



To: Alexander Alevizos  
Development Manager  
Alliance Residential  
184 High Street, Suite 502  
Boston, MA 02110

Date: March 26, 2021

Memorandum

Project #: 13554.02

From: Robert Nagi, PE/Elsa Chan  
Transportation Planning &  
Operations

Re: Beal Street/Sgt. William B Terry Drive Signal Timing Improvements

VHB has prepared this signal timing assessment of the intersection of Beal Street at Sgt. William B Terry Drive to assess whether adjustments need to be made to support the current traffic conditions at this location. This assessment is conducted as part of the conditions within the Comprehensive Permit for the Broadstone Bare Cove located at 230 Beal Street, Hingham, Massachusetts.

Based on the results of the assessment, VHB has identified that the intersection is currently operating efficiently at the intersection and no signal timing adjustments is required at this time.

## Project History

As part of their Comprehensive Permit for the proposed residential development located along 230 Beal Street, the Town of Hingham's Zoning Board of Appeals (ZBA) required that a review of traffic operations be performed at the intersection of Beal Street/ Sgt. William B Terry Drive within six (6) months of achieving 80 percent occupancy for the Project. This memorandum has been prepared by VHB to evaluate the existing operations at this location, and whether signal timing or other improvements are required to accommodate any changes in traffic conditions at the intersection.

Alliance Residential submitted plans under the Commonwealth's Affordable Housing "Chapter 40B" statute seeking approval of a 220-unit apartment building located on Beal Street near Terry Drive and Route 3A. The approval of the Project included a number of conditions as part of a Comprehensive Permit issued by the Town of Hingham's ZBA.

One of the conditions within the Comprehensive Permit focused on the intersection of Beal Street at Sgt. William B Terry Drive. The specific requirement of the Condition notes:

*Beal Street/ Sgt. William B Terry Drive Traffic Signal Timing Improvements: Within 6-months of achieving 80 percent occupancy permits for the Project, the Applicant shall engage a professional traffic engineer to review traffic operations (motorist delays and vehicle queuing) at the intersection of Beal Street at Sgt. William B. Terry Drive during the weekday morning (7:00 to 9:00 AM) and evening (4:00 to 6:00 PM) peak periods, and determine if adjustments to the traffic signal timing or other improvements are necessary to accommodate the change in traffic volumes and turning movements at the intersection, and shall deliver a written report to the Board. Such report shall be subject to peer review at Applicant's expense, such expense not to exceed \$5,000 unless additional peer review funds are available and determined to be necessary by the Zoning Administrator in accordance with Condition A.7. To the extent that it is determined by the Board after review of the Applicant's report and the peer*

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*review report that adjustments are required, the Applicant shall promptly design and implement the traffic signal timing changes in accordance with such determination.*

According to Alliance Residential, the building has reached an 80 percent occupancy threshold. This memorandum provides a summary of the current operations of the intersection and determination of whether signal timing adjustments or other improvements are necessary based on current conditions.

### Existing Conditions

Sgt. William B Terry Drive intersects with Beal Street to form a signalized three-way intersection. Eastbound Beal Street provides one shared left/through/right-turn lane. Westbound Beal Street consists of one shared left/through/right-turn lane. Southbound Sgt. William B Terry Drive provides one shared left/through lane and a right-turn pocket. Crosswalks are provided across all legs of the intersection. Land use in the vicinity of the intersection includes Lynch Fields, a memory care assisted living center, as well as retail and residential uses.

### Traffic Volumes

Initial turning movement volume data were collected in May 2016 (when the original traffic impact and access study was completed). The original date represents typical days for traffic count purposes (non-holidays) and when local schools were in session.

To identify current traffic flow characteristics at the study area intersection, peak hour turning movement counts (TMC) were collected at the intersection of Beal Street at Sgt. William B Terry Drive in March 2021. Weekday morning and evening peak hour (7:00 – 9:00 AM and 4:00 – 6:00 PM) volumes were collected using manual turning movement counts to identify current traffic volumes traveling through the study area intersection. Not surprisingly, it should be noted that due to the COVID-19 pandemic, traffic volumes and patterns have been significantly reduced or altered, as such, traffic volumes collected in March 2021 may not reflect typical weekday commuting traffic patterns.

