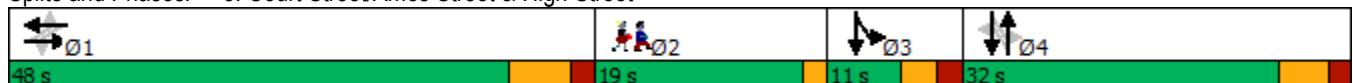
Natural Cycle: 110

Control Type: Actuated-Uncoordinated

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

Queue shown is maximum after two cycles.

Splits and Phases: 3: Court Street/Ames Street & High Street



HCM Signalized Intersection Capacity Analysis  
 3: Court Street/Ames Street & High Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	12	370	27	13	435	110	55	185	21	100	95	7
Future Volume (vph)	12	370	27	13	435	110	55	185	21	100	95	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0			7.0			6.0			5.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.99			0.97			0.99			1.00	
Flt Protected		1.00			1.00			0.99			0.98	
Satd. Flow (prot)		1591			1588			1595			1802	
Flt Permitted		0.98			0.98			0.87			0.59	
Satd. Flow (perm)		1556			1564			1410			1097	
Peak-hour factor, PHF	0.84	0.84	0.84	0.89	0.89	0.89	0.79	0.79	0.79	0.95	0.95	0.95
Adj. Flow (vph)	14	440	32	15	489	124	70	234	27	105	100	7
RTOR Reduction (vph)	0	2	0	0	7	0	0	3	0	0	1	0
Lane Group Flow (vph)	0	484	0	0	621	0	0	328	0	0	211	0
Heavy Vehicles (%)	8%	4%	11%	8%	3%	2%	5%	3%	0%	3%	2%	0%
Parking (#/hr)		3			3			3				
Turn Type	Perm	NA		Perm	NA		Perm	NA		D.P+P	NA	
Protected Phases		1			1			4		3	3	4
Permitted Phases	1			1			4			4		
Actuated Green, G (s)		41.2			41.2			26.1			32.1	
Effective Green, g (s)		41.2			41.2			26.1			32.1	
Actuated g/C Ratio		0.43			0.43			0.27			0.33	
Clearance Time (s)		7.0			7.0			6.0				
Vehicle Extension (s)		2.0			2.0			3.0				
Lane Grp Cap (vph)		667			670			382			410	
v/s Ratio Prot											c0.03	
v/s Ratio Perm		0.31			c0.40			c0.23			0.14	
v/c Ratio		0.73			0.93			0.86			0.51	
Uniform Delay, d1		22.8			26.0			33.3			25.7	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		3.3			18.5			17.2			0.5	
Delay (s)		26.1			44.5			50.4			26.2	
Level of Service		C			D			D			C	
Approach Delay (s)		26.1			44.5			50.4			26.2	
Approach LOS		C			D			D			C	

Intersection Summary			
HCM 2000 Control Delay	38.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	96.1	Sum of lost time (s)	20.0
Intersection Capacity Utilization	68.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Timings  
8: West Street (Route 135) & Newbridge Way



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	225	315	530	37	170
Future Volume (vph)	225	315	530	37	170
Lane Group Flow (vph)	352	492	715	77	354
Turn Type	Prot	NA	NA	Prot	pt+ov
Protected Phases	5	2	6	4	4 5
Permitted Phases					
Detector Phase	5	2	6	4	4 5
Switch Phase					
Minimum Initial (s)	6.0	10.0	10.0	6.0	
Minimum Split (s)	12.0	16.0	16.0	12.0	
Total Split (s)	23.0	63.0	40.0	12.0	
Total Split (%)	30.7%	84.0%	53.3%	16.0%	
Yellow Time (s)	3.2	3.7	3.7	3.2	
All-Red Time (s)	2.8	2.3	2.3	2.8	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	
v/c Ratio	0.87	0.36	0.90	0.49	0.48
Control Delay	51.7	3.9	35.2	44.6	10.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	51.7	3.9	35.2	44.6	10.4
Queue Length 50th (ft)	159	56	280	35	53
Queue Length 95th (ft)	165	54	#453	39	26
Internal Link Dist (ft)		556	602	578	
Turn Bay Length (ft)	350			150	150
Base Capacity (vph)	425	1470	878	157	760
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	0.83	0.33	0.81	0.49	0.47

