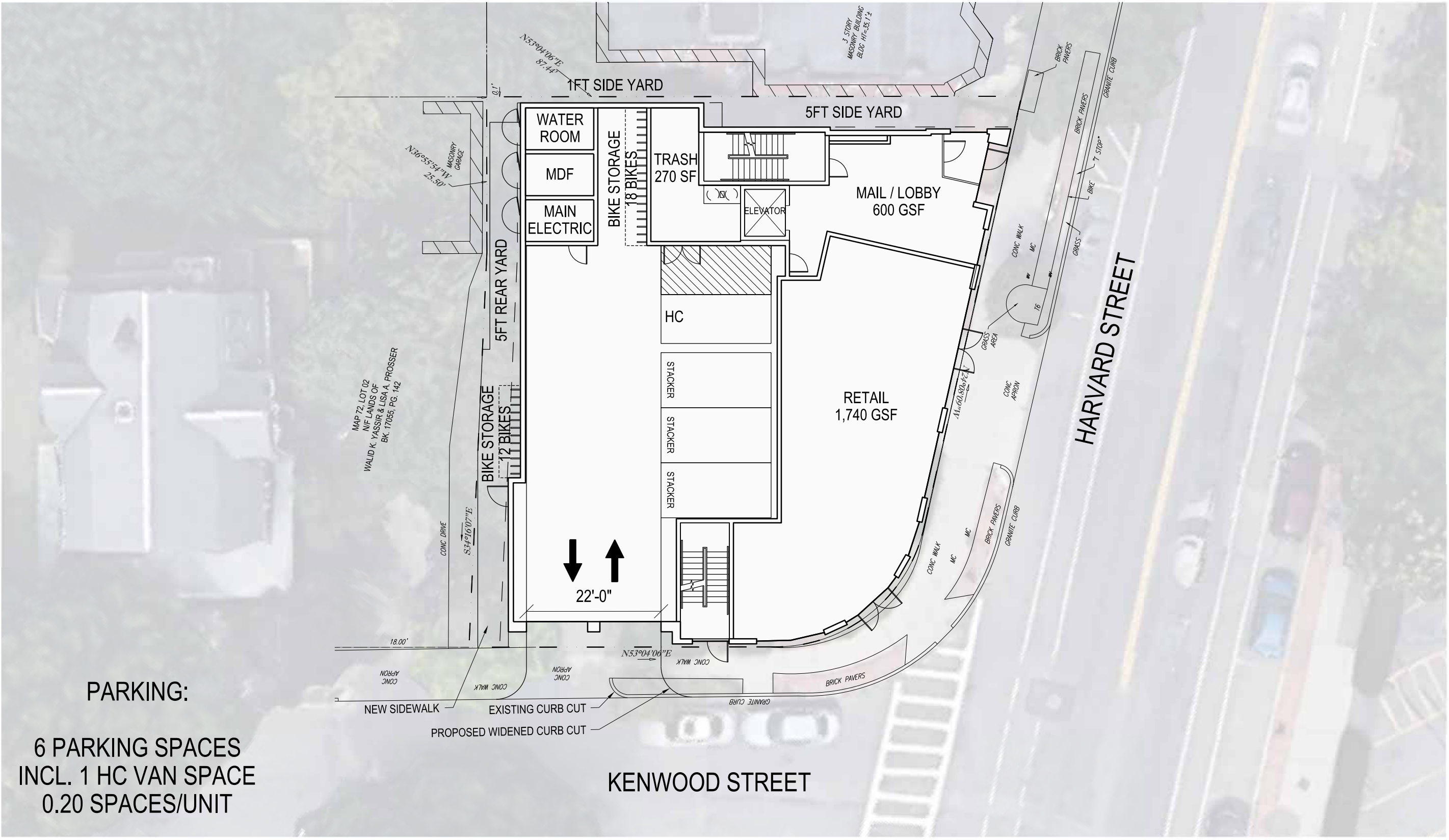
APPENDIX

SITE PLAN
TRAFFIC COUNT DATA
SEASONAL ADJUSTMENT DATA
PUBLIC TRANSPORTATION DATA
GROWTH RATE DATA
TRIP GENERATION CALCULATIONS
JOURNEY TO WORK DATA
CAPACITY ANALYSIS

SITE PLAN

500 Harvard Street

Brookline, MA



PARKING:

6 PARKING SPACES
INCL. 1 HC VAN SPACE
0.20 SPACES/UNIT

0' 5' 10' 20'

N

Ground Floor Plan

CUBE3

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TRAFFIC COUNT DATA

Accurate Counts

978-664-2565

N/S Street : Harvard Street
E/W Street : Kenwood Street
City/State : Brookline, MA
Weather : Clear

File Name : 83930001
Site Code : 83930001
Start Date : 2/27/2020
Page No : 1

Groups Printed- Cars - Trucks

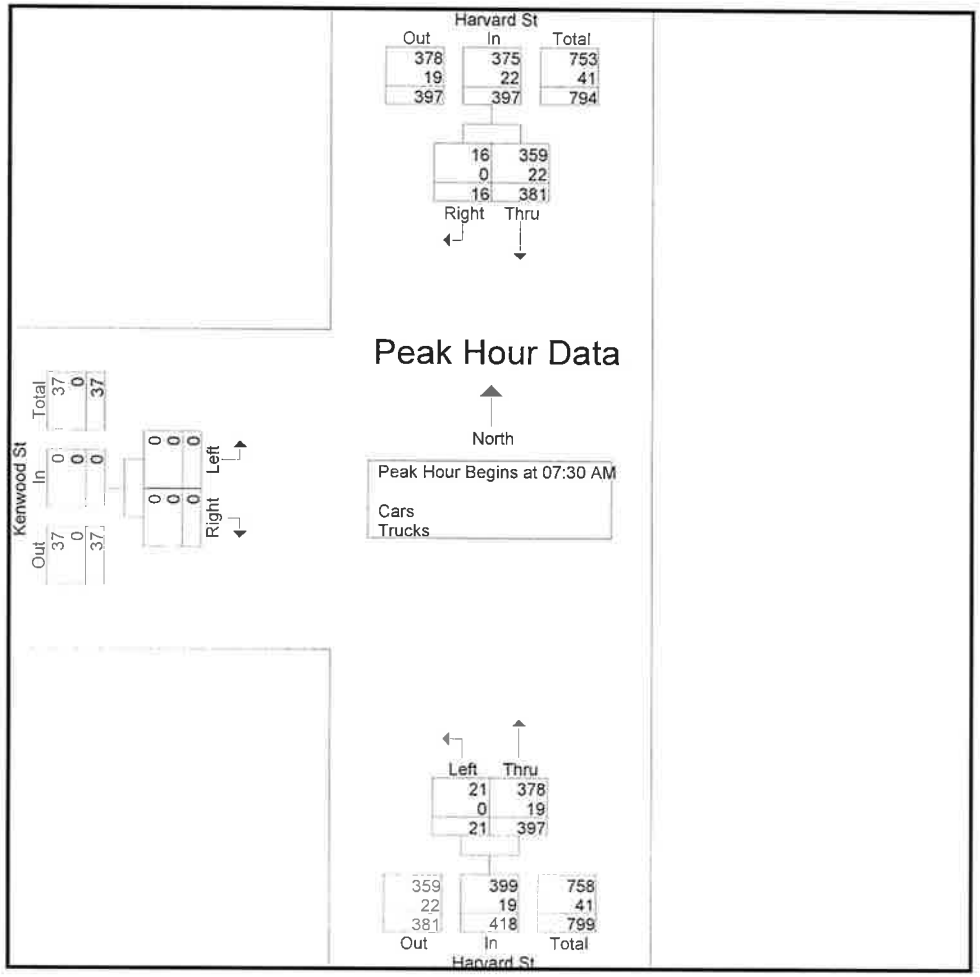
	Harvard St From North		Harvard St From South		Kenwood St From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Total
07:00 AM	91	3	4	87	0	0	185
07:15 AM	71	6	4	92	0	0	173
07:30 AM	105	1	4	76	0	0	186
07:45 AM	118	0	4	99	0	0	221
Total	385	10	16	354	0	0	765
08:00 AM	91	10	9	117	0	0	227
08:15 AM	67	5	4	105	0	0	181
08:30 AM	112	5	3	63	0	0	183
08:45 AM	95	10	5	91	0	0	201
Total	365	30	21	376	0	0	792
Grand Total	750	40	37	730	0	0	1557
Apprch %	94.9	5.1	4.8	95.2	0	0	
Total %	48.2	2.6	2.4	46.9	0	0	
Cars	708	40	37	687	0	0	1472
% Cars	94.4	100	100	94.1	0	0	94.5
Trucks	42	0	0	43	0	0	85
% Trucks	5.6	0	0	5.9	0	0	5.5

	Harvard St From North			Harvard St From South			Kenwood St From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	105	1	106	4	76	80	0	0	0	186
07:45 AM	**118**	0	**118**	4	99	103	0	0	0	221
08:00 AM	91	**10**	101	**9**	**117**	**126**	0	0	0	**227**
08:15 AM	67	5	72	4	105	109	0	0	0	181
Total Volume	381	16	397	21	397	418	0	0	0	815
% App. Total	96	4		5	95		0	0		
PHF	.807	.400	.841	.583	.848	.829	.000	.000	.000	.898
Cars	359	16	375	21	378	399	0	0	0	774
% Cars	94.2	100	94.5	100	95.2	95.5	0	0	0	95.0
Trucks	22	0	22	0	19	19	0	0	0	41
% Trucks	5.8	0	5.5	0	4.8	4.5	0	0	0	5.0

Accurate Counts
978-664-2565

N/S Street : Harvard Street
E/W Street : Kenwood Street
City/State : Brookline, MA
Weather : Clear

File Name : 83930001
Site Code : 83930001
Start Date : 2/27/2020
Page No : 2



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

	07:45 AM			07:30 AM			07:00 AM		
+0 mins.	**118**	0	**118**	4	76	80	0	0	0
+15 mins.	91	**10**	101	4	99	103	0	0	0
+30 mins.	67	5	72	**9**	**117**	**126**	0	0	0
+45 mins.	112	5	117	4	105	109	0	0	0
Total Volume	388	20	408	21	397	418	0	0	0
% App. Total	95.1	4.9		5	95		0	0	
PHF	.822	.500	.864	.583	.848	.829	.000	.000	.000
Cars	367	20	387	21	378	399	0	0	0
% Cars	94.6	100	94.9	100	95.2	95.5	0	0	0
Trucks	21	0	21	0	19	19	0	0	0

Accurate Counts

978-664-2565

N/S Street : Harvard Street
E/W Street : Kenwood Street
City/State : Brookline, MA
Weather : Clear

File Name : 83930001
Site Code : 83930001
Start Date : 2/27/2020
Page No : 7

Groups Printed- Trucks

	Harvard St From North		Harvard St From South		Kenwood St From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Total
07:00 AM	8	0	0	11	0	0	19
07:15 AM	2	0	0	8	0	0	10
07:30 AM	9	0	0	3	0	0	12
07:45 AM	4	0	0	5	0	0	9
Total	23	0	0	27	0	0	50
08:00 AM	6	0	0	4	0	0	10
08:15 AM	3	0	0	7	0	0	10
08:30 AM	8	0	0	3	0	0	11
08:45 AM	2	0	0	2	0	0	4
Total	19	0	0	16	0	0	35
Grand Total	42	0	0	43	0	0	85
Apprch %	100	0	0	100	0	0	
Total %	49.4	0	0	50.6	0	0	

	Harvard St From North			Harvard St From South			Kenwood St From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	8	0	8	0	11	11	0	0	0	19
07:15 AM	2	0	2	0	8	8	0	0	0	10
07:30 AM	9	0	9	0	3	3	0	0	0	12
07:45 AM	4	0	4	0	5	5	0	0	0	9
Total Volume	23	0	23	0	27	27	0	0	0	50
% App. Total	100	0		0	100		0	0		
PHF	.639	.000	.639	.000	.614	.614	.000	.000	.000	.658

Accurate Counts

978-664-2565

N/S Street : Harvard Street
E/W Street : Kenwood Street
City/State : Brookline, MA
Weather : Clear

File Name : 83930001
Site Code : 83930001
Start Date : 2/27/2020
Page No : 10

Groups Printed- Bikes Peds

	Harvard St From North			Harvard St From South			Kenwood St From West					
Start Time	Thru	Right	Peds	Left	Thru	Peds	Left	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	0	0	0	0	0	0	0	4	4	1	5
07:15 AM	2	0	0	0	0	0	0	0	7	7	2	9
07:30 AM	3	0	1	0	3	0	0	0	18	19	6	25
07:45 AM	2	0	0	0	2	0	0	0	21	21	4	25
Total	8	0	1	0	5	0	0	0	50	51	13	64
08:00 AM	4	0	0	0	1	1	0	0	12	13	5	18
08:15 AM	6	0	1	0	1	0	0	0	8	9	7	16
08:30 AM	5	0	1	0	4	0	0	0	16	17	9	26
08:45 AM	4	0	1	0	1	0	0	0	9	10	5	15
Total	19	0	3	0	7	1	0	0	45	49	26	75
Grand Total	27	0	4	0	12	1	0	0	95	100	39	139
Apprch %	100	0		0	100		0	0				
Total %	69.2	0		0	30.8		0	0		71.9	28.1	

	Harvard St From North			Harvard St From South			Kenwood St From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	4	0	4	0	1	1	0	0	0	5
08:15 AM	6	0	6	0	1	1	0	0	0	7
08:30 AM	5	0	5	0	4	4	0	0	0	9
08:45 AM	4	0	4	0	1	1	0	0	0	5
Total Volume	19	0	19	0	7	7	0	0	0	26
% App. Total	100	0		0	100		0	0		
PHF	.792	.000	.792	.000	.438	.438	.000	.000	.000	.722

Accurate Counts

978-664-2565

N/S Street : Harvard Street
E/W Street : Kenwood Street
City/State : Brookline, MA
Weather : Clear