A comparison of the volumes between the 2016 Existing Condition and 2023 Build Condition from the 2016 TIAS<sup>1</sup> and the volumes collected in March 2021 is provided in Table 1.

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<sup>1</sup> Traffic Impact and Access Study. Alliance Residential, 230 Beal Street, Hingham, MA. October 2016.



**Table 1. Traffic Volume Comparison**

	From 2016 TIAS		2021 Existing	2016 Existing vs. 2021 Existing		2023 Build vs. 2021 Existing	
	2016 Existing	2023 Build		% Diff.	% Diff.		
<b>AM Peak Hour</b>							
EB L/T/R	215	310	170	-45	-21%	-140	-45%
WB L/T/R	395	455	245	-150	-38%	-210	-46%
SB L/T	40	65	60	20	50%	-5	-8%
<u>SB R</u>	<u>5</u>	<u>10</u>	<u>2</u>	<u>-3</u>	<u>-60%</u>	<u>-8</u>	<u>-80%</u>
<b>Total</b>	<b>655</b>	<b>840</b>	<b>477</b>	<b>-178</b>	<b>-27%</b>	<b>-363</b>	<b>-43%</b>
<b>PM Peak Hour</b>							
EB L/T/R	470	565	260	-210	-45%	-305	-54%
WB L/T/R	430	490	305	-125	-29%	-185	-38%
SB L/T	210	240	95	-115	-55%	-145	-60%
<u>SB R</u>	<u>25</u>	<u>35</u>	<u>15</u>	<u>-10</u>	<u>-40%</u>	<u>-20</u>	<u>-57%</u>
<b>Total</b>	<b>1,135</b>	<b>1,330</b>	<b>675</b>	<b>-460</b>	<b>-41%</b>	<b>-655</b>	<b>-49%</b>

As shown in Table 1, the overall volumes for the intersection in March 2021 are approximately 27% and 41% lower than the volumes collected in 2016 during the weekday morning and evening peak hours, respectively. When the 2021 volumes are compared to the 2023 Build Condition from the 2016 Traffic Impact and Access Study (TIAS), the difference in volumes is even more significant, with 2021 volumes lower by approximately 43% and 49% during the respective peak hours.

**Traffic Operations Analysis**

The capacity analyses for the 2021 Existing Conditions are conducted to assess the quality of existing traffic flow through the intersection, and to determine whether adjustments need to be made to the existing signal timings to help improve the current traffic conditions at this intersection. The results of the analysis are shown in Table 2.



**Table 2. Intersection Capacity Analysis**

Location	Movement	Morning Peak Hour					Evening Peak Hour				
		v/c <sup>a</sup>	Delay <sup>b</sup>	LOS <sup>c</sup>	50 <sup>th</sup> Q <sup>d</sup>	95 <sup>th</sup> Q <sup>e</sup>	v/c	Delay	LOS	50 <sup>th</sup> Q	95 <sup>th</sup> Q
Sgt. W.B. Terry Dr. at Beal St.	EB L/T/R	0.24	12	B	34	119	0.38	13	B	66	216
	WB L/T/R	0.30	8	A	27	120	0.29	8	A	30	139
	SB L/T/R <sup>f</sup>	0.20	26	C	23	67	0.28	26	C	34	100
	<b>Overall</b>		<b>12</b>	<b>B</b>			<b>13</b>	<b>B</b>			

- a. Volume to capacity ratio.
- b. Average total delay, in seconds per vehicle.
- c. Level-of-service.
- d. 50th percentile queue, in feet.
- e. 95th percentile queue, in feet.
- f. Includes volume adjustments to account for short right-turn lane.