Intersection Summary

Cycle Length: 75

Actuated Cycle Length: 71.3

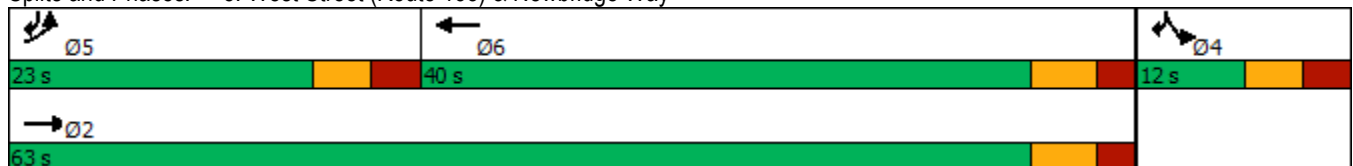
Natural Cycle: 75

Control Type: Actuated-Uncoordinated

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

Queue shown is maximum after two cycles.

Splits and Phases: 8: West Street (Route 135) & Newbridge Way



# HCM Signalized Intersection Capacity Analysis

## 8: West Street (Route 135) & Newbridge Way

Synchro 11 Report  
10/25/2021



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	225	315	530	85	37	170
Future Volume (vph)	225	315	530	85	37	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		0%	0%		-5%	
Total Lost time (s)	6.0	6.0	6.0		6.0	6.0
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.98		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	1827	1815		1850	1592
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	1827	1815		1850	1592
Peak-hour factor, PHF	0.64	0.64	0.86	0.86	0.48	0.48
Adj. Flow (vph)	352	492	616	99	77	354
RTOR Reduction (vph)	0	0	8	0	0	111
Lane Group Flow (vph)	352	492	707	0	77	243
Heavy Vehicles (%)	2%	4%	3%	1%	0%	4%
Turn Type	Prot	NA	NA		Prot	pt+ov
Protected Phases	5	2	6		4	4 5
Permitted Phases						
Actuated Green, G (s)	16.3	53.2	30.9		6.0	28.3
Effective Green, g (s)	16.3	53.2	30.9		6.0	28.3
Actuated g/C Ratio	0.23	0.75	0.43		0.08	0.40
Clearance Time (s)	6.0	6.0	6.0		6.0	
Vehicle Extension (s)	3.0	3.0	3.0		2.0	
Lane Grp Cap (vph)	405	1365	787		155	632
v/s Ratio Prot	c0.20	0.27	c0.39		0.04	c0.15
v/s Ratio Perm						
v/c Ratio	0.87	0.36	0.90		0.50	0.38
Uniform Delay, d1	26.4	3.1	18.7		31.2	15.3
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	17.6	0.2	13.0		0.9	0.1
Delay (s)	44.1	3.3	31.7		32.1	15.4
Level of Service	D	A	C		C	B
Approach Delay (s)		20.3	31.7		18.4	
Approach LOS		C	C		B	

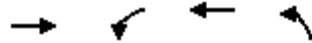
### Intersection Summary

HCM 2000 Control Delay	24.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	71.2	Sum of lost time (s)	18.0
Intersection Capacity Utilization	65.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Timings  
10: Vincent Road & East Street