File Name : 83930001
Site Code : 83930001
Start Date : 2/27/2020
Page No : 1

Groups Printed- Cars - Trucks

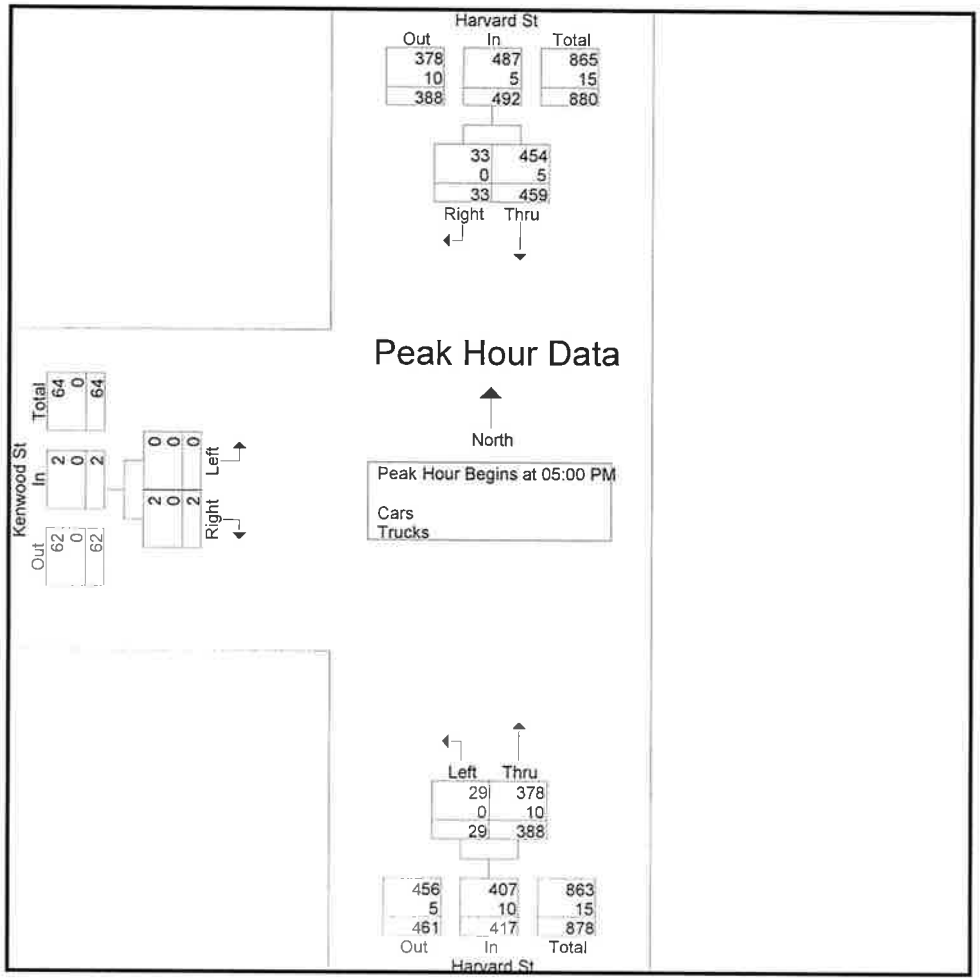
	Harvard St From North		Harvard St From South		Kenwood St From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Total
04:00 PM	93	6	5	113	0	0	217
04:15 PM	102	6	3	97	0	0	208
04:30 PM	108	7	7	82	0	0	204
04:45 PM	106	6	9	99	0	0	220
Total	409	25	24	391	0	0	849
05:00 PM	118	7	6	96	0	0	227
05:15 PM	96	12	6	96	0	2	212
05:30 PM	129	7	10	94	0	0	240
05:45 PM	116	7	7	102	0	0	232
Total	459	33	29	388	0	2	911
Grand Total	868	58	53	779	0	2	1760
Apprch %	93.7	6.3	6.4	93.6	0	100	
Total %	49.3	3.3	3	44.3	0	0.1	
Cars	853	58	53	759	0	2	1725
% Cars	98.3	100	100	97.4	0	100	98
Trucks	15	0	0	20	0	0	35
% Trucks	1.7	0	0	2.6	0	0	2

	Harvard St From North			Harvard St From South			Kenwood St From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	118	7	125	6	96	102	0	0	0	227
05:15 PM	96	**12**	108	6	96	102	0	**2**	**2**	212
05:30 PM	**129**	7	**136**	**10**	94	104	0	0	0	**240**
05:45 PM	116	7	123	7	**102**	**109**	0	0	0	232
Total Volume	459	33	492	29	388	417	0	2	2	911
% App. Total	93.3	6.7		7	93		0	100		
PHF	.890	.688	.904	.725	.951	.956	.000	.250	.250	.949
Cars	454	33	487	29	378	407	0	2	2	896
% Cars	98.9	100	99.0	100	97.4	97.6	0	100	100	98.4
Trucks	5	0	5	0	10	10	0	0	0	15
% Trucks	1.1	0	1.0	0	2.6	2.4	0	0	0	1.6

Accurate Counts
978-664-2565

N/S Street : Harvard Street
E/W Street : Kenwood Street
City/State : Brookline, MA
Weather : Clear

File Name : 83930001
Site Code : 83930001
Start Date : 2/27/2020
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			04:30 PM		
+0 mins.	118	7	125	6	96	102	0	0	0
+15 mins.	96	**12**	108	6	96	102	0	0	0
+30 mins.	**129**	7	**136**	**10**	94	104	0	0	0
+45 mins.	116	7	123	7	**102**	**109**	**0**	**2**	**2**
Total Volume	459	33	492	29	388	417	0	2	2
% App. Total	93.3	6.7		7	93		0	100	
PHF	.890	.688	.904	.725	.951	.956	.000	.250	.250
Cars	454	33	487	29	378	407	0	2	2
% Cars	98.9	100	99	100	97.4	97.6	0	100	100
Trucks	5	0	5	0	10	10	0	0	0

Accurate Counts

978-664-2565

N/S Street : Harvard Street
E/W Street : Kenwood Street
City/State : Brookline, MA
Weather : Clear

File Name : 83930001
Site Code : 83930001
Start Date : 2/27/2020
Page No : 7

Groups Printed- Trucks

	Harvard St From North		Harvard St From South		Kenwood St From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Total
04:00 PM	1	0	0	5	0	0	6
04:15 PM	2	0	0	1	0	0	3
04:30 PM	4	0	0	4	0	0	8
04:45 PM	3	0	0	0	0	0	3
Total	10	0	0	10	0	0	20
05:00 PM	4	0	0	3	0	0	7
05:15 PM	0	0	0	3	0	0	3
05:30 PM	1	0	0	2	0	0	3
05:45 PM	0	0	0	2	0	0	2
Total	5	0	0	10	0	0	15
Grand Total	15	0	0	20	0	0	35
Apprch %	100	0	0	100	0	0	
Total %	42.9	0	0	57.1	0	0	

	Harvard St From North			Harvard St From South			Kenwood St From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	2	0	2	0	1	1	0	0	0	3
04:30 PM	4	0	4	0	4	4	0	0	0	8
04:45 PM	3	0	3	0	0	0	0	0	0	3
05:00 PM	4	0	4	0	3	3	0	0	0	7
Total Volume	13	0	13	0	8	8	0	0	0	21
% App. Total	100	0		0	100		0	0		
PHF	.813	.000	.813	.000	.500	.500	.000	.000	.000	.656

Accurate Counts

978-664-2565

N/S Street : Harvard Street
E/W Street : Kenwood Street
City/State : Brookline, MA
Weather : Clear

File Name : 83930001
Site Code : 83930001
Start Date : 2/27/2020
Page No : 10

Groups Printed- Bikes Peds

	Harvard St From North			Harvard St From South			Kenwood St From West					
Start Time	Thru	Right	Peds	Left	Thru	Peds	Left	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	1	0	0	0	9	0	0	0	19	19	10	29
04:15 PM	1	0	0	0	4	1	0	0	14	15	5	20
04:30 PM	2	0	0	2	5	0	0	0	20	20	9	29
04:45 PM	4	0	0	0	6	0	0	1	15	15	11	26
Total	8	0	0	2	24	1	0	1	68	69	35	104
05:00 PM	3	0	0	0	1	0	0	0	20	20	4	24
05:15 PM	3	0	0	1	6	0	0	0	14	14	10	24
05:30 PM	2	0	0	1	6	0	0	0	22	22	9	31
05:45 PM	1	0	1	0	3	0	0	0	28	29	4	33
Total	9	0	1	2	16	0	0	0	84	85	27	112
Grand Total	17	0	1	4	40	1	0	1	152	154	62	216
Apprch %	100	0		9.1	90.9		0	100				
Total %	27.4	0		6.5	64.5		0	1.6		71.3	28.7	

	Harvard St From North			Harvard St From South			Kenwood St From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	1	0	1	0	**9**	**9**	0	0	0	10
04:15 PM	1	0	1	0	4	4	0	0	0	5
04:30 PM	2	0	2	**2**	5	7	0	0	0	9
04:45 PM	**4**	0	**4**	0	6	6	0	**1**	**1**	**11**
Total Volume	8	0	8	2	24	26	0	1	1	35
% App. Total	100	0		7.7	92.3		0	100		
PHF	.500	.000	.500	.250	.667	.722	.000	.250	.250	.795

Accurate Counts

978-664-2565

N/S Street : Harvard Street
E/W Street : Restaurant Driveway
City/State : Brookline, MA
Weather : Clear

File Name : 83930002
Site Code : 83930002
Start Date : 2/27/2020
Page No : 1

Groups Printed- Cars - Trucks

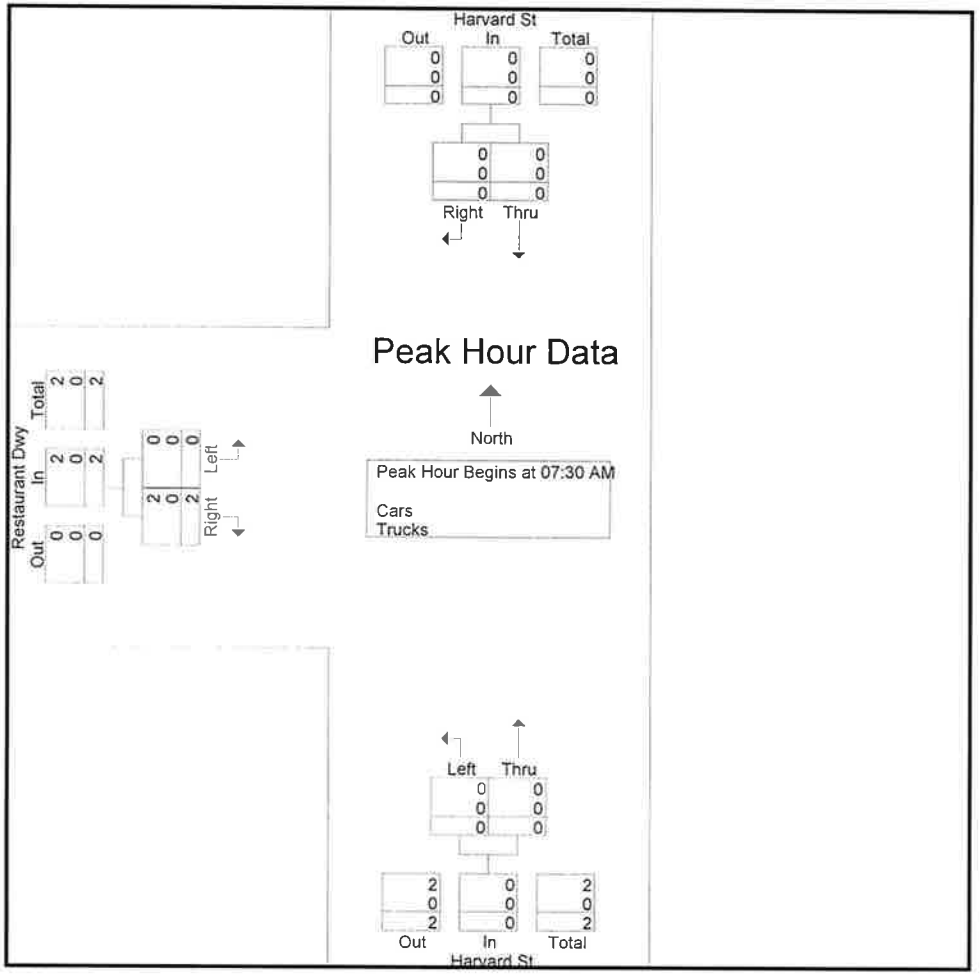
	Harvard St From North		Harvard St From South		Restaurant Dwy From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Total
07:00 AM	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	2	2
08:30 AM	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	2
Grand Total	0	0	0	0	0	2	2
Apprch %	0	0	0	0	0	100	
Total %	0	0	0	0	0	100	
Cars	0	0	0	0	0	2	2
% Cars	0	0	0	0	0	100	100
Trucks	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0

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

Accurate Counts
978-664-2565

N/S Street : Harvard Street
E/W Street : Restaurant Driveway
City/State : Brookline, MA
Weather : Clear

File Name : 83930002
Site Code : 83930002
Start Date : 2/27/2020
Page No : 2



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

	07:00 AM			07:00 AM			07:30 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	2	2
Total Volume	0	0	0	0	0	0	0	2	2
% App. Total	0	0		0	0		0	100	
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.250
Cars	0	0	0	0	0	0	0	2	2
% Cars	0	0	0	0	0	0	0	100	100
Trucks	0	0	0	0	0	0	0	0	0

Accurate Counts

978-664-2565

N/S Street : Harvard Street
E/W Street : Restaurant Driveway
City/State : Brookline, MA
Weather : Clear

File Name : 83930002
Site Code : 83930002
Start Date : 2/27/2020
Page No : 7

Groups Printed- Trucks

	Harvard St From North		Harvard St From South		Restaurant Dwy From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Total
07:00 AM	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0
Apprch %	0	0	0	0	0	0	
Total %							

	Harvard St From North			Harvard St From South			Restaurant Dwy From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Accurate Counts

978-664-2565

N/S Street : Harvard Street
E/W Street : Restaurant Driveway
City/State : Brookline, MA
Weather : Clear

File Name : 83930002
Site Code : 83930002
Start Date : 2/27/2020
Page No : 10

Groups Printed- Bikes Peds

	Harvard St From North			Harvard St From South			Restaurant Dwy From West					
Start Time	Thru	Right	Peds	Left	Thru	Peds	Left	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	5	5	0	5
07:15 AM	0	0	0	0	0	0	0	0	10	10	0	10
07:30 AM	0	0	0	0	0	0	0	0	19	19	0	19
07:45 AM	0	0	0	0	0	0	0	0	15	15	0	15
Total	0	0	0	0	0	0	0	0	49	49	0	49
08:00 AM	0	0	0	0	0	0	0	0	12	12	0	12
08:15 AM	0	0	2	0	0	0	0	0	10	12	0	12
08:30 AM	0	0	0	0	0	0	0	0	17	17	0	17
08:45 AM	0	0	0	0	0	0	0	0	8	8	0	8
Total	0	0	2	0	0	0	0	0	47	49	0	49
Grand Total	0	0	2	0	0	0	0	0	96	98	0	98
Apprch %	0	0		0	0		0	0				
Total %										100	0	

	Harvard St From North			Harvard St From South			Restaurant Dwy From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Accurate Counts

978-664-2565

N/S Street : Harvard Street
E/W Street : Restaurant Driveway
City/State : Brookline, MA
Weather : Clear