Under the 2021 Existing Conditions, as noted previously, the volumes have reduced significantly when compared to the 2016 Existing Conditions. Based on the capacity analysis, the intersection currently operates at LOS B with minimal delays during both morning and evening peak hours. While the 2021 volumes are lower, the increased delay under the 2021 Existing Conditions is partially due to a slight adjustment in signal timings at this location.

### Conclusion & Recommendation

Based on the traffic data collected in March 2021, the traffic volumes at the intersection of Beal Street at Sgt. William B Terry Drive were found to be considerably lower during both peak hours when compared to the 2016 volumes collected in the 2016 TIAS. This reduction in traffic volumes is likely due to the COVID-19 pandemic, which has significantly impacted/altered travel patterns.

Under current conditions, the intersection operates at LOS B during both morning and evening peak hours, as such, signal timing adjustments will not be required at this time as the intersection is operating efficiently.

# **ATTACHMENTS**

**Traffic Volume Count Data**  
**Intersection Capacity Analysis**

## Traffic Volume Count Data

PDI File #: **217815 A**  
 Location: **N: Sgt. William B. Terry Drive S: Lynch Field Driveway**  
 Location: **E: Beal Street W: Beal Street**  
 City, State: **Hingham, MA**  
 Client: **VHB/ E. Chan**  
 Site Code: **13554.02**  
 Count Date: **Wednesday, March 3, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**



**Cars and Heavy Vehicles (Combined)**

	Sgt. William B. Terry Drive					Beal Street					Lynch Field Driveway					Beal 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	5	0	5	13	11	0	0	24	0	0	0	0	0	1	10	5	0	16	45
7:15 AM	1	0	7	0	8	16	14	0	0	30	0	0	0	0	0	0	30	2	0	32	70
7:30 AM	1	0	5	0	6	26	12	0	0	38	0	0	0	0	0	2	18	5	0	25	69
7:45 AM	1	0	5	0	6	34	16	0	0	50	0	0	0	0	0	1	26	5	0	32	88
<b>Total</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>25</b>	<b>89</b>	<b>53</b>	<b>0</b>	<b>0</b>	<b>142</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>17</b>	<b>0</b>	<b>105</b>	<b>272</b>
8:00 AM	0	0	3	0	3	33	22	0	0	55	0	0	0	0	0	0	28	7	0	35	93
8:15 AM	1	0	16	0	17	52	15	1	0	68	0	0	0	0	0	0	30	4	0	34	119
8:30 AM	1	0	19	0	20	26	19	4	0	49	0	0	0	0	0	3	41	10	0	54	123
8:45 AM	0	0	20	0	20	43	27	0	0	70	0	0	0	0	0	0	37	11	0	48	138
<b>Total</b>	<b>2</b>	<b>0</b>	<b>58</b>	<b>0</b>	<b>60</b>	<b>154</b>	<b>83</b>	<b>5</b>	<b>0</b>	<b>242</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>136</b>	<b>32</b>	<b>0</b>	<b>171</b>	<b>473</b>
Grand Total	5	0	80	0	85	243	136	5	0	384	0	0	0	0	0	7	220	49	0	276	745
Approach %	5.9	0.0	94.1	0.0		63.3	35.4	1.3	0.0		0.0	0.0	0.0	0.0		2.5	79.7	17.8	0.0		
Total %	0.7	0.0	10.7	0.0	11.4	32.6	18.3	0.7	0.0	51.5	0.0	0.0	0.0	0.0	0.0	0.9	29.5	6.6	0.0	37.0	
Exiting Leg Total	292					300					12					141					745
Cars	5	0	78	0	83	238	135	4	0	377	0	0	0	0	0	7	210	47	0	264	724
% Cars	100.0	0.0	97.5	0.0	97.6	97.9	99.3	80.0	0.0	98.2	0.0	0.0	0.0	0.0	0.0	100.0	95.5	95.9	0.0	95.7	97.2
Exiting Leg Total	285					288					11					140					724
Heavy Vehicles	0	0	2	0	2	5	1	1	0	7	0	0	0	0	0	0	10	2	0	12	21
% Heavy Vehicles	0.0	0.0	2.5	0.0	2.4	2.1	0.7	20.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	4.5	4.1	0.0	4.3	2.8
Exiting Leg Total	7					12					1					1					21