Lane Group	EBT	WBL	WBT	NBL	Ø2
Lane Configurations					
Traffic Volume (vph)	885	7	740	185	
Future Volume (vph)	885	7	740	185	
Lane Group Flow (vph)	1037	0	812	221	
Turn Type	NA	Perm	NA	Prot	
Protected Phases	1		1	4	2
Permitted Phases		1			
Detector Phase	1	1	1	4	
Switch Phase					
Minimum Initial (s)	6.0	6.0	6.0	6.0	5.0
Minimum Split (s)	11.0	11.0	11.0	11.0	16.0
Total Split (s)	55.0	55.0	55.0	19.0	16.0
Total Split (%)	61.1%	61.1%	61.1%	21.1%	18%
Yellow Time (s)	4.0	4.0	4.0	4.0	2.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	
Total Lost Time (s)	5.0		5.0	5.0	
Lead/Lag	Lead	Lead	Lead		Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes
Recall Mode	Min	Min	Min	None	None
v/c Ratio	0.86		0.69	0.76	
Control Delay	21.7		13.8	49.8	
Queue Delay	0.0		0.0	0.0	
Total Delay	21.7		13.8	49.8	
Queue Length 50th (ft)	307		189	93	
Queue Length 95th (ft)	#886		#572	#239	
Internal Link Dist (ft)	649		804	652	
Turn Bay Length (ft)					
Base Capacity (vph)	1203		1183	312	
Starvation Cap Reductn	0		0	0	
Spillback Cap Reductn	0		0	0	
Storage Cap Reductn	0		0	0	
Reduced v/c Ratio	0.86		0.69	0.71	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 79.4

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

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

Queue shown is maximum after two cycles.

Splits and Phases: 10: Vincent Road & East Street

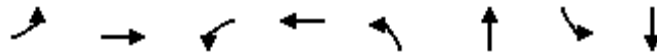


HCM Signalized Intersection Capacity Analysis  
 10: Vincent Road & East Street



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↻			↻	↻	
Traffic Volume (vph)	885	100	7	740	185	18
Future Volume (vph)	885	100	7	740	185	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0			5.0	5.0	
Lane Util. Factor	1.00			1.00	1.00	
Frt	0.99			1.00	0.99	
Flt Protected	1.00			1.00	0.96	
Satd. Flow (prot)	1783			1774	1737	
Flt Permitted	1.00			0.99	0.96	
Satd. Flow (perm)	1783			1758	1737	
Peak-hour factor, PHF	0.95	0.95	0.92	0.92	0.92	0.92
Adj. Flow (vph)	932	105	8	804	201	20
RTOR Reduction (vph)	3	0	0	0	4	0
Lane Group Flow (vph)	1034	0	0	812	217	0
Heavy Vehicles (%)	5%	6%	14%	7%	2%	17%
Turn Type	NA		Perm	NA	Prot	
Protected Phases	1			1	4	
Permitted Phases			1			
Actuated Green, G (s)	53.4			53.4	13.0	
Effective Green, g (s)	53.4			53.4	13.0	
Actuated g/C Ratio	0.65			0.65	0.16	
Clearance Time (s)	5.0			5.0	5.0	
Vehicle Extension (s)	2.0			2.0	2.0	
Lane Grp Cap (vph)	1165			1149	276	
v/s Ratio Prot	c0.58				c0.12	
v/s Ratio Perm				0.46		
v/c Ratio	0.89			0.71	0.79	
Uniform Delay, d1	11.7			9.1	33.0	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d2	8.2			1.6	12.7	
Delay (s)	19.9			10.7	45.7	
Level of Service	B			B	D	
Approach Delay (s)	19.9			10.7	45.7	
Approach LOS	B			B	D	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			19.0		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.84			
Actuated Cycle Length (s)			81.7		Sum of lost time (s)	13.0
Intersection Capacity Utilization			72.3%		ICU Level of Service	C
Analysis Period (min)			15			
c Critical Lane Group						