File Name : 83930002
Site Code : 83930002
Start Date : 2/27/2020
Page No : 1

Groups Printed- Cars - Trucks

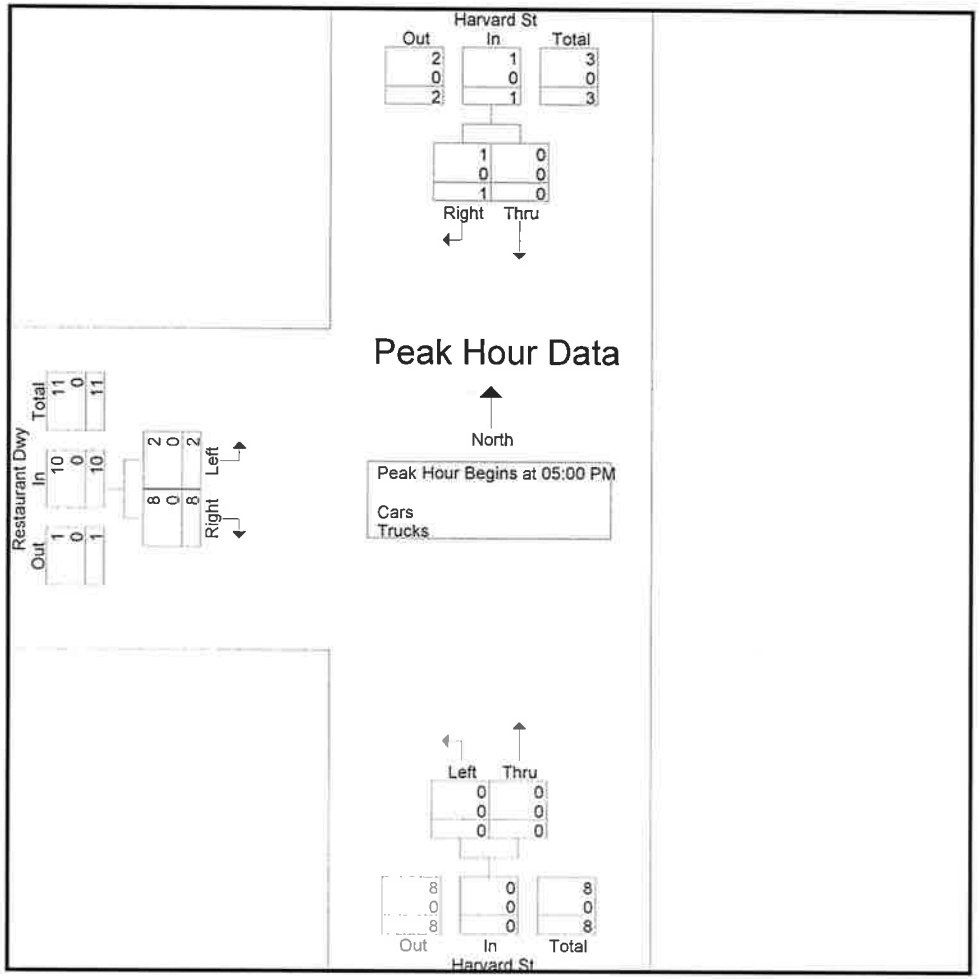
	Harvard St From North		Harvard St From South		Restaurant Dwy From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Total
04:00 PM	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	1	0	1
04:30 PM	0	0	0	0	2	0	2
04:45 PM	0	0	0	0	0	0	0
Total	0	0	0	0	3	0	3
05:00 PM	0	0	0	0	0	3	3
05:15 PM	0	1	0	0	1	1	3
05:30 PM	0	0	0	0	0	2	2
05:45 PM	0	0	0	0	1	2	3
Total	0	1	0	0	2	8	11
Grand Total	0	1	0	0	5	8	14
Apprch %	0	100	0	0	38.5	61.5	
Total %	0	7.1	0	0	35.7	57.1	
Cars	0	1	0	0	5	8	14
% Cars	0	100	0	0	100	100	100
Trucks	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0

	Harvard St From North			Harvard St From South			Restaurant Dwy From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	0	0	0	0	0	0	3	3	3
05:15 PM	0	1	1	0	0	0	1	1	2	3
05:30 PM	0	0	0	0	0	0	0	2	2	2
05:45 PM	0	0	0	0	0	0	1	2	3	3
Total Volume	0	1	1	0	0	0	2	8	10	11
% App. Total	0	100		0	0		20	80		
PHF	.000	.250	.250	.000	.000	.000	.500	.667	.833	.917
Cars	0	1	1	0	0	0	2	8	10	11
% Cars	0	100	100	0	0	0	100	100	100	100
Trucks	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0

Accurate Counts
978-664-2565

N/S Street : Harvard Street
E/W Street : Restaurant Driveway
City/State : Brookline, MA
Weather : Clear

File Name : 83930002
Site Code : 83930002
Start Date : 2/27/2020
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:00 PM			05:00 PM		
+0 mins.	0	0	0	0	0	0	0	3	3
+15 mins.	0	0	0	0	0	0	1	1	2
+30 mins.	0	0	0	0	0	0	0	2	2
+45 mins.	0	1	1	0	0	0	1	2	3
Total Volume	0	1	1	0	0	0	2	8	10
% App. Total	0	100		0	0		20	80	
PHF	.000	.250	.250	.000	.000	.000	.500	.667	.833
Cars	0	1	1	0	0	0	2	8	10
% Cars	0	100	100	0	0	0	100	100	100
Trucks	0	0	0	0	0	0	0	0	0

Accurate Counts

978-664-2565

N/S Street : Harvard Street
E/W Street : Restaurant Driveway
City/State : Brookline, MA
Weather : Clear

File Name : 83930002
Site Code : 83930002
Start Date : 2/27/2020
Page No : 7

Groups Printed- Trucks

	Harvard St From North		Harvard St From South		Restaurant Dwy From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Total
04:00 PM	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0
Apprch %	0	0	0	0	0	0	
Total %							

	Harvard St From North			Harvard St From South			Restaurant Dwy From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Accurate Counts

978-664-2565

N/S Street : Harvard Street
E/W Street : Restaurant Driveway
City/State : Brookline, MA
Weather : Clear

File Name : 83930002
Site Code : 83930002
Start Date : 2/27/2020
Page No : 10

Groups Printed- Bikes Peds

	Harvard St From North			Harvard St From South			Restaurant Dwy From West					
Start Time	Thru	Right	Peds	Left	Thru	Peds	Left	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	2	0	0	0	0	0	16	18	0	18
04:15 PM	0	0	0	1	0	0	0	0	9	9	1	10
04:30 PM	0	0	0	0	0	0	0	0	16	16	0	16
04:45 PM	0	0	0	0	0	0	0	0	15	15	0	15
Total	0	0	2	1	0	0	0	0	56	58	1	59
05:00 PM	0	0	0	0	0	0	0	0	19	19	0	19
05:15 PM	0	0	0	0	0	0	0	0	13	13	0	13
05:30 PM	0	0	0	0	0	0	0	0	22	22	0	22
05:45 PM	0	0	0	0	0	0	0	0	23	23	0	23
Total	0	0	0	0	0	0	0	0	77	77	0	77
Grand Total	0	0	2	1	0	0	0	0	133	135	1	136
Apprch %	0	0		100	0		0	0				
Total %	0	0		100	0		0	0		99.3	0.7	

	Harvard St From North			Harvard St From South			Restaurant Dwy From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	1	0	1	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	0	1	0	0	0	1
% App. Total	0	0		100	0		0	0		
PHF	.000	.000	.000	.250	.000	.250	.000	.000	.000	.250

Accurate Counts

978-664-2565

N/S Street : Restaurant Driveway
E/W Street : Kenwood Street
City/State : Medford, MA
Weather : Clear

File Name : 83930003
Site Code : 83930003
Start Date : 2/27/2020
Page No : 1

Groups Printed- Cars - Trucks

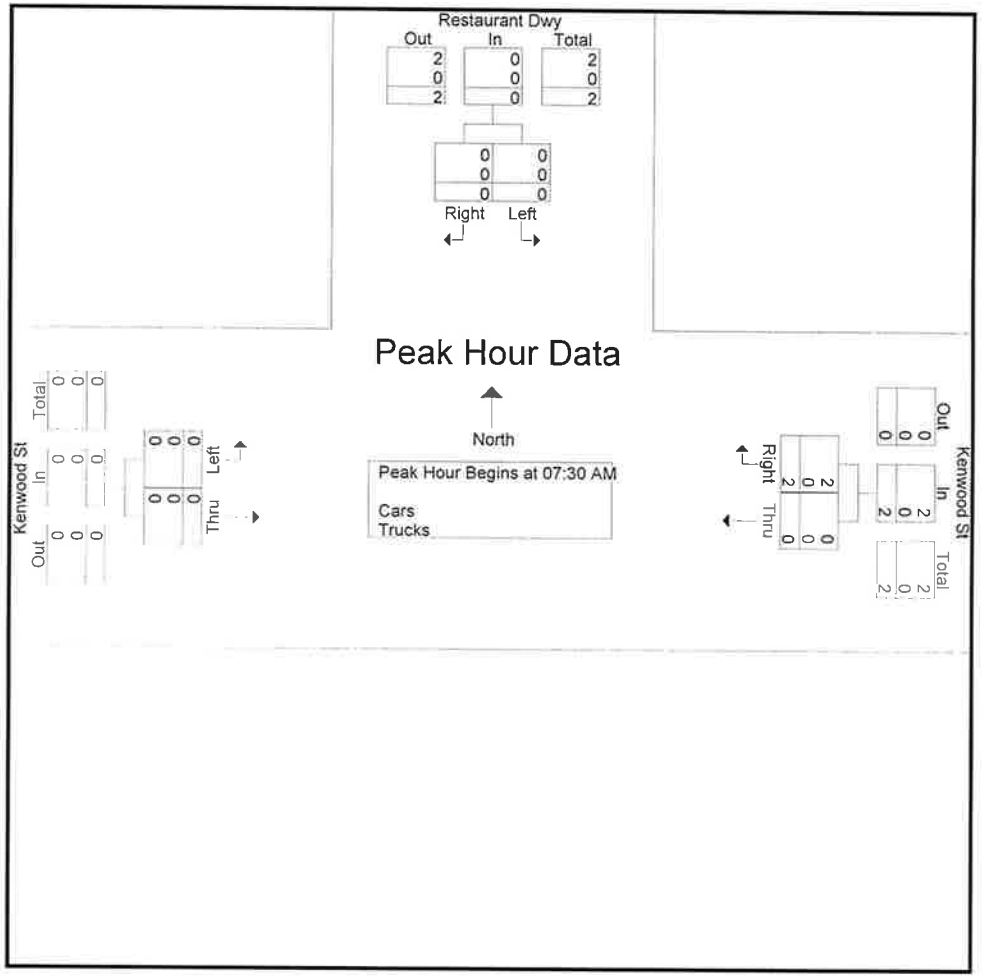
	Restaurant Dwy From North		Kenwood St From East		Kenwood St From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
07:00 AM	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0
08:15 AM	0	0	0	2	0	0	2
08:30 AM	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0
Total	0	0	0	2	0	0	2
Grand Total	0	0	0	2	0	0	2
Apprch %	0	0	0	100	0	0	
Total %	0	0	0	100	0	0	
Cars	0	0	0	2	0	0	2
% Cars	0	0	0	100	0	0	100
Trucks	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0

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

Accurate Counts
978-664-2565

N/S Street : Restaurant Driveway
E/W Street : Kenwood Street
City/State : Medford, MA
Weather : Clear

File Name : 83930003
Site Code : 83930003
Start Date : 2/27/2020
Page No : 2



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

	07:00 AM			07:30 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	2	2	0	0	0
Total Volume	0	0	0	0	2	2	0	0	0
% App. Total	0	0		0	100		0	0	
PHF	.000	.000	.000	.000	.250	.250	.000	.000	.000
Cars	0	0	0	0	2	2	0	0	0
% Cars	0	0	0	0	100	100	0	0	0
Trucks	0	0	0	0	0	0	0	0	0

Accurate Counts

978-664-2565

N/S Street : Restaurant Driveway
E/W Street : Kenwood Street
City/State : Medford, MA
Weather : Clear

File Name : 83930003
Site Code : 83930003
Start Date : 2/27/2020
Page No : 7

Groups Printed- Trucks

	Restaurant Dwy From North		Kenwood St From East		Kenwood St From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
07:00 AM	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0
Apprch %	0	0	0	0	0	0	
Total %							

	Restaurant Dwy From North			Kenwood St From East			Kenwood St From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Accurate Counts

978-664-2565

N/S Street : Restaurant Driveway
E/W Street : Kenwood Street
City/State : Medford, MA
Weather : Clear

File Name : 83930003
Site Code : 83930003
Start Date : 2/27/2020
Page No : 10

Groups Printed- Bikes Peds

	Restaurant Dwy From North			Kenwood St From East			Kenwood St From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0				
Total %										0	0	

	Restaurant Dwy From North			Kenwood St From East			Kenwood St From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Accurate Counts

978-664-2565

N/S Street : Restaurant Driveway
E/W Street : Kenwood Street
City/State : Medford, MA
Weather : Clear

File Name : 83930003
Site Code : 83930003
Start Date : 2/27/2020
Page No : 1

Groups Printed- Cars - Trucks

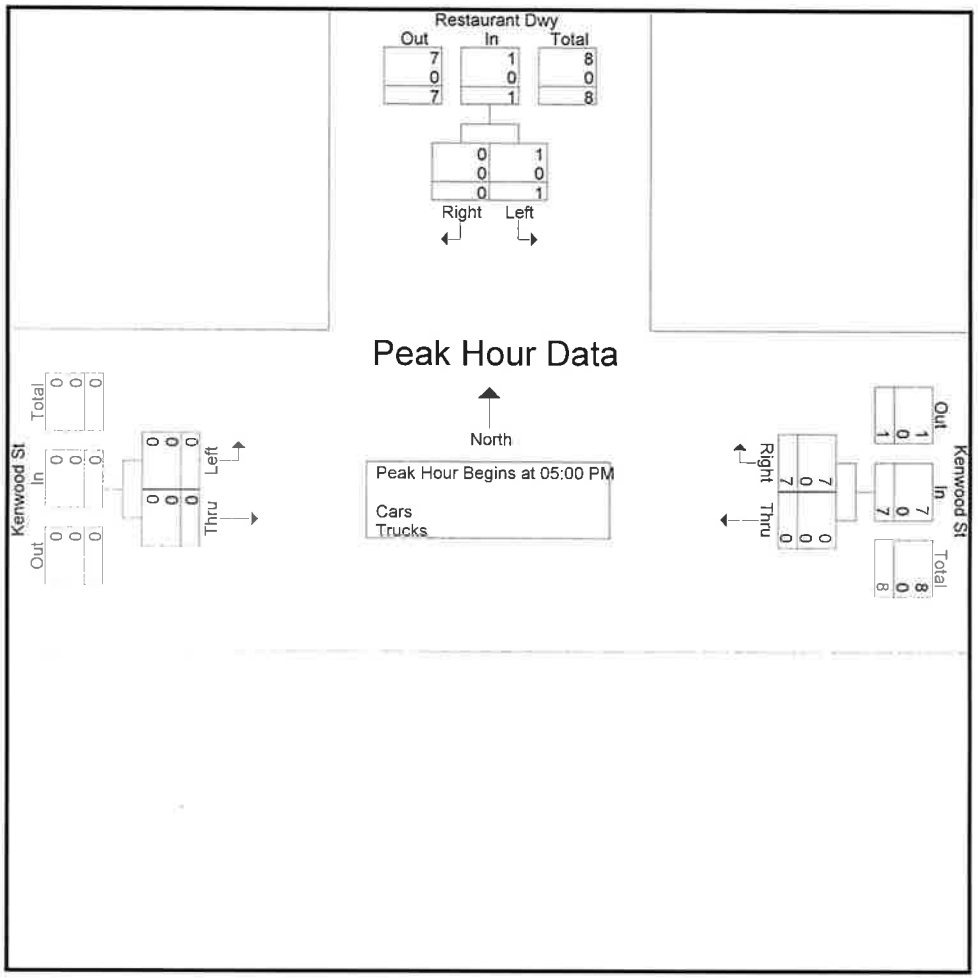
	Restaurant Dwy From North		Kenwood St From East		Kenwood St From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
04:00 PM	0	0	0	0	0	0	0
04:15 PM	0	0	0	1	0	0	1
04:30 PM	0	0	0	1	0	0	1
04:45 PM	0	0	0	0	0	0	0
Total	0	0	0	2	0	0	2
05:00 PM	0	0	0	1	0	0	1
05:15 PM	1	0	0	2	0	0	3
05:30 PM	0	0	0	1	0	0	1
05:45 PM	0	0	0	3	0	0	3
Total	1	0	0	7	0	0	8
Grand Total	1	0	0	9	0	0	10
Apprch %	100	0	0	100	0	0	
Total %	10	0	0	90	0	0	
Cars	1	0	0	9	0	0	10
% Cars	100	0	0	100	0	0	100
Trucks	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0