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

8:00 AM	Sgt. William B. Terry Drive					Beal Street					Lynch Field Driveway					Beal 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	3	0	3	33	22	0	0	55	0	0	0	0	0	0	28	7	0	35	93
8:15 AM	1	0	16	0	17	52	15	1	0	68	0	0	0	0	0	0	30	4	0	34	119
8:30 AM	1	0	19	0	20	26	19	4	0	49	0	0	0	0	0	3	41	10	0	54	123
8:45 AM	0	0	20	0	20	43	27	0	0	70	0	0	0	0	0	0	37	11	0	48	138
<b>Total Volume</b>	<b>2</b>	<b>0</b>	<b>58</b>	<b>0</b>	<b>60</b>	<b>154</b>	<b>83</b>	<b>5</b>	<b>0</b>	<b>242</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>136</b>	<b>32</b>	<b>0</b>	<b>171</b>	<b>473</b>
% Approach Total	3.3	0.0	96.7	0.0		63.6	34.3	2.1	0.0		0.0	0.0	0.0	0.0		1.8	79.5	18.7	0.0		
PHF	0.500	0.000	0.725	0.000	0.750	0.740	0.769	0.313	0.000	0.864	0.000	0.000	0.000	0.000	0.000	0.250	0.829	0.727	0.000	0.792	0.857
Cars	2	0	56	0	58	150	82	4	0	236	0	0	0	0	0	3	129	31	0	163	457
Cars %	100.0	0.0	96.6	0.0	96.7	97.4	98.8	80.0	0.0	97.5	0.0	0.0	0.0	0.0	0.0	100.0	94.9	96.9	0.0	95.3	96.6
Heavy Vehicles	0	0	2	0	2	4	1	1	0	6	0	0	0	0	0	0	7	1	0	8	16
Heavy Vehicles %	0.0	0.0	3.4	0.0	3.3	2.6	1.2	20.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	5.1	3.1	0.0	4.7	3.4
Cars Enter Leg	2	0	56	0	58	150	82	4	0	236	0	0	0	0	0	3	129	31	0	163	457
Heavy Enter Leg	0	0	2	0	2	4	1	1	0	6	0	0	0	0	0	0	7	1	0	8	16
<b>Total Entering Leg</b>	<b>2</b>	<b>0</b>	<b>58</b>	<b>0</b>	<b>60</b>	<b>154</b>	<b>83</b>	<b>5</b>	<b>0</b>	<b>242</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>136</b>	<b>32</b>	<b>0</b>	<b>171</b>	<b>473</b>
Cars Exiting Leg	181					185					7					84					457
Heavy Exiting Leg	5					9					1					1					16
<b>Total Exiting Leg</b>	<b>186</b>					<b>194</b>					<b>8</b>					<b>85</b>					<b>473</b>

PDI File #: **217815 A**  
 Location: **N: Sgt. William B. Terry Drive S: Lynch Field Driveway**  
 Location: **E: Beal Street W: Beal Street**  
 City, State: **Hingham, MA**  
 Client: **VHB/ E. Chan**  
 Site Code: **13554.02**  
 Count Date: **Wednesday, March 3, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Cars**