Timings  
1: Washington Street & High Street



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	Ø1	Ø2	Ø4	Ø7
Lane Configurations		↕↕		↕	↗	↗	↗	↗				
Traffic Volume (vph)	110	520	65	330	33	205	12	315				
Future Volume (vph)	110	520	65	330	33	205	12	315				
Lane Group Flow (vph)	0	683	0	468	39	294	13	485				
Turn Type	Perm	NA	D.P+P	NA	Perm	NA	Perm	NA				
Protected Phases		5	7 8	5 7 8		6		6	1	2	4	7
Permitted Phases	5		5		6		6					
Detector Phase	5	5	5 7	5 7	6	6	6	6				
Switch Phase												
Minimum Initial (s)	7.0	7.0			7.0	7.0	7.0	7.0	6.0	5.0	5.0	5.0
Minimum Split (s)	13.0	13.0			26.0	26.0	26.0	26.0	12.0	11.0	11.0	11.0
Total Split (s)	58.0	58.0			44.0	44.0	44.0	44.0	20.0	38.0	37.0	11.0
Total Split (%)	38.7%	38.7%			29.3%	29.3%	29.3%	29.3%	13%	25%	25%	7%
Yellow Time (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0				
Total Lost Time (s)		6.0			6.0	6.0	6.0	6.0				
Lead/Lag									Lead	Lag		
Lead-Lag Optimize?									Yes	Yes		
Recall Mode	None	None			None	None	None	None	None	Max	None	None
v/c Ratio		0.94		1.06	0.85	0.78	0.09	1.17				
Control Delay		67.4		76.8	145.7	66.2	44.8	145.1				
Queue Delay		45.3		0.0	0.0	0.0	0.0	0.0				
Total Delay		112.7		76.8	145.7	66.2	44.8	145.1				
Queue Length 50th (ft)		345		~333	37	271	10	~574				
Queue Length 95th (ft)		#482		#705	#106	357	30	#799				
Internal Link Dist (ft)		149		161		174		312				
Turn Bay Length (ft)					120		90					
Base Capacity (vph)		728		440	46	378	152	416				
Starvation Cap Reductn		0		0	0	0	0	0				
Spillback Cap Reductn		170		0	0	0	0	0				
Storage Cap Reductn		0		0	0	0	0	0				
Reduced v/c Ratio		1.22		1.06	0.85	0.78	0.09	1.17				

Intersection Summary

Cycle Length: 150

Actuated Cycle Length: 146

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

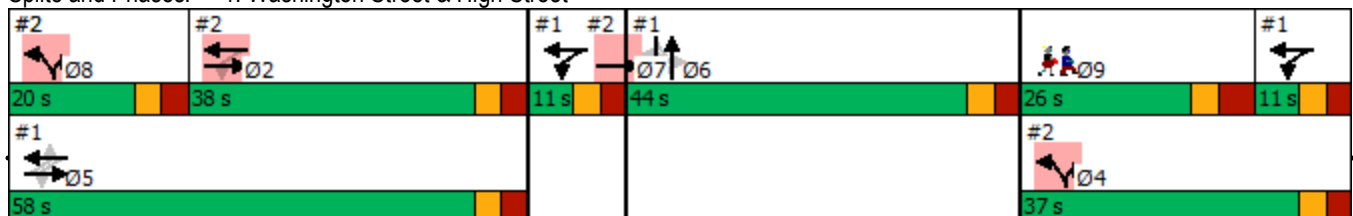
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: Washington Street & High Street





















Improvement Alternatives (2021) PM Peak Hour

Timings  
 1: Washington Street & High Street

Lane Group	Ø8	Ø9
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	8	9
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	5.0	4.0
Minimum Split (s)	11.0	26.0
Total Split (s)	11.0	26.0
Total Split (%)	7%	17%
Yellow Time (s)	3.0	3.0
All-Red Time (s)	3.0	4.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Recall Mode	None	None
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