	Restaurant Dwy From North			Kenwood St From East			Kenwood St From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	0	0	0	1	1	0	0	0	1
05:15 PM	1	0	1	0	2	2	0	0	0	3
05:30 PM	0	0	0	0	1	1	0	0	0	1
05:45 PM	0	0	0	0	3	3	0	0	0	3
Total Volume	1	0	1	0	7	7	0	0	0	8
% App. Total	100	0		0	100		0	0		
PHF	.250	.000	.250	.000	.583	.583	.000	.000	.000	.667
Cars	1	0	1	0	7	7	0	0	0	8
% Cars	100	0	100	0	100	100	0	0	0	100
Trucks	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0

Accurate Counts
978-664-2565

N/S Street : Restaurant Driveway
E/W Street : Kenwood Street
City/State : Medford, MA
Weather : Clear

File Name : 83930003
Site Code : 83930003
Start Date : 2/27/2020
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			05:00 PM			04:00 PM		
+0 mins.	0	0	0	0	1	1	0	0	0
+15 mins.	0	0	0	0	2	2	0	0	0
+30 mins.	0	0	0	0	1	1	0	0	0
+45 mins.	1	0	1	0	3	3	0	0	0
Total Volume	1	0	1	0	7	7	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.250	.000	.250	.000	.583	.583	.000	.000	.000
Cars	1	0	1	0	7	7	0	0	0
% Cars	100	0	100	0	100	100	0	0	0
Trucks	0	0	0	0	0	0	0	0	0

Accurate Counts

978-664-2565

N/S Street : Restaurant Driveway
E/W Street : Kenwood Street
City/State : Medford, MA
Weather : Clear

File Name : 83930003
Site Code : 83930003
Start Date : 2/27/2020
Page No : 7

Groups Printed- Trucks

	Restaurant Dwy From North		Kenwood St From East		Kenwood St From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
04:00 PM	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0
Apprch %	0	0	0	0	0	0	
Total %							

	Restaurant Dwy From North			Kenwood St From East			Kenwood St From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Accurate Counts

978-664-2565

N/S Street : Restaurant Driveway
E/W Street : Kenwood Street
City/State : Medford, MA
Weather : Clear

File Name : 83930003
Site Code : 83930003
Start Date : 2/27/2020
Page No : 10

Groups Printed- Bikes Peds

	Restaurant Dwy From North			Kenwood St From East			Kenwood St From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0				
Total %										0	0	

	Restaurant Dwy From North			Kenwood St From East			Kenwood St From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

SEASONAL ADJUSTMENT DATA

massDOT Highway

MS2

Transportation Data Management System

Disclaimer: MassDOT has a wide range of traffic volume data. What is displayed here is data that has been captured within the past 10 years.... more

List View | All DIRs | Report Center

Record 1 of 1 Goto Record go

Location ID	AET13	MPO ID	
Type	SPOT	HPMS ID	
On NHS	No	On HPMS	No
LRS ID	I90 EB	LRS Loc Pt.	131.5096
SF Group	U1-Boston	Route Type	I
AF Group	U1-Boston	Route	90
GF Group	U1-Boston	Active	Yes
Class Dist Grp	U1-Boston	Category	
Seas Clss Grp	MHD Statewide		
WIM Group			
QC Group	Perm		
Fnct'l Class	(1) Interstate	Milepost	
Located On	MASSACHUSETTS TURNPIKE		
Loc On Alias			
WEST OF	Commonwealth Ave.		
More Detail			

STATION DATA

Directions: 2-WAY EB 1 2 3 4 WB 1 2 3 4

AADT

Year	AADT	DHV-30	K %	D %	PA	BC	Src
2019	150,719				143,656 (95%)	7,062 (5%)	
2018	145,868	12,362	8	54	139,110 (95%)	6,758 (5%)	
2017	141,575	12,278	9	56	134,614 (95%)	6,960 (5%)	

Travel Demand Model

	Model Year	Model AADT	AM PHV	AM PPV	MD PHV	MD PPV	PM PHV	PM PPV	NT PHV	NT PPV

VOLUME COUNT

	Date	Int	Total
	Mon 2/24/2020	15	154,023
	Sun 2/23/2020	15	119,499
	Sat 2/22/2020	15	132,874
	Fri 2/21/2020	15	161,817
	Thu 2/20/2020	15	159,672
	Wed 2/19/2020	15	156,101
	Tue 2/18/2020	15	150,659
	Mon 2/17/2020	15	122,729
	Sun 2/16/2020	15	114,588
	Sat 2/15/2020	15	134,460

|<< < > >>| 1-10 of 1172

mm/dd/yyyy To Date

VOLUME TREND

Year	Annual Growth
2019	3%
2018	3%

SPEED

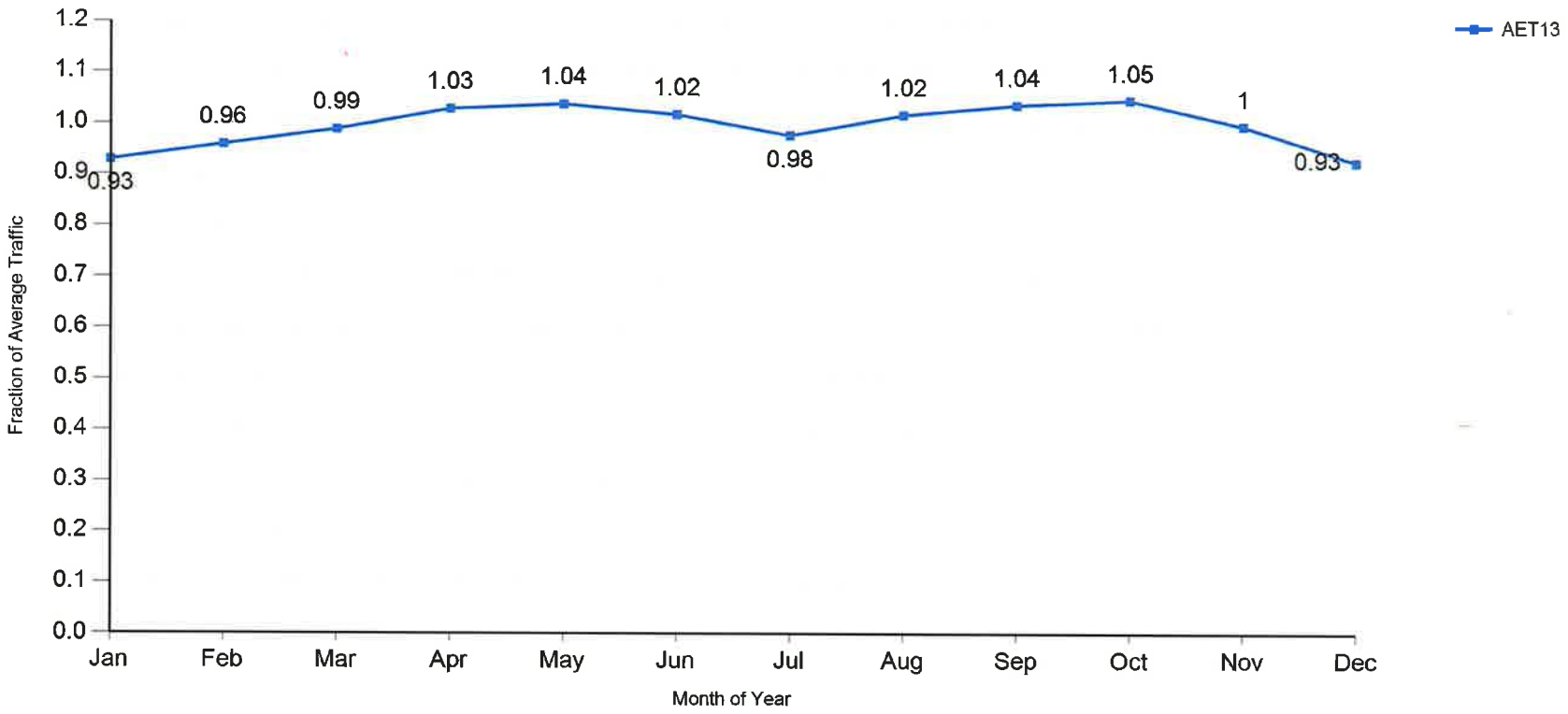
	Date	Int	Pace	85th	Total
	Mon 2/24/2020	15	50 - 60	62	154,023
	Sun 2/23/2020	15	50 - 60	62	119,499
	Sat 2/22/2020	15	50 - 60	62	132,874
	Fri 2/21/2020	15	50 - 60	61	161,817

CLASSIFICATION

	Date	Int	Total
	Mon 2/24/2020	15	154,023
	Sun 2/23/2020	15	119,499
	Sat 2/22/2020	15	132,874
	Fri 2/21/2020	15	161,817

Massachusetts Highway Department

Traffic Pattern by Month for 1/1/2019 - 12/31/2019



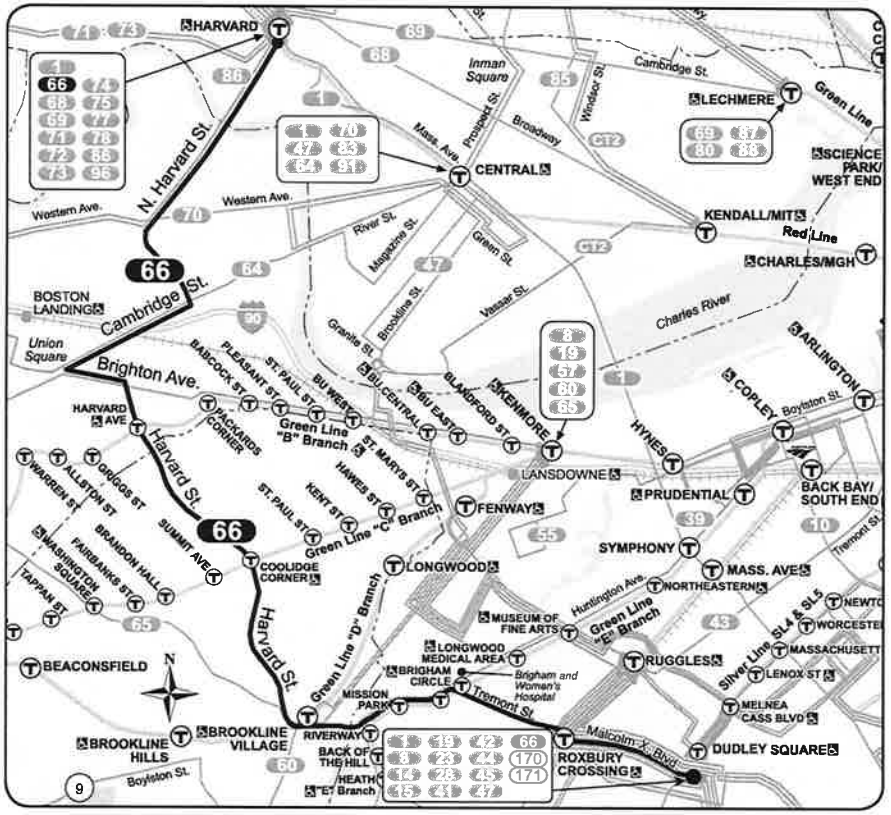
Massachusetts Highway Department

Traffic Pattern by Month for 1/1/2019 - 12/31/2019

Factor Group	Station	Weight	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
U1-Boston	AET13	1	0.931	0.961	0.993	1.030	1.038	1.020	0.980	1.023	1.038	1.052	1.000	0.934
	Average of Weighted Factors		**0.931**	**0.961**	**0.993**	**1.030**	**1.038**	**1.020**	**0.980**	**1.023**	**1.038**	**1.052**	**1.000**	**0.934**

PUBLIC TRANSPORTATION SCHEDULES

Route 66 Harvard Square - Dudley Station



66

Effective March 15, 2020

Harvard Square-Dudley Station

Serving

- Brigham and Women's Hospital
- Brigham Circle
- Brookline Village
- Coolidge Corner
- Union Square (Allston)
- Red Line
- Orange Line
- Green Line

Massachusetts Bay Transportation Authority

massDOT

Information 617-222-3200 • 1-800-392-6100
(TTY) 617-222-5146 • www.mbta.com

66 Weekday

Inbound

Leave Harvard/ Dawes Island	Lv/Arrive Union Square	Arrive Brookline Village	Arrive Dudley Station
5:00A	5:09A	5:18A	5:29A
5:15	5:24	5:33	5:44
5:30	5:39	5:48	5:59
5:45	5:54	6:03	6:14
6:00	6:09	6:21	6:38
6:10	6:20	6:33	6:50
.....	s 6:28	6:38	6:53
6:20	6:30	6:43	7:00
.....	s 6:39	6:50	7:05
6:30	6:40	6:53	7:10
Every	*10 Mins.*	*or Less*	
9:43	9:54	10:09	10:27
9:55	10:06	10:21	10:39
10:08	10:19	10:34	10:52
10:21	10:32	10:47	11:05
10:34	10:45	11:00	11:18
10:47	10:58	11:13	11:31
11:00	11:11	11:26	11:44
11:13	11:24	11:39	11:57
11:26	11:37	11:52	12:12P
11:39	11:50	12:05P	12:25
11:52	12:03P	12:20	12:40
12:05P	12:17P	12:34P	12:54P
Every	*13 Mins.*	*or Less*	
2:08	2:23	2:43	3:08
2:18	2:33	2:53	3:18
.....	cs 2:35	2:55	3:17
.....	cs 2:38	2:58	3:20
.....	cs 2:42	3:02	3:24
2:28	2:43	3:03	3:28
.....	cs 2:48	3:08	3:30
2:38	2:53	3:13	3:38
2:48	3:03	3:23	3:48
.....	cs 3:08	3:28	3:50
2:58	3:13	3:33	3:58
Every	*10 Mins.*	*or Less*	
6:18	6:33	6:53	7:17
6:30	6:45	7:05	7:24
6:42	6:57	7:16	7:31
6:54	7:09	7:24	7:39
7:05	7:19	7:33	7:48
7:17	7:29	7:43	7:58
7:29	7:41	7:55	8:10
7:41	7:53	8:07	8:22
7:53	8:05	8:19	8:34
8:07	8:19	8:33	8:48
8:21	8:33	8:47	9:02
8:35	8:47	9:01	9:16
8:49	9:01	9:15	9:30
9:03	9:15	9:29	9:44
9:17	9:29	9:43	9:58
9:31	9:43	9:57	10:12
9:45	9:57	10:11	10:26
Every	*15 Mins.*	*Until*	
11:45	11:54	12:03A	12:15A
12:00M	12:09A	12:18	12:30
12:20A	12:29	12:38	12:50
12:40	12:49	12:58	1:10
w 1:00	1:09	1:18	1:30