	Sgt. William B. Terry Drive					Beal Street					Lynch Field Driveway					Beal 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	5	0	5	13	11	0	0	24	0	0	0	0	0	1	10	5	0	16	45						
7:15 AM	1	0	7	0	8	16	14	0	0	30	0	0	0	0	0	0	28	1	0	29	67						
7:30 AM	1	0	5	0	6	26	12	0	0	38	0	0	0	0	0	2	18	5	0	25	69						
7:45 AM	1	0	5	0	6	33	16	0	0	49	0	0	0	0	0	1	25	5	0	31	86						
<b>Total</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>25</b>	<b>88</b>	<b>53</b>	<b>0</b>	<b>0</b>	<b>141</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>81</b>	<b>16</b>	<b>0</b>	<b>101</b>	<b>267</b>						
8:00 AM	0	0	3	0	3	33	21	0	0	54	0	0	0	0	0	0	28	7	0	35	92						
8:15 AM	1	0	14	0	15	50	15	0	0	65	0	0	0	0	0	0	29	4	0	33	113						
8:30 AM	1	0	19	0	20	26	19	4	0	49	0	0	0	0	0	3	39	9	0	51	120						
8:45 AM	0	0	20	0	20	41	27	0	0	68	0	0	0	0	0	0	33	11	0	44	132						
<b>Total</b>	<b>2</b>	<b>0</b>	<b>56</b>	<b>0</b>	<b>58</b>	<b>150</b>	<b>82</b>	<b>4</b>	<b>0</b>	<b>236</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>129</b>	<b>31</b>	<b>0</b>	<b>163</b>	<b>457</b>						
Grand Total	5	0	78	0	83	238	135	4	0	377	0	0	0	0	0	7	210	47	0	264	724						
Approach %	6.0	0.0	94.0	0.0		63.1	35.8	1.1	0.0		0.0	0.0	0.0	0.0		2.7	79.5	17.8	0.0								
Total %	0.7	0.0	10.8	0.0	11.5	32.9	18.6	0.6	0.0	52.1	0.0	0.0	0.0	0.0	0.0	1.0	29.0	6.5	0.0	36.5							
Exiting Leg Total						285										11										140	724

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

	Sgt. William B. Terry Drive					Beal Street					Lynch Field Driveway					Beal 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	3	0	3	33	21	0	0	54	0	0	0	0	0	0	28	7	0	35	92	
8:15 AM	1	0	14	0	15	50	15	0	0	65	0	0	0	0	0	0	29	4	0	33	113	
8:30 AM	1	0	19	0	20	26	19	4	0	49	0	0	0	0	0	3	39	9	0	51	120	
8:45 AM	0	0	20	0	20	41	27	0	0	68	0	0	0	0	0	0	33	11	0	44	132	
<b>Total Volume</b>	<b>2</b>	<b>0</b>	<b>56</b>	<b>0</b>	<b>58</b>	<b>150</b>	<b>82</b>	<b>4</b>	<b>0</b>	<b>236</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>129</b>	<b>31</b>	<b>0</b>	<b>163</b>	<b>457</b>	
% Approach Total	3.4	0.0	96.6	0.0		63.6	34.7	1.7	0.0		0.0	0.0	0.0	0.0		1.8	79.1	19.0	0.0			
PHF	0.500	0.000	0.700	0.000	0.725	0.750	0.759	0.250	0.000	0.868	0.000	0.000	0.000	0.000	0.000	0.250	0.827	0.705	0.000	0.799	0.866	
Entering Leg	2	0	56	0	58	150	82	4	0	236	0	0	0	0	0	3	129	31	0	163	457	
Exiting Leg						181					7										84	457
<b>Total</b>						239					7										247	914



PDI File #: **217815 A**  
 Location: **N: Sgt. William B. Terry Drive S: Lynch Field Driveway**  
 Location: **E: Beal Street W: Beal Street**  
 City, State: **Hingham, MA**  
 Client: **VHB/ E. Chan**  
 Site Code: **13554.02**  
 Count Date: **Wednesday, March 3, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**