HCM Signalized Intersection Capacity Analysis  
1: Washington Street & High Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	520	33	65	330	35	33	205	42	12	315	145
Future Volume (vph)	110	520	33	65	330	35	33	205	42	12	315	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			0%				3%
Total Lost time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		0.95			1.00		1.00	1.00		1.00	1.00	
Fr <sub>t</sub>		0.99			0.99		1.00	0.97		1.00	0.95	
Fl <sub>t</sub> Protected		0.99			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		2963			1453		1624	1451		1600	1594	
Fl <sub>t</sub> Permitted		0.68			0.63		0.10	1.00		0.35	1.00	
Satd. Flow (perm)		2038			917		180	1451		584	1594	
Peak-hour factor, PHF	0.97	0.97	0.97	0.92	0.92	0.92	0.84	0.84	0.84	0.95	0.95	0.95
Adj. Flow (vph)	113	536	34	71	359	38	39	244	50	13	332	153
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	683	0	0	468	0	39	294	0	13	485	0
Heavy Vehicles (%)	1%	2%	0%	3%	2%	3%	0%	2%	0%	0%	1%	0%
Parking (#/hr)		3			3			3				
Turn Type	Perm	NA		D.P+P	NA		Perm	NA		Perm	NA	
Protected Phases		5		7 8	5 7 8			6			6	
Permitted Phases	5			5			6			6		
Actuated Green, G (s)		52.2			63.5		38.1	38.1		38.1	38.1	
Effective Green, g (s)		52.2			63.5		38.1	38.1		38.1	38.1	
Actuated g/C Ratio		0.35			0.43		0.26	0.26		0.26	0.26	
Clearance Time (s)		6.0					6.0	6.0		6.0	6.0	
Vehicle Extension (s)		2.0					2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)		721			436		46	375		150	412	
v/s Ratio Prot					c0.08			0.20			c0.30	
v/s Ratio Perm		0.34			c0.38		0.22			0.02		
v/c Ratio		0.95			1.07		0.85	0.78		0.09	1.18	
Uniform Delay, d <sub>1</sub>		46.3			42.0		51.9	50.8		41.5	54.7	
Progression Factor		1.00			0.42		1.00	1.00		1.00	1.00	
Incremental Delay, d <sub>2</sub>		21.2			60.0		74.4	9.5		0.1	102.3	
Delay (s)		67.4			77.6		126.3	60.3		41.5	157.0	
Level of Service		E			E		F	E		D	F	
Approach Delay (s)		67.4			77.6			68.1			154.0	
Approach LOS		E			E			E			F	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			91.7									F
HCM 2000 Volume to Capacity ratio			1.02									
Actuated Cycle Length (s)			147.4							37.0		
Intersection Capacity Utilization			91.8%									F
Analysis Period (min)			15									
c Critical Lane Group												

Timings  
2: Eastern Avenue & High Street



Lane Group	EBT	WBL	WBT	NBL	NBR	Ø2	Ø4	Ø5	Ø6	Ø7	Ø8	Ø9
Lane Configurations	↑↑	↖	↑	↖	↗							
Traffic Volume (vph)	425	150	290	140	120							
Future Volume (vph)	425	150	290	140	120							
Lane Group Flow (vph)	637	172	333	159	136							
Turn Type	NA	pm+pt	NA	Prot	custom							
Protected Phases	2 7	1	1 2	4 8	1 4 8	2	4	5	6	7	8	9
Permitted Phases		1 2										
Detector Phase	2 7	1	1 2	4 8	1 4 8							
Switch Phase												
Minimum Initial (s)		6.0				5.0	5.0	7.0	7.0	5.0	5.0	4.0
Minimum Split (s)		12.0				11.0	11.0	13.0	26.0	11.0	11.0	26.0
Total Split (s)		20.0				38.0	37.0	58.0	44.0	11.0	11.0	26.0
Total Split (%)		13.3%				25%	25%	39%	29%	7%	7%	17%
Yellow Time (s)		3.0				3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)		3.0				3.0	3.0	3.0	3.0	3.0	3.0	4.0
Lost Time Adjust (s)		0.0										
Total Lost Time (s)		6.0										
Lead/Lag		Lead				Lag					Lag	Lead
Lead-Lag Optimize?		Yes				Yes					Yes	Yes
Recall Mode		None				Max	None	None	None	None	None	None
v/c Ratio	0.74	0.77	0.64	0.54	0.33							
Control Delay	21.5	59.9	47.3	60.9	39.9							
Queue Delay	52.0	0.0	1.5	3.1	0.0							
Total Delay	73.5	59.9	48.8	64.1	39.9							
Queue Length 50th (ft)	228	123	276	138	98							
Queue Length 95th (ft)	m256	#204	376	211	155							
Internal Link Dist (ft)	161		334	320								
Turn Bay Length (ft)		105										
Base Capacity (vph)	856	222	517	342	407							
Starvation Cap Reductn	293	0	0	0	0							
Spillback Cap Reductn	0	0	69	105	0							
Storage Cap Reductn	0	0	0	0	0							
Reduced v/c Ratio	1.13	0.77	0.74	0.67	0.33							