Outbound

Leave Dudley Station	Arrive Brookline Village	Arrive Union Square	Arrive Harvard/ Dawes Island
4:45A	4:54A	5:05A	5:20A
Every	*15 Mins.*	*Until*	
6:00	6:09	6:20	6:36
6:10	6:19	6:30	6:48
bs 6:17	6:26	6:37	.....
6:18	6:27	6:40	6:58
bs 6:22	6:31	6:42	.....
6:26	6:38	6:51	7:09
bs 6:27	6:36	6:47	.....
bs 6:31	6:40	6:51	.....
6:34	6:47	7:00	7:19
bs 6:35	6:44	6:55	.....
bs 6:39	6:48	6:59	.....
6:42	6:55	7:08	7:28
bs 6:43	6:52	7:03	.....
bs 6:47	6:56	7:08	.....
6:50	7:03	7:16	7:37
bs 6:50	6:59	7:11	.....
6:58	7:11	7:27	7:48
bs 7:00	7:14	7:26	.....
7:05	7:20	7:38	7:59
7:12	7:29	7:47	8:08
Every	*9 Mins.*	*or Less*	
8:36	8:52	9:08	9:28
8:46	8:59	9:15	9:35
8:56	9:09	9:25	9:45
9:08	9:21	9:37	9:57
9:20	9:33	9:49	10:09
9:32	9:45	10:01	10:21
9:44	9:57	10:13	10:33
Every	*13 Mins.*	*Until*	
11:54	12:07P	12:23P	12:45P
12:07P	12:20P	12:37P	12:59P
Every	*13 Mins.*	*Until*	
12:59	1:15	1:33	1:55
1:10	1:26	1:44	2:06
1:20	1:36	1:54	2:16
1:30	1:46	2:04	2:26
1:40	1:56	2:14	2:36
1:50	2:06	2:24	2:46
s 1:53	2:09	2:27	2:49
s 1:57	2:15	2:32	.....
2:00	2:18	2:34	2:56
Every	*10 Mins.*	*Until*	
5:50	6:05	6:25	6:48
6:01	6:14	6:33	6:56
6:11	6:24	6:41	7:04
6:21	6:34	6:49	7:12
6:31	6:44	6:59	7:22
6:42	6:55	7:10	7:33
6:53	7:06	7:21	7:44
7:07	7:20	7:35	7:58
7:21	7:34	7:49	8:09
7:35	7:48	8:03	8:21
Every	*15 Mins.*	*Until*	
11:50	11:58	12:09A	12:25A
12:08A	12:16A	12:27	12:43
12:26	12:34	12:45	1:01
12:44	12:52	1:03	1:19
w 1:02	1:10	1:21	1:37

66 Saturday

Inbound

Leave Harvard/ Dawes Island	Arrive Union Square	Arrive Dudley Station
4:40A	4:47A	5:06A
5:00	5:07	5:26
5:19	5:26	5:45
5:38	5:45	6:04
5:57	6:05	6:29
6:16	6:24	6:48
6:35	6:43	7:07
6:54	7:02	7:26
7:12	7:20	7:44
7:29	7:37	8:01
7:46	7:54	8:18
8:04	8:12	8:40
8:22	8:32	9:01
8:39	8:49	9:18
8:56	9:06	9:35
9:14	9:24	9:53
9:32	9:42	10:13
Every	*17 Mins.*	*or Less*
11:55	12:09P	12:47P
12:09P	12:24P	1:02P
12:23	12:38	1:16
12:37	12:52	1:30
12:51	1:06	1:44
1:05	1:20	1:58
1:20	1:35	2:13
1:35	1:50	2:28
1:50	2:05	2:43
2:06	2:21	2:59
Every	*16 Mins.*	*or Less*
9:31	9:42	10:09
9:47	9:58	10:25
10:02	10:13	10:40
10:17	10:28	10:55
10:32	10:43	11:10
10:47	10:58	11:25
11:02	11:13	11:40
11:17	11:28	11:55
11:33	11:44	12:08A
11:49	12:00M	12:22
12:05A	12:14A	12:36
12:21	12:30	12:52
12:40	12:49	1:11
w 1:00	1:09	1:31

Outbound

Leave Dudley Station	Arrive Union Square	Arrive Harvard/ Dawes Island
4:39A	4:54A	5:09A
4:57	5:12	5:27
5:15	5:30	5:45
5:33	5:48	6:05
5:51	6:10	6:27
6:09	6:28	6:45
6:27	6:46	7:03
6:45	7:04	7:21
Every	*17 Mins.*	*or Less*
9:12	9:37	9:57
9:27	9:54	10:14
9:42	10:11	10:31
9:57	10:26	10:46
10:12	10:41	11:01
10:27	10:56	11:16
10:41	11:10	11:30
10:56	11:26	11:47
11:11	11:43	12:04P
11:26	11:58	12:19
11:41	12:13P	12:34
11:56	12:28	12:49
12:11P	12:43	1:04
12:26	12:58	1:19
12:41	1:13	1:34
Every	*16 Mins.*	*or Less*
6:04	6:35	6:55
6:21	6:49	7:09
6:38	7:05	7:25
6:55	7:22	7:42
7:12	7:39	7:59
7:29	7:56	8:14
7:46	8:11	8:29
8:03	8:27	8:45
8:20	8:44	9:02
8:37	9:01	9:19
8:54	9:18	9:36
Every	*16 Mins.*	*Until*
11:34	11:53	12:08A
11:51	12:10A	12:25
12:10A	12:29	12:44
12:30	12:49	1:04
12:50	1:09	1:24
w 1:10	1:28	1:37

b - To Brighton Center

c - Leaves from Cambridge Street at Warren Street

s - Does NOT run during school vacation

w - Waits for last Red Line or Silver Line vehicle to arrive at station.

Spring & Summer 2020 Holidays
4/20: see Weekday; 5/25 see Sunday
7/3: see Saturday; 7/4: see Sunday

66 Sunday

Inbound

Leave Harvard/ Dawes Island	Arrive Union Square	Arrive Dudley Station
6:25A	6:33A	6:55A
Every	*18 Mins.*	*or Less*
9:37	9:48	10:18
9:53	10:04	10:34
10:09	10:20	10:50
10:25	10:36	11:06
10:41	10:52	11:22
10:57	11:08	11:38
11:13	11:24	11:55
11:29	11:41	12:13P
11:45	11:57	12:30
12:02P	12:16P	12:49P
Every	*17 Mins.*	*or Less*
5:42	5:56	6:28
5:57	6:09	6:41
6:11	6:23	6:55
6:26	6:38	7:10
6:41	6:53	7:25
6:56	7:08	7:40
7:11	7:23	7:55
7:26	7:38	8:08
7:41	7:53	8:22
7:55	8:06	8:35
8:11	8:22	8:51
8:27	8:38	9:07
8:43	8:54	9:21
8:59	9:10	9:37
9:15	9:26	9:53
9:31	9:42	10:09
Every	*19 Mins.*	*Until*
12:22A	12:31A	12:52A
12:41	12:50	1:11
w 1:00	1:09	1:30

Outbound

Leave Dudley Station	Arrive Union Square	Arrive Harvard/ Dawes Island
5:50A	6:09A	6:23A
6:10	6:29	6:43
6:30	6:49	7:03
Every	*18 Mins.*	*or Less*
9:27	9:53	10:10
9:43	10:09	10:26
9:59	10:25	10:42
10:15	10:41	10:58
10:30	10:59	11:16
10:45	11:15	11:32
11:01	11:31	11:48
11:17	11:47	12:04P
11:33	12:03P	12:20
11:49	12:19	12:36
12:05P	12:35P	12:52P
12:21	12:51	1:08
12:38	1:08	1:25
Every	*16 Mins.*	*or Less*
7:12	7:36	7:54
7:29	7:53	8:11
7:47	8:11	8:29
8:05	8:29	8:47
8:23	8:47	9:05
8:41	9:05	9:21
9:00	9:21	9:37
9:20	9:41	9:57
9:40	10:01	10:17
10:00	10:21	10:37
Every	*20 Mins.*	*Until*
12:00M	12:18A	12:32A
12:20A	12:38	12:52
12:40	12:58	1:12
w 1:00	1:18	1:32

All buses are accessible to persons with disabilities

Fare	Local Bus	Bus + Bus	Rapid Transit	Bus + Rapid Transit
CharlieCard	$1.70	$1.70	$2.40	$2.40
CharlieTicket	$2.00	$2.00	$2.90	$4.90
Cash-on-Board	$2.00	$4.00	$2.90	$4.90
Student/Youth*	$0.85	$0.85	$1.10	$1.10
Senior/TAP**	$0.85	$0.85	$1.10	$1.10

VALID PASSES: LinkPass ($90.00/mo.); Local Bus ($55/mo.); *Student/Youth LinkPass ($30.00/mo.); **Senior/TAP LinkPass ($30/mo.); and express bus, commuter rail, and boat passes.

FREE FARES: Children 11 and under ride free when accompanied by an adult; Blind Access CharlieCard holders ride free and if using a guide, the guide rides free.

* Requires Student CharlieCard or Youth CharlieCard. Student CharlieCards are available to students through participating middle schools and high schools. Youth CharlieCards are available through community partners in the Boston metro area. Visit www.mbta.com/youthpass for details.

** Requires Senior/TAP CharlieCard, available to Medicare cardholders, seniors 65+, and persons with disabilities.

Fares

PRICE PER TRIP	Local Bus	Bus + Bus	Rapid Transit	Bus + Rapid Transit
CharlieCard	$1.70	$1.70	$2.40	$2.40
CharlieTicket	$2.00	$2.00	$2.90	$4.90***
Cash-on-Board	$2.00	$4.00	$2.90	$4.90***
Student/Youth*	$0.85	$0.85	$1.10	$1.10
Senior/TAP**	$0.85	$0.85	$1.10	$1.10
UNLIMITED TRIP PASSES				
1-Day	$12.75	$12.75	$12.75	$12.75
7-Day	$22.50	$22.50	$22.50	$22.50
Monthly	$55.00	$55.00	$90.00	$90.00
Senior/TAP Monthly $30.00/month for unlimited travel on Local Bus and Rapid Transit				

VALID PASSES: LinkPass ($84.50/mo.); Student /Youth LinkPass* ($30/mo.) ; Senior/TAP LinkPass* ($30/mo.); and express bus, commuter rail, and boat passes.

FREE FARES: Children 11 and under ride free when accompanied by an adult; Blind Access CharlieCard holders ride free: if using a guide, the guide rides free

- * Requires Student CharlieCard or Youth CharlieCard. Student CharlieCards are available to students through participating middle schools and high schools. Youth CharlieCards are available through community partners in the Boston metro area. Visit www.mbta.com/youthpass for details.
- ** Requires Senior/TAP CharlieCard, available to Medicare cardholders, seniors 65+, and persons with disabilities.
- *** For Silver Line SL4 or SL5 pay $2.75. Also see "transfers."

TRANSFERS
If paying with a CharlieTicket or CharlieCard, discounted transfers that are available are automatic — just use the same ticket or card throughout your trip. If paying with cash onboard a vehicle, free transfers are only allowed between rapid transit lines and inside paid platform areas at gated stations.

SCHEDULES
Schedules are available at the following stations: Park Street, Airport, Malden, Harvard, Haymarket (Green Line Level), Back Bay and Downtown Crossing (Orange Line Level) or see station personnel. Schedules also available at the Transportation Building (10 Park Plaza), 45 High St, and online at mbta.com.

For real-time subway and bus tracking, download the Transit app on any smartphone.

Schedule Change

Rapid Transit

Effective March 15, 2020

Massachusetts Bay Transportation Authority

massDOT

Information 617-222-3200 • 1-800-392-6100
(TTY) 617-222-5146 • www.mbta.com

Rapid Transit Line	Weekday							Saturday						Sunday					
	First Trip	AM Peak	Midday	PM Peak	Evening	Late Night	Last Trip	First Trip	AM Peak	PM Peak	Evening	Late Night	Last Trip	First Trip	AM Peak	PM Peak	Evening	Late Night	Last Trip
Red Line																			
Alewife	5:24AM	9 min	14 min	9 min	12 min	12 min	12:20AM	5:24AM	14 min	14 min	14 min	14 min	12:20AM	6:08AM	15 min	15 min	15 min	15 min	12:20AM
Braintree	5:08AM	9 min	14 min	9 min	12 min	12 min	12:17AM	5:09AM	14 min	14 min	14 min	14 min	12:17AM	6:00AM	15 min	15 min	15 min	15 min	12:17AM
Alewife	5:16AM	9 min	14 min	9 min	12 min	12 min	w 12:27AM	5:16AM	14 min	14 min	14 min	14 min	w 12:27AM	6:00AM	15 min	15 min	15 min	15 min	w 12:27AM
Ashmont	5:16AM	9 min	14 min	9 min	12 min	12 min	w 12:30AM	5:16AM	14 min	14 min	14 min	14 min	w 12:30AM	6:00AM	15 min	15 min	15 min	15 min	w 12:30AM
"M" Ashmont	5:17AM	5 min	8 min	5 min	12 min	12 min	w 1:05AM	5:15AM	26 min	12 min	12 min	26 min	w 1:05AM	6:03AM	26 min	12 min	12 min	26 min	w 1:05AM
Mattapan	5:05AM	5 min	8 min	5 min	12 min	12 min	12:53AM	5:05AM	26 min	12 min	12 min	26 min	12:53AM	5:51AM	26 min	12 min	12 min	26 min	12:53AM
Blue Line																			
Wonderland	5:13AM	5 min	9 min	5 min	9 min	9 min	12:28AM	5:25AM	9 min	9 min	9 min	13 min	12:28AM	5:58AM	13 min	9 min	9 min	13 min	12:28AM
Orient Heights	5:14AM	5 min	9 min	5 min	9 min	9 min	12:33AM	5:13AM	9 min	9 min	9 min	13 min	12:33AM	6:03AM	13 min	9 min	9 min	13 min	12:33AM
Bowdoin	5:30AM	5 min	9 min	5 min	9 min	9 min	w 1:00AM	5:29AM	9 min	9 min	9 min	13 min	w 1:00AM	6:21AM	13 min	9 min	9 min	13 min	w 1:00AM
Orange Line																			
Oak Grove	5:16AM	6 min	8 min	6 min	9 min	9 min	w 12:30AM	5:16AM	10 min	9 min	11 min	11 min	w 12:30AM	6:00AM	13 min	11 min	11 min	11 min	w 12:30AM
Forest Hills	5:16AM	6 min	8 min	6 min	9 min	9 min	w 12:28AM	5:16AM	10 min	9 min	11 min	11 min	w 12:28AM	6:00AM	13 min	11 min	11 min	11 min	w 12:28AM
Green Line																			
B Boston College	5:01AM	6 min	8 min	6 min	7 min	9 min	12:10AM	4:45AM[2]	11 min	7 min	7 min	11 min	12:09AM	5:20AM[2]	12 min	9 min	7 min	10 min	12:10AM
Park Street	5:45AM	6 min	8 min	6 min	7 min	9 min	w 12:52AM	5:40AM	11 min	7 min	7 min	11 min	w 12:52AM	6:12AM	12 min	9 min	7 min	10 min	w 12:52AM
C Cleveland Circle	4:57AM[1]	6 min	9 min	7 min	7 min	10 min	12:07AM	4:50AM[2]	10 min	9 min	8 min	10 min	12:10AM	5:30AM[2]	12 min	11 min	9 min	12 min	12:10AM
North Station	5:48AM	6 min	9 min	7 min	7 min	10 min	w 12:46AM	5:30AM	10 min	9 min	8 min	10 min	w 12:46AM	6:06AM	12 min	11 min	9 min	12 min	w 12:46AM
D Riverside[4]	4:56AM	6 min	8 min	6 min	8 min	11 min	12:05AM	4:55AM	13 min	9 min	8 min	10 min	12:02AM	5:25AM	13 min	11 min	11 min	11 min	12:05AM
Government Ctr.	5:45AM	6 min	8 min	6 min	8 min	11 min	w 12:49AM	5:38AM	13 min	9 min	8 min	10 min	w 12:49AM	6:10AM	13 min	11 min	11 min	11 min	w 12:49AM
E Lechmere	5:00AM[5]	6 min	8 min	7 min	9 min	9 min	12:30AM	5:01AM	11 min	9 min	11 min	11 min	12:30AM	5:35AM	12 min	12 min	12 min	12 min	12:30AM
Heath Street	5:45AM	6 min	8 min	7 min	9 min	9 min	12:47AM[3]	5:39AM	11 min	9 min	11 min	11 min	12:47AM[3]	6:15AM	12 min	12 min	12 min	12 min	12:47AM[3]
Silver Line																			
SL1 Logan Airport	5:38AM	10 min	10 min	10 min	9 min	13 min	f 1:03AM	5:48AM	10 min	11 min	11 min	11 min	f 1:15AM	5:50AM	12 min	8 min	8 min	8 min	f 1:12AM
South Station	5:40AM	10 min	10 min	10 min	9 min	13 min	w 1:02AM	5:45AM	10 min	11 min	11 min	11 min	w 12:59AM	6:12AM	12 min	8 min	8 min	8 min	w 1:00AM
SL2 Design Center	6:07AM	5 min	12 min	5 min	8 min	15 min	12:37AM	6:03AM	15 min	15 min	15 min	15 min	12:35AM	6:51AM	15 min	15 min	15 min	15 min	12:51AM
South Station	5:44AM	5 min	12 min	5 min	8 min	15 min	12:50AM	5:47AM	15 min	15 min	15 min	15 min	12:45AM	6:35AM	15 min	15 min	15 min	15 min	12:36AM
SL3 Chelsea Station	4:55AM	13 min	15 min	14 min	12 min	14 min	f 1:26AM	5:30AM	10 min	11 min	12 min	12 min	f 1:22AM	6:26AM	13 min	15 min	15 min	15 min	f 1:25AM
South Station	4:20AM	13 min	15 min	14 min	12 min	14 min	w 12:35AM	4:56AM	10 min	11 min	12 min	12 min	w 12:55AM	5:53AM	13 min	15 min	15 min	15 min	w 12:55AM
SL4 Dudley Station	5:20AM	14 min	14 min	11 min	11 min	20 min	12:20AM	5:23AM	15 min	17 min	16 min	20 min	12:20AM	6:02AM	15 min	16 min	15 min	20 min	12:20AM
South Station	5:38AM	14 min	14 min	11 min	11 min	20 min	12:37AM	5:40AM	15 min	17 min	16 min	20 min	12:40AM	6:20AM	15 min	16 min	15 min	20 min	12:40AM
SL5 Dudley Station	5:15AM	8 min	10 min	8 min	8 min	18 min	12:51AM	5:19AM	8 min	8 min	9 min	10 min	12:43AM	6:00AM	10 min	9 min	9 min	9 min	12:25AM
Downtown Xing	5:32AM	8 min	10 min	8 min	8 min	18 min	w 1:07AM	5:34AM	8 min	8 min	9 min	10 min	w 1:00AM	6:16AM	10 min	9 min	9 min	9 min	w 12:47AM

Schedule Periods (approximate):

AM Rush Hour:	6:30 AM - 9:00 AM
Midday:	9:00 AM - 3:30 PM
PM Rush Hour:	3:30 PM - 6:30 PM
Evening:	6:30 PM - 8:00 PM
Late Night:	8:00 PM - CLOSE

Green Line Notes:

1 - The first two C train AM northbound trips run through to Lechmere Station on weekdays.

2 - The first B and second C train AM northbound trips run through to Lechmere Station on weekends.

3 - On weekdays the 12:27 AM trip (weekends the 12:32 AM trip) from Heath St is the last connecting train to other lines downtown. The 12:37AM and 12:47AM trips (weekends the 12:47AM trip) from Heath St. runs in service to Lechmere with no guaranteed connections.

4 - Due to two major infrastructure projects on the D Line, shuttles will replace trolley service on some weeknights and weekends through 2020. Shuttle schedules are subject to change. Shuttles may add up to 15 minutes to your travel time. Please visit mbta.com to plan your trip on the D Line, or sign up for T-Alerts for shuttle notices.

5 - Early morning service from Lechmere to Riverside departs Lechmere at 5:00 AM.

f - After exiting Ted Williams Tunnel bus will only service World Trade Center and South Station stops.

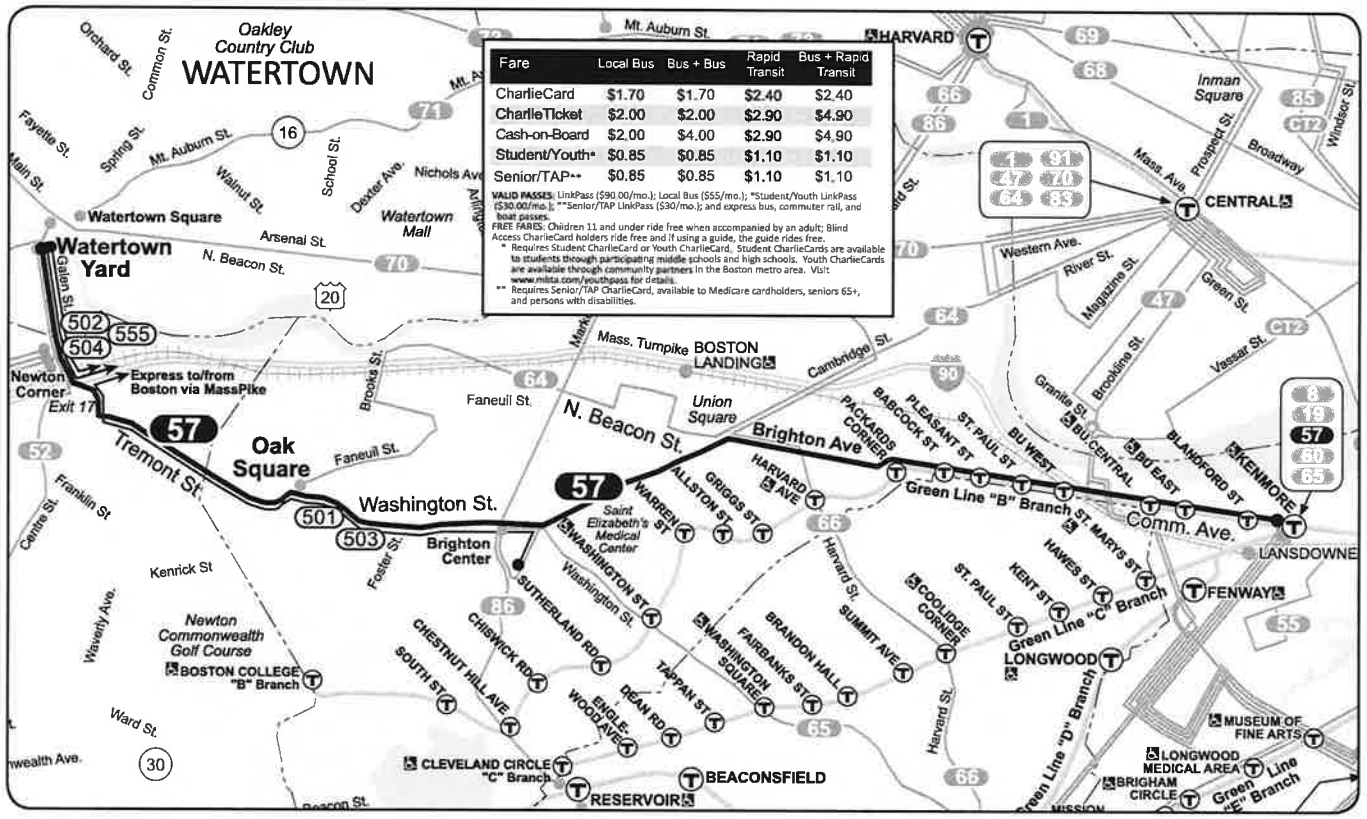
w - Last trips wait at some stations, primarily in the Downtown area, for connecting service. Departure times are approximate.

Spring & Summer 2020 Holidays

4/20: see Weekday; 5/25: see Sunday

7/3: see Saturday; 7/4: see Sunday

Route 57/57A Watertown Yard or Oak Square - Kenmore Station



Schedule Change

57•57A

Effective March 15, 2020

Watertown Yard or Oak Square-Kenmore Station

Serving

- Fenway Park
- Boston University
- Packard's Corner
- Union Square (Allston)
- Brighton Center
- Oak Square
- St. Elizabeth's Medical Center
- Newton Corner
- Green Line

Massachusetts Bay Transportation Authority massDOT

Information 617-222-3200 • 1-800-392-6100
(TTY) 617-222-5146 • www.mbta.com

57 & 57A Weekday

Inbound			Outbound		
Leave Watertown Yard	Lv/Arrive Oak Square	Arrive Kenmore Station	Leave Kenmore Station	Arrive Oak Square	Arrive Watertown Yard
4:30A	4:35A	ad 4:49A	ad 5:17A	5:33A	5:39A
5:03	5:09	5:24	5:33	5:49	5:54
5:29	5:34	5:49	5:55	6:11	6:16
5:45	5:51	6:07	6:12	6:28	6:34
6:00	6:07	6:27	6:26	6:46	6:52
6:11	6:18	6:38	6:37	6:58	7:04
.....	su 6:19	u 6:28	6:48	7:09	7:15
6:21	6:28	6:48	6:59	7:20	7:26
.....	su 6:30	u 6:39	7:09	7:30	7:39
6:31	6:38	6:58	7:20	7:44	7:53
.....	s 6:42	7:06	7:32	7:57	8:06
6:41	6:48	7:13	a 7:35	8:00	.....
6:51	6:58	7:27	7:40	8:05	.....
.....	7:06	7:35	7:45	8:10	8:19
7:01	7:11	7:40	7:52	8:17	.....
.....	7:17	7:46	7:58	8:23	8:32
7:12	7:22	7:51	8:04	8:29	.....
.....	7:29	7:58	8:10	8:35	8:43
7:23	7:33	8:02	8:17	8:41	.....
.....	7:39	8:10	8:23	8:47	8:55
7:34	7:44	8:15	8:29	8:53	.....
.....	7:51	8:22	8:34	8:58	9:06
7:45	7:55	8:27	8:42	9:06	.....
.....	8:03	8:36	8:48	9:12	9:20
.....	s 8:05	8:38	8:58	9:22	9:30
7:55	8:07	8:40	9:08	9:31	9:38
.....	8:14	8:47	9:19	9:41	9:48
8:06	8:18	8:51	9:30	9:52	9:59
.....	8:23	8:56	9:41	10:03	10:10
.....	8:27	9:00	9:52	10:14	10:21
8:17	8:29	9:01	10:03	10:25	10:32
.....	8:35	9:08	10:13	10:35	10:42
8:29	8:41	9:13	10:23	10:45	10:52
.....	8:49	9:20	10:33	10:55	11:02
8:41	8:53	9:21	10:43	11:05	11:12
.....	8:58	9:25	10:53	11:15	11:22
8:53	9:02	9:28	11:03	11:25	11:32
.....	9:10	9:37	11:13	11:35	11:42
9:05	9:13	9:39	11:23	11:45	11:52
9:17	9:25	9:51	11:33	11:55	12:02P
9:30	9:38	10:04	11:43	12:05P	12:12
9:40	9:48	10:14	11:53	12:15	12:22
9:50	9:58	10:24	12:03P	12:25	12:32
10:00	10:08	10:34	*Every*	*10 Mins.*	*Until*
10:10	10:18	10:44	2:03	2:30	2:37
10:20	10:28	10:54	fs 2:32	2:41	2:48
10:30	10:38	11:04	2:13	2:40	2:47
10:40	10:48	11:14	.....	ls 2:48	2:56
10:50	10:58	11:24	2:23	2:50	2:57
11:00	11:08	11:34	.....	ps 2:58	3:08
11:10	11:18	11:44	2:33	3:00	3:07
11:20	11:28	11:54	2:43	3:10	3:17
11:30	11:38	12:04P	*Every 10 minutes or less*		
11:40	11:48	12:14	3:50	4:17	4:24
11:50	11:58	12:24	4:00	4:27	4:34
12:00N	12:08P	12:34	4:06	4:33	.....
Every	*10 Mins.*	*Until*	4:11	4:38	4:45
1:40	1:48	2:14	4:18	4:45	.....