Intersection Summary

Cycle Length: 150

Actuated Cycle Length: 146

Natural Cycle: 150

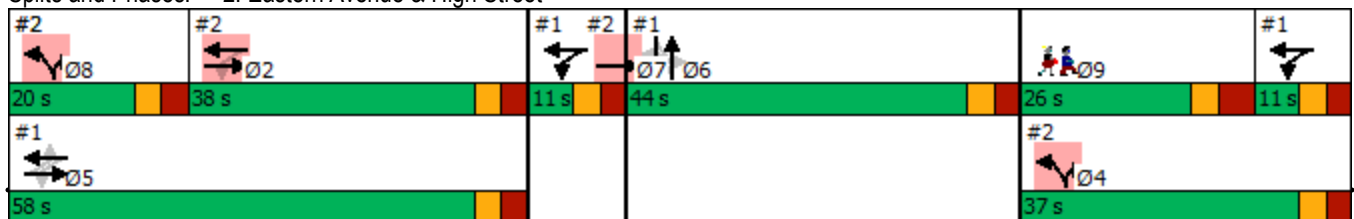
Control Type: Actuated-Uncoordinated

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

Queue shown is maximum after two cycles.

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

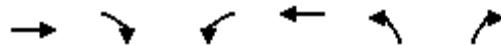
Splits and Phases: 2: Eastern Avenue & High Street



# HCM Signalized Intersection Capacity Analysis

## 2: Eastern Avenue & High Street

Synchro 11 Report  
10/25/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵	↑	↵	↵
Traffic Volume (vph)	425	155	150	290	140	120
Future Volume (vph)	425	155	150	290	140	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			3%	0%	
Total Lost time (s)	6.0		6.0	6.0	6.0	6.0
Lane Util. Factor	0.95		1.00	1.00	1.00	1.00
Frt	0.96		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	2897		1600	1447	1608	1274
Flt Permitted	1.00		0.18	1.00	0.95	1.00
Satd. Flow (perm)	2897		308	1447	1608	1274
Peak-hour factor, PHF	0.91	0.91	0.87	0.87	0.88	0.88
Adj. Flow (vph)	467	170	172	333	159	136
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	637	0	172	333	159	136
Heavy Vehicles (%)	2%	0%	0%	3%	1%	1%
Parking (#/hr)	3			3		3
Turn Type	NA		pm+pt	NA	Prot	custom
Protected Phases	2 7		1	1 2	4 8	1 4 8
Permitted Phases			1 2			
Actuated Green, G (s)	43.2		46.2	52.2	28.1	48.1
Effective Green, g (s)	43.2		46.2	52.2	28.1	48.1
Actuated g/C Ratio	0.29		0.31	0.35	0.19	0.33
Clearance Time (s)			6.0			
Vehicle Extension (s)			2.0			
Lane Grp Cap (vph)	849		219	512	306	415
v/s Ratio Prot	c0.22		0.07	c0.23	c0.10	0.11
v/s Ratio Perm			0.17			
v/c Ratio	0.75		0.79	0.65	0.52	0.33
Uniform Delay, d1	47.2		40.4	39.9	53.6	37.5
Progression Factor	0.39		1.00	1.00	1.00	1.00
Incremental Delay, d2	1.7		15.5	2.3	0.6	0.2
Delay (s)	20.0		55.9	42.2	54.2	37.6
Level of Service	B		E	D	D	D
Approach Delay (s)	20.0			46.9	46.6	
Approach LOS	B			D	D	