Shaded trips operate as Route 57A

57 & 57A Weekday

Inbound			Outbound		
Leave Watertown Yard	Lv/Arrive Oak Square	Arrive Kenmore Station	Leave Kenmore Station	Arrive Oak Square	Arrive Watertown Yard
1:50P	1:58P	2:24P	4:23P	4:50P	4:57P
1:59	2:07	2:33	4:30	4:57	.....
2:08	2:16	2:42	4:34	5:01	5:12
2:17	2:25	2:51	4:41	5:09	.....
2:26	2:34	3:00	4:46	5:15	5:26
.....	ca 2:35	3:02	4:53	5:24	.....
2:35	2:43	3:09	4:57	5:28	5:39
Every	*10 minutes*	*or less*	5:04	5:35	.....
3:30	3:39	4:09	5:09	5:40	5:51
3:41	3:50	4:20	5:16	5:47	.....
3:52	4:01	4:31	5:20	5:51	6:01
4:03	4:12	4:42	5:27	5:58	.....
4:14	4:23	4:53	5:32	6:03	6:10
4:25	4:34	5:04	5:39	6:10	.....
4:36	4:45	5:15	5:45	6:15	6:22
.....	4:47	5:16	5:52	6:21	.....
4:48	4:55	5:25	5:57	6:26	6:33
.....	4:58	5:27	6:04	6:33	.....
4:57	5:06	5:36	6:09	6:38	6:45
.....	5:10	5:39	6:16	6:45	.....
5:08	5:17	5:49	6:21	6:50	6:57
.....	5:22	5:53	6:28	6:57	.....
5:20	5:29	6:02	6:32	7:01	7:07
.....	5:34	6:06	6:40	7:07	.....
5:32	5:42	6:15	6:45	7:11	7:17
.....	5:46	6:18	6:53	7:17	7:23
5:43	5:53	6:26	7:01	7:25	7:31
.....	5:57	6:29	7:09	7:33	7:39
5:55	6:05	6:37	7:17	7:41	7:47
.....	6:08	6:38	7:26	7:50	7:56
6:06	6:16	6:48	*Every*	*9 Mins.*	*Until*
.....	6:19	6:48	7:53	8:17	8:23
6:18	6:28	6:58	8:02	8:26	8:32
6:30	6:38	7:08	8:11	8:35	8:41
6:42	6:50	7:20	8:20	8:44	8:50
6:54	7:02	7:31	8:29	8:53	8:59
7:05	7:13	7:40	8:38	9:02	9:08
Every	*10 Mins.*	*Until*	8:47	9:11	9:17
7:55	8:01	8:24	8:55	9:19	9:25
8:07	8:13	8:36	9:06	9:30	9:36
8:20	8:26	8:49	9:17	9:41	9:47
8:29	8:35	8:58	9:29	9:53	9:59
8:42	8:48	9:11	9:41	10:05	10:11
8:54	9:00	9:23	9:53	10:17	10:23
9:04	9:10	9:33	10:05	10:29	10:34
9:15	9:21	9:42	10:17	10:39	10:44
9:30	9:36	9:54	10:32	10:51	10:56
9:41	9:47	10:05	10:47	11:06	11:11
9:53	9:59	10:17	11:02	11:21	11:26
10:05	10:11	10:29	11:20	11:39	11:44
10:17	10:23	10:41	11:40	11:59	12:04A
10:32	10:38	10:56	12:00M	12:19A	12:24
10:50	10:56	11:14	12:20A	12:39	12:44
11:10	11:16	11:34	12:45	1:04	1:09
11:31	11:37	11:55	w 1:10	1:29	1:34
11:50	11:56	12:14A			
12:10A	12:16A	12:34			
12:30	12:36	12:54			

57 Saturday

Inbound			Outbound		
Leave Watertown Yard	Arrive Oak Square	Arrive Kenmore Station	Leave Kenmore Station	Arrive Oak Square	Arrive Watertown Yard
4:33A	4:40A	ad 4:54A	ad 5:16A	5:27A	5:33A
5:05	5:09	5:22	5:29	5:40	5:45
5:20	5:24	5:37	5:44	5:55	6:00
5:35	5:39	5:52	5:59	6:10	6:15
5:50	5:54	6:08	6:14	6:28	6:34
6:05	6:09	6:25	6:30	6:44	6:50
6:20	6:24	6:40	6:45	6:59	7:05
6:34	6:38	6:54	6:59	7:13	7:19
Every	*11 minutes*	*or less*	7:11	7:25	7:31
10:47	10:53	11:19	*Every*	*12 minutes*	*or less*
10:55	11:01	11:27	10:57	11:16	11:23
11:04	11:10	11:36	11:06	11:25	11:32
11:13	11:19	11:46	11:16	11:35	11:42
11:21	11:27	11:56	11:26	11:45	11:52
11:30	11:36	12:06P	11:36	11:55	12:02P
11:40	11:46	12:16	11:45	12:04P	12:11
11:50	11:56	12:26	11:55	12:15	12:22
12:00N	12:06P	12:36P	12:05P	12:26P	12:33P
Every	*10 minutes*	*or less*	*Every*	*10 minutes*	*or less*
5:18	5:22	5:48	5:56	6:18	6:25
5:29	5:33	5:59	6:07	6:29	6:36
5:40	5:44	6:10	6:18	6:40	6:47
5:51	5:55	6:21	6:29	6:51	6:58
6:02	6:06	6:32	6:40	7:02	7:09
6:13	6:17	6:43	6:51	7:13	7:20
6:24	6:28	6:54	7:02	7:24	7:31
6:35	6:39	7:05	7:13	7:35	7:42
6:45	6:49	7:15	7:24	7:44	7:51
6:56	7:00	7:26	7:35	7:55	8:02
7:07	7:11	7:37	7:46	8:06	8:13
7:18	7:22	7:48	7:57	8:17	8:24
7:29	7:33	7:59	8:07	8:27	8:34
7:40	7:44	8:10	8:17	8:37	8:44
7:51	7:55	8:19	8:27	8:47	8:54
8:01	8:05	8:28	8:37	8:57	9:04
8:11	8:15	8:38	8:46	9:06	9:13
8:22	8:26	8:49	8:56	9:16	9:23
8:33	8:37	9:00	9:06	9:26	9:33
8:43	8:47	9:10	9:17	9:37	9:44
8:55	8:59	9:22	9:28	9:46	9:53
9:07	9:11	9:34	9:40	9:58	10:05
9:20	9:24	9:45	9:52	10:10	10:17
9:33	9:37	9:57	10:04	10:22	10:29
9:46	9:50	10:10	10:17	10:35	10:42
9:59	10:03	10:23	10:30	10:48	10:55
10:12	10:16	10:36	10:43	11:01	11:08
10:25	10:29	10:49	10:56	11:14	11:21
10:39	10:43	11:03	11:10	11:28	11:35
10:56	11:00	11:20	11:27	11:45	11:52
11:13	11:17	11:37	11:44	12:02A	12:09A
11:30	11:34	11:54	12:01A	12:19	12:26
11:47	11:51	12:11A	12:18	12:35	12:41
12:04A	12:08A	12:28	12:35	12:50	12:56
12:21	12:25	12:45	12:53	1:08	1:14
12:39	12:43	1:03	w 1:11	1:26	1:32

57 Sunday

Inbound			Outbound		
Leave Watertown Yard	Arrive Oak Square	Arrive Kenmore Station	Leave Kenmore Station	Arrive Oak Square	Arrive Watertown Yard
6:00A	6:04A	6:23A	6:29A	6:42A	6:49A
Every	*20 minutes*	*or less*	*Every*	*20 minutes*	*or less*
8:11	8:15	8:36	8:43	8:59	9:06
8:27	8:31	8:52	8:59	9:15	9:22
8:42	8:46	9:08	9:15	9:31	9:38
8:57	9:02	9:26	9:33	9:49	9:56
9:13	9:18	9:42	9:49	10:06	10:13
9:29	9:34	9:58	10:05	10:23	10:30
Every	*15 minutes*	*or less*	*Every*	*15 minutes*	*or less*
11:48	11:53	12:22P	11:46	12:08P	12:15P
12:01P	12:06P	12:35P	12:01P	12:23P	12:30P
12:14	12:19	12:48	12:16	12:38	12:45
12:27	12:32	1:01	*Every*	*14 minutes*	*or less*
Every	*14 minutes*	*or less*	6:35	6:58	7:05
5:57	6:02	6:29	6:50	7:13	7:20
6:12	6:17	6:44	7:05	7:28	7:35
6:27	6:32	6:59	7:19	7:42	7:49
6:42	6:47	7:13	7:33	7:56	8:03
6:57	7:02	7:26	7:48	8:09	8:16
7:13	7:18	7:42	8:03	8:23	8:30
7:27	7:32	7:56	8:18	8:38	8:45
7:42	7:47	8:11	8:32	8:52	8:59
7:57	8:02	8:26	8:47	9:07	9:14
8:13	8:17	8:40	9:03	9:23	9:30
8:29	8:33	8:56	9:19	9:38	9:45
Every	*17 minutes*	*or less*	*Every*	*17 minutes*	*or less*
10:09	10:13	10:33	10:42	11:01	11:08
10:26	10:30	10:50	10:58	11:17	11:24
10:43	10:47	11:07	11:13	11:31	11:38
11:03	11:07	11:27	11:33	11:48	11:55
11:23	11:27	11:47	11:53	12:08A	12:15A
11:43	11:47	12:07A	12:13A	12:28	12:35
12:03A	12:06A	12:23	12:33	12:46	12:53
12:23	12:26	12:43	12:52	1:05	1:12
12:43	12:46	1:03	w 1:12	1:25	1:32

a - To and from Downtown Boston
c - Leaves from Cambridge Street at Warren Street
d - Bus stops outside Kemore
f - From Union Square, Allston
l - Leaves from Avenue Louis Pasteur at 2:15 pm.
p - Leaves from Avenue Louis Pasteur at 2:25 pm.
s - Does NOT run during school vacation
u - To Union Square, Allston
w - Waits for last trolley to arrive at Kenmore Station.

Fare information on map side.

All buses are accessible to persons with disabilities

Spring & Summer 2020 Holidays
4/20: see Weekday; 5/25: see Sunday
7/3: see Saturday; 7/4: see Sunday

GROWTH RATE DATA

Massachusetts Highway Department
8022: Annual Growth Rate 2007-2016

Location ID:	**8022**	**Seasonal Factor Group:**	**U4-7**
County:	**Norfolk County**	**Daily Factor Group:**	
Functional Class	**4 - Minor Arterial**	**Axle Factor Group:**	**U4-7**
Location:	**Longwood Avenue**	**Growth Factor Group:**	**U4-7**
	At Brookline/Boston Town Line		

Year	**AADT**
2016	16970
2007	17400
A = 2016/2007	0.9753
B = A^(1/9)	0.9972
Average Annual Growth Rate	**-0.28**
Use	**1 Percent**

Massachusetts Highway Department
8032 Annual Growth Rate 2008-2017

Location ID:	**8032**	**Seasonal Factor Group:**	**U3**
County:	**Norfolk County**	**Daily Factor Group:**	
Functional Class	**3 - Other Principal Arterial**	**Axle Factor Group:**	**U3**
Location:	**Brookline Avenue**	**Growth Factor Group:**	**U3**
	North of Route 9		

Year	**AADT**
2017	16903
2008	16500
A = 2017/2008	1.0244
B = A^(1/9)	1.0027
Average Annual Growth Rate	**0.27**
Use	**1 Percent**

Massachusetts Highway Department
8018 Annual Growth Rate 2006-2016

Location ID:	**8018**	**Seasonal Factor Group:**	**U3**
County:	**Norfolk County**	**Daily Factor Group:**	
Functional Class	**3 - Other Principal Arterial**	**Axle Factor Group:**	**U3**
Location:	**Park Drive**	**Growth Factor Group:**	**U3**
	South of Route 2		

Year	**AADT**
2016	22071
2006	23000
A = 2016/2006	0.9596
B = A^(1/10)	0.9959
Average Annual Growth Rate	**-0.41**
Use	**1 Percent**

TRIP GENERATIONS CALULATIONS

Institute of Transportation Engineers (ITE)
Trip Generation, 10 th Edition
Land Use Code (LUC) 221 - Multifamily Housing (Mid-Rise)

Average Vehicle Trips Ends vs: Dwelling Units
Independent Variable (X): 30

AVERAGE WEEKDAY DAILY

T = 5.44 * (X)
T = 5.44 * 30
T = 163.20
T = 164.00
T = 164 vehicle trips
with 50% (82 vpd) entering and 50% (82 vpd) exiting.

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

T = 0.36 * (X)
T = 0.36 * 30
T = 10.80
T = 11 vehicle trips
with 26% (3 vph) entering and 74% (8 vph) exiting.

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

T = 0.44 * (X)
T = 0.44 * 30
T = 13.20
T = 13.00
T = 13 vehicle trips
with 61% (8 vph) entering and 39% (5 vph) exiting.

AVERAGE SATURDAY

T = 4.91 * (X)
T = 4.91 * 30
T = 147.30
T = 148.00
T = 148 vehicle trips
with 50% (74 vpd) entering and 50% (74 vpd) exiting.

SATURDAY MIDDAY PEAK HOUR OF GENERATOR

T = 0.44 * (X)
T = 0.44* 30
T = 13.20
T = 13 vehicle trips
with 49% (6 vph) entering and 51% (7 vph) exiting.

Institute of Transportation Engineers (ITE)
*Trip Generation, 10*th Edition
Land Use Code (LUC) 820 - Shopping Center

Average Vehicle Trips Ends vs: 1,000 Square Feet Gross Leasable Area
Independent Variable (X): 1.740

AVERAGE WEEKDAY DAILY

T = 37.75 * X
T = 37.75 * 1.740
T = 65.69
T = 66 vehicle trips
with 50% (33 vpd) entering and 50% (33 vpd) exiting.

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

T = 0.2.46 * (X)
T = 0.2.46 * 1.740
T = 4.28
T = 4 vehicle trips
with 62% (2 vph) entering and 38% (2 vph) exiting.

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

T = 7.25 * X
T = 7.25 * 1.740
T = 12.62
T = 13 vehicle trips
with 48% (6 vph) entering and 52% (7 vph) exiting.

United States Census Bureau

Note: This is a modified view of the original table produced by the U.S. Census Bureau.

Note: This download or printed version may have missing information from the original table.

COMMUTING CHARACTERISTICS BY SEX

Survey/Program:
American Community Survey
Year:
2018
Estimates:
5-Year
Table ID:
S0801

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

Source: U.S. Census Bureau, 2014-2018 American Community Survey 5-Year Estimates

When information is missing or inconsistent, the Census Bureau logically assigns an acceptable value using the response to a related question or questions. If a logical assignment is not possible, data are filled using a statistical process called allocation, which uses a similar individual or household to provide a donor value. The "Allocated" section is the number of respondents who received an allocated value for a particular subject.

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see ACS Technical Documentation). The effect of nonsampling error is not represented in these tables.

The 12 selected states are Connecticut, Maine, Massachusetts, Michigan, Minnesota, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, and Wisconsin.

Workers include members of the Armed Forces and civilians who were at work last week.

While the 2014-2018 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Explanation of Symbols:

An "**" entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
An "-" entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution, or the margin of error associated with a median was larger than the median itself.
An "-" following a median estimate means the median falls in the lowest interval of an open-ended distribution.
An "+" following a median estimate means the median falls in the upper interval of an open-ended distribution.
An "***" entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
An "*****" entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
An "N" entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
An "(X)" means that the estimate is not applicable or not available.