### Intersection Summary

HCM 2000 Control Delay	34.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	147.4	Sum of lost time (s)	37.0
Intersection Capacity Utilization	51.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Timings  
10: Vincent Road & East Street



Lane Group	EBT	WBL	WBT	NBL	Ø2
Lane Configurations					
Traffic Volume (vph)	850	5	925	195	
Future Volume (vph)	850	5	925	195	
Lane Group Flow (vph)	1015	0	1057	259	
Turn Type	NA	Perm	NA	Prot	
Protected Phases	1		1	4	2
Permitted Phases		1			
Detector Phase	1	1	1	4	
Switch Phase					
Minimum Initial (s)	6.0	6.0	6.0	6.0	5.0
Minimum Split (s)	11.0	11.0	11.0	11.0	16.0
Total Split (s)	62.0	62.0	62.0	21.0	17.0
Total Split (%)	62.0%	62.0%	62.0%	21.0%	17%
Yellow Time (s)	4.0	4.0	4.0	4.0	2.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	
Total Lost Time (s)	5.0		5.0	5.0	
Lead/Lag	Lead	Lead	Lead		Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes
Recall Mode	Min	Min	Min	None	None
v/c Ratio	0.84		0.86	0.81	
Control Delay	20.5		21.5	55.6	
Queue Delay	0.0		0.0	0.0	
Total Delay	20.5		21.5	55.6	
Queue Length 50th (ft)	321		346	127	
Queue Length 95th (ft)	#899		#905	#263	
Internal Link Dist (ft)	649		804	652	
Turn Bay Length (ft)					
Base Capacity (vph)	1209		1236	328	
Starvation Cap Reductn	0		0	0	
Spillback Cap Reductn	0		0	0	
Storage Cap Reductn	0		0	0	
Reduced v/c Ratio	0.84		0.86	0.79	

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 87.2  
 Natural Cycle: 100  
 Control Type: Actuated-Uncoordinated  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 10: Vincent Road & East Street





HCM Signalized Intersection Capacity Analysis  
 10: Vincent Road & East Street



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→			←	←	←
Traffic Volume (vph)	850	125	5	925	195	17
Future Volume (vph)	850	125	5	925	195	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0			5.0	5.0	
Lane Util. Factor	1.00			1.00	1.00	
Frt	0.98			1.00	0.99	
Flt Protected	1.00			1.00	0.96	
Satd. Flow (prot)	1789			1844	1764	
Flt Permitted	1.00			1.00	0.96	
Satd. Flow (perm)	1789			1836	1764	
Peak-hour factor, PHF	0.96	0.96	0.88	0.88	0.82	0.82
Adj. Flow (vph)	885	130	6	1051	238	21
RTOR Reduction (vph)	4	0	0	0	3	0
Lane Group Flow (vph)	1011	0	0	1057	256	0
Heavy Vehicles (%)	5%	0%	0%	3%	2%	0%
Turn Type	NA		Perm	NA	Prot	
Protected Phases	1			1	4	
Permitted Phases			1			
Actuated Green, G (s)	58.7			58.7	15.6	
Effective Green, g (s)	58.7			58.7	15.6	
Actuated g/C Ratio	0.66			0.66	0.17	
Clearance Time (s)	5.0			5.0	5.0	
Vehicle Extension (s)	2.0			2.0	2.0	
Lane Grp Cap (vph)	1172			1202	307	
v/s Ratio Prot	0.56				c0.14	
v/s Ratio Perm				c0.58		
v/c Ratio	0.86			0.88	0.83	
Uniform Delay, d1	12.3			12.6	35.7	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d2	6.5			7.4	16.6	
Delay (s)	18.8			19.9	52.4	
Level of Service	B			B	D	
Approach Delay (s)	18.8			19.9	52.4	
Approach LOS	B			B	D	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			23.0		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.84			
Actuated Cycle Length (s)			89.6		Sum of lost time (s)	13.0
Intersection Capacity Utilization			72.8%		ICU Level of Service	C
Analysis Period (min)			15			
c Critical Lane Group						