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Census Tract 4003, Norfolk County, Massachusetts

	Total		Male		
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
Workers 16 years and over	2,759	+/-269	1,228	+/-167	
MEANS OF TRANSPORTATIC					
Car, truck, or van	38.4%	+/-4.4	36.0%	+/-7.6	
Drove alone	33.8%	+/-4.5	33.5%	+/-7.7	
Carpooled	4.6%	+/-2.2	2.5%	+/-2.0	
In 2-person carpool	1.1%	+/-0.8	1.0%	+/-1.1	
In 3-person carpool	2.5%	+/-1.8	0.0%	+/-2.8	
In 4-or-more person ca	1.0%	+/-0.9	1.5%	+/-1.8	
Workers per car, truck, or	1.09	+/-0.04	1.05	+/-0.05	
Public transportation (excl	24.2%	+/-5.0	26.3%	+/-8.1	

Walked	19.2%	+/-4.1	15.5%	+/-5.4
Bicycle	7.4%	+/-3.0	7.9%	+/-4.0
Taxicab, motorcycle, or oth	1.8%	+/-1.0	3.5%	+/-1.8
Worked at home	9.0%	+/-2.7	10.8%	+/-4.7
PLACE OF WORK				
Worked in state of residen	99.7%	+/-0.5	99.3%	+/-1.2
Worked in county of resi	24.3%	+/-4.3	24.7%	+/-6.7
Worked outside county o	75.4%	+/-4.3	74.6%	+/-6.8
Worked outside state of re	0.3%	+/-0.5	0.7%	+/-1.2
Living in a place	100.0%	+/-1.3	100.0%	+/-2.8
Worked in place of resid	17.6%	+/-4.2	17.7%	+/-6.6
Worked outside place of	82.4%	+/-4.2	82.3%	+/-6.6
Not living in a place	0.0%	+/-1.3	0.0%	+/-2.8
Living in 12 selected state	100.0%	+/-1.3	100.0%	+/-2.8
Worked in minor civil div	17.6%	+/-4.2	17.7%	+/-6.6
Worked outside minor ci	82.4%	+/-4.2	82.3%	+/-6.6
Not living in 12 selected st	0.0%	+/-1.3	0.0%	+/-2.8
Workers 16 years and over wh	2,510	+/-273	1,095	+/-175
TIME LEAVING HOME TO GO				
12:00 a.m. to 4:59 a.m.	0.0%	+/-1.4	0.0%	+/-3.1
5:00 a.m. to 5:29 a.m.	1.0%	+/-1.0	2.4%	+/-2.4
5:30 a.m. to 5:59 a.m.	3.4%	+/-1.7	3.8%	+/-2.9
6:00 a.m. to 6:29 a.m.	3.6%	+/-2.5	4.0%	+/-5.1
6:30 a.m. to 6:59 a.m.	7.5%	+/-2.6	5.8%	+/-3.8
7:00 a.m. to 7:29 a.m.	11.0%	+/-3.4	15.4%	+/-5.9
7:30 a.m. to 7:59 a.m.	13.9%	+/-4.3	9.3%	+/-4.1
8:00 a.m. to 8:29 a.m.	21.4%	+/-5.7	21.5%	+/-8.5
8:30 a.m. to 8:59 a.m.	12.1%	+/-4.9	7.6%	+/-3.7
9:00 a.m. to 11:59 p.m.	26.1%	+/-5.6	30.1%	+/-8.1
TRAVEL TIME TO WORK				
Less than 10 minutes	4.3%	+/-2.2	7.2%	+/-4.8
10 to 14 minutes	9.5%	+/-4.4	8.0%	+/-7.5
15 to 19 minutes	12.0%	+/-3.1	14.6%	+/-6.1
20 to 24 minutes	12.0%	+/-4.1	8.3%	+/-3.9
25 to 29 minutes	9.8%	+/-3.5	4.6%	+/-3.1
30 to 34 minutes	15.3%	+/-4.4	16.4%	+/-5.9

JOURNEY TO WORK DATA

Jounrey to Work: Exiting Traffic

Town/City /County	Percent	Harvard Street To North	Harvard Street To South	Kenwood Street to West
Cambridge city	7.84			7.84
Malden city	1.76			1.76
Newton city	4.85			4.85
Waltham city	1.41			1.41
Brookline town	16.70			16.70
Needham town	1.02			1.02
Boston city	53.09			53.09
Barnstable County	0.06			0.06
Berkshire County	0.04			0.04
Bristol County	0.28			0.28
Essex County	0.96			0.96
Middlesex County	5.98			5.98
Norfolk County	4.39			4.39
Plymouth County	0.51			0.51
Suffolk County	0.44			0.44
Worcester County	0.68			0.68
Total	**100**	**0.00**	**0.00**	**100.00**
Use	**100**	**0**	**0**	**100**

Jounrey to Work: Entering Traffic

Town/City /County	Percent	Harvard Street From North	Harvard Street From South	Kenwood Street From West
Cambridge city	7.84	7.84		
Malden city	1.76		1.76	
Newton city	4.85	4.85		
Waltham city	1.41	1.41		
Brookline town	16.70		16.70	
Needham town	1.02	1.02		
Boston city	53.09	26.55	26.55	
Barnstable County	0.06	0.06		
Berkshire County	0.04	0.04		
Bristol County	0.28		0.28	
Essex County	0.96		0.96	
Middlesex County	5.98	5.98		
Norfolk County	4.39		4.39	
Plymouth County	0.51		0.51	
Suffolk County	0.44		0.44	
Worcester County	0.68	0.68		
Total	**100**	**48.42**	**51.58**	**0.00**
Use	**100**	**50**	**50**	**0**

CAPACITY ANALYSIS

Harvard Street at Kenwood Street
Harvard Street at Site Driveway
Kenwood Street at Site Driveway

Harvard Street at Kenwood Street

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	22	413	396	17
Future Vol, veh/h	0	0	22	413	396	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	83	83	84	84
Heavy Vehicles, %	0	0	0	5	6	0
Mvmt Flow	0	0	27	498	471	20

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1033	481	491	0	-	0
Stage 1	481	-	-	-	-	-
Stage 2	552	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	260	589	1083	-	-	-
Stage 1	626	-	-	-	-	-
Stage 2	581	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	251	589	1083	-	-	-
Mov Cap-2 Maneuver	251	-	-	-	-	-
Stage 1	605	-	-	-	-	-
Stage 2	581	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1083	-	-	-	-
HCM Lane V/C Ratio	0.024	-	-	-	-
HCM Control Delay (s)	8.4	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-

Intersection						
Int Delay, s/veh	0.3					

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	30	404	477	34
Future Vol, veh/h	0	0	30	404	477	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	96	96	90	90
Heavy Vehicles, %	0	0	0	3	1	0
Mvmt Flow	0	0	31	421	530	38

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1032	549	568	0	-	0
Stage 1	549	-	-	-	-	-
Stage 2	483	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	260	539	1014	-	-	-
Stage 1	583	-	-	-	-	-
Stage 2	625	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	250	539	1014	-	-	-
Mov Cap-2 Maneuver	250	-	-	-	-	-
Stage 1	560	-	-	-	-	-
Stage 2	625	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1014	-	-	-	-
HCM Lane V/C Ratio	0.031	-	-	-	-
HCM Control Delay (s)	8.7	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	24	457	431	18
Future Vol, veh/h	0	0	24	457	431	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	83	83	84	84
Heavy Vehicles, %	0	0	0	5	6	0
Mvmt Flow	0	0	29	551	513	21

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1133	524	534	0	-	0
Stage 1	524	-	-	-	-	-
Stage 2	609	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	226	557	1044	-	-	-
Stage 1	598	-	-	-	-	-
Stage 2	547	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	217	557	1044	-	-	-
Mov Cap-2 Maneuver	217	-	-	-	-	-
Stage 1	574	-	-	-	-	-
Stage 2	547	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1044	-	-	-	-
HCM Lane V/C Ratio	0.028	-	-	-	-
HCM Control Delay (s)	8.5	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	32	448	529	36
Future Vol, veh/h	0	0	32	448	529	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	96	96	90	90
Heavy Vehicles, %	0	0	0	3	1	0
Mvmt Flow	0	0	33	467	588	40

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1141	608	628	0	-	0
Stage 1	608	-	-	-	-	-
Stage 2	533	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	224	499	964	-	-	-
Stage 1	547	-	-	-	-	-
Stage 2	593	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	214	499	964	-	-	-
Mov Cap-2 Maneuver	214	-	-	-	-	-
Stage 1	522	-	-	-	-	-
Stage 2	593	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	964	-	-	-	-
HCM Lane V/C Ratio	0.035	-	-	-	-
HCM Control Delay (s)	8.9	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	24	457	429	19
Future Vol, veh/h	0	0	24	457	429	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	83	83	84	84
Heavy Vehicles, %	0	0	0	5	6	0
Mvmt Flow	0	0	29	551	511	23

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1132	523	534	0	-	0
Stage 1	523	-	-	-	-	-
Stage 2	609	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	227	558	1044	-	-	-
Stage 1	599	-	-	-	-	-
Stage 2	547	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	218	558	1044	-	-	-
Mov Cap-2 Maneuver	218	-	-	-	-	-
Stage 1	575	-	-	-	-	-
Stage 2	547	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1044	-	-	-	-
HCM Lane V/C Ratio	0.028	-	-	-	-
HCM Control Delay (s)	8.5	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	33	448	521	37
Future Vol, veh/h	0	0	33	448	521	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	96	96	90	90
Heavy Vehicles, %	0	0	0	3	1	0
Mvmt Flow	0	0	34	467	579	41

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1135	600	620	0	-	0
Stage 1	600	-	-	-	-	-
Stage 2	535	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	226	505	970	-	-	-
Stage 1	552	-	-	-	-	-
Stage 2	591	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	215	505	970	-	-	-
Mov Cap-2 Maneuver	215	-	-	-	-	-
Stage 1	526	-	-	-	-	-
Stage 2	591	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	970	-	-	-	-
HCM Lane V/C Ratio	0.035	-	-	-	-
HCM Control Delay (s)	8.8	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-

Harvard Street at Site Driveway

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	2	0	413	411	0
Future Vol, veh/h	0	2	0	413	411	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	83	83	84	84
Heavy Vehicles, %	0	0	0	5	6	0
Mvmt Flow	0	2	0	498	489	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	987	489	489	0	-	0
Stage 1	489	-	-	-	-	-
Stage 2	498	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	277	583	1085	-	-	-
Stage 1	621	-	-	-	-	-
Stage 2	615	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	277	583	1085	-	-	-
Mov Cap-2 Maneuver	277	-	-	-	-	-
Stage 1	621	-	-	-	-	-
Stage 2	615	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1085	-	583	-	-
HCM Lane V/C Ratio	-	-	0.004	-	-
HCM Control Delay (s)	0	-	11.2	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	8	0	404	503	1
Future Vol, veh/h	2	8	0	404	503	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	96	96	90	90
Heavy Vehicles, %	0	0	0	3	1	0
Mvmt Flow	2	9	0	421	559	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	981	560	560	0	-	0
Stage 1	560	-	-	-	-	-
Stage 2	421	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	279	532	1021	-	-	-
Stage 1	576	-	-	-	-	-
Stage 2	667	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	279	532	1021	-	-	-
Mov Cap-2 Maneuver	279	-	-	-	-	-
Stage 1	576	-	-	-	-	-
Stage 2	667	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1021	-	450	-	-
HCM Lane V/C Ratio	-	-	0.024	-	-
HCM Control Delay (s)	0	-	13.2	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	2	0	457	447	0
Future Vol, veh/h	0	2	0	457	447	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	83	83	84	84
Heavy Vehicles, %	0	0	0	5	6	0
Mvmt Flow	0	2	0	551	532	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1083	532	532	0	-	0
Stage 1	532	-	-	-	-	-
Stage 2	551	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	243	551	1046	-	-	-
Stage 1	593	-	-	-	-	-
Stage 2	581	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	243	551	1046	-	-	-
Mov Cap-2 Maneuver	243	-	-	-	-	-
Stage 1	593	-	-	-	-	-
Stage 2	581	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1046	-	551	-	-
HCM Lane V/C Ratio	-	-	0.004	-	-
HCM Control Delay (s)	0	-	11.6	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	8	0	448	557	1
Future Vol, veh/h	2	8	0	448	557	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	96	96	90	90
Heavy Vehicles, %	0	0	0	3	1	0
Mvmt Flow	2	9	0	467	619	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1087	620	620	0	-	0
Stage 1	620	-	-	-	-	-
Stage 2	467	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	241	492	970	-	-	-
Stage 1	540	-	-	-	-	-
Stage 2	635	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	241	492	970	-	-	-
Mov Cap-2 Maneuver	241	-	-	-	-	-
Stage 1	540	-	-	-	-	-
Stage 2	635	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	970	-	407	-	-
HCM Lane V/C Ratio	-	-	0.027	-	-
HCM Control Delay (s)	0	-	14.1	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Kenwood Street at Site Driveway

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑			↱
Traffic Vol, veh/h	0	0	37	2	0	0
Future Vol, veh/h	0	0	37	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	40	2	0	0

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	41
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	1036
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	1036
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	0
HCM LOS		A

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑		↱	
Traffic Vol, veh/h	0	0	57	7	1	0
Future Vol, veh/h	0	0	57	7	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	2	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	62	8	1	0

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	66	66
Stage 1	-	-	66	-
Stage 2	-	-	0	-
Critical Hdwy	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	944	1003
Stage 1	-	-	962	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	944	1003
Mov Cap-2 Maneuver	-	-	944	-
Stage 1	-	-	962	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	8.8
HCM LOS		A

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	944
HCM Lane V/C Ratio	-	-	0.001
HCM Control Delay (s)	-	-	8.8
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0

Intersection						
Int Delay, s/veh	0					

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑→			↱
Traffic Vol, veh/h	0	0	40	2	0	0
Future Vol, veh/h	0	0	40	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	43	2	0	0

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	44
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	1032
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	1032
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	0
HCM LOS		A

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↳		⋔	
Traffic Vol, veh/h	0	0	61	7	1	0
Future Vol, veh/h	0	0	61	7	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	2	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	66	8	1	0

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	70	70
Stage 1	-	-	70	-
Stage 2	-	-	0	-
Critical Hdwy	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	939	998
Stage 1	-	-	958	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	939	998
Mov Cap-2 Maneuver	-	-	939	-
Stage 1	-	-	958	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	8.8
HCM LOS		A

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	939
HCM Lane V/C Ratio	-	-	0.001
HCM Control Delay (s)	-	-	8.8
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑→			↱
Traffic Vol, veh/h	0	0	40	3	0	5
Future Vol, veh/h	0	0	40	3	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	43	3	0	5

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	45
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	1031
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	1031
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	8.5
HCM LOS		A

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	1031
HCM Lane V/C Ratio	-	-	0.005
HCM Control Delay (s)	-	-	8.5
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑→			↱
Traffic Vol, veh/h	0	0	61	9	0	9
Future Vol, veh/h	0	0	61	9	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	66	10	0	10

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	71
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	997
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	997
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	8.6
HCM LOS		A

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	997
HCM Lane V/C Ratio	-	-	0.01
HCM Control Delay (s)	-	-	8.6
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0