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

	Sgt. William B. Terry Drive					Beal Street					Lynch Field Driveway					Beal 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	2	1	0	3	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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>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>1</b>	<b>0</b>	<b>4</b>	<b>5</b>
8:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	2	0	2	2	0	1	0	3	0	0	0	0	0	0	1	0	0	1	6
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	3
8:45 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	4	0	0	4	6
<b>Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>1</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>7</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>16</b>
Grand Total	0	0	2	0	2	5	1	1	0	7	0	0	0	0	0	0	10	2	0	12	21
Approach %	0.0	0.0	100.0	0.0		71.4	14.3	14.3	0.0		0.0	0.0	0.0	0.0		0.0	83.3	16.7	0.0		
Total %	0.0	0.0	9.5	0.0	9.5	23.8	4.8	4.8	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	47.6	9.5	0.0	57.1	
Exiting Leg Total	7					12					1					1					21
Buses	0	0	2	0	2	2	1	0	0	3	0	0	0	0	0	0	4	0	0	4	9
% Buses	0.0	0.0	100.0	0.0	100.0	40.0	100.0	0.0	0.0	42.9	0.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	33.3	42.9
Exiting Leg Total	2					6					0					1					9
Single-Unit Trucks	0	0	0	0	0	2	0	1	0	3	0	0	0	0	0	0	5	1	0	6	9
% Single-Unit	0.0	0.0	0.0	0.0	0.0	40.0	0.0	100.0	0.0	42.9	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	50.0	42.9
Exiting Leg Total	3					5					1					0					9
Articulated Trucks	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	1	0	2	3
% Articulated	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	10.0	50.0	0.0	16.7	14.3
Exiting Leg Total	2					1					0					0					3

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

	Sgt. William B. Terry Drive					Beal Street					Lynch Field Driveway					Beal 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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	2	0	2	2	0	1	0	3	0	0	0	0	0	0	1	0	0	1	6
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	3
8:45 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	4	0	0	4	6
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>1</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>7</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>16</b>
% Approach Total	0.0	0.0	100.0	0.0		66.7	16.7	16.7	0.0		0.0	0.0	0.0	0.0		0.0	87.5	12.5	0.0		
PHF	0.000	0.000	0.250	0.000	0.250	0.500	0.250	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.438	0.250	0.000	0.500	0.667
Buses	0	0	2	0	2	2	1	0	0	3	0	0	0	0	0	0	4	0	0	4	9
Buses %	0.0	0.0	100.0	0.0	100.0	50.0	100.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	57.1	0.0	0.0	50.0	56.3
Single-Unit Trucks	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	3	1	0	4	6
Single-Unit %	0.0	0.0	0.0	0.0	0.0	25.0	0.0	100.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	42.9	100.0	0.0	50.0	37.5
Articulated Trucks	0	0	0	0	0	1	0	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	25.0	0.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.3
Buses	0	0	2	0	2	2	1	0	0	3	0	0	0	0	0	0	4	0	0	4	9
Single-Unit Trucks	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	3	1	0	4	6
Articulated Trucks	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Entering Leg	0	0	2	0	2	4	1	1	0	6	0	0	0	0	0	0	7	1	0	8	16
Buses	2					6					0					1					9
Single-Unit Trucks	2					3					1					0					6
Articulated Trucks	1					0					0					0					1
Total Exiting Leg	5					9					1					1					16

PDI File #: **217815 A**  
 Location: **N: Sgt. William B. Terry Drive S: Lynch Field Driveway**  
 Location: **E: Beal Street W: Beal Street**  
 City, State: **Hingham, MA**  
 Client: **VHB/ E. Chan**  
 Site Code: **13554.02**  
 Count Date: **Wednesday, March 3, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Buses**

	Sgt. William B. Terry Drive					Beal Street					Lynch Field Driveway					Beal 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
8:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
8:15 AM	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
8:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3	4	
<b>Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>9</b>	
Grand Total	0	0	2	0	2	2	1	0	0	3	0	0	0	0	0	0	4	0	0	4	9	
Approach %	0.0	0.0	100.0	0.0		66.7	33.3	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	22.2	0.0	22.2	22.2	11.1	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	44.4	0.0	0.0	44.4		
Exiting Leg Total						2					6					0					1	9

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

	Sgt. William B. Terry Drive					Beal Street					Lynch Field Driveway					Beal 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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
8:15 AM	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
8:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3	4	
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>9</b>	
% Approach Total	0.0	0.0	100.0	0.0		66.7	33.3	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	0.250	0.000	0.250	0.500	0.250	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.333	0.000	0.000	0.333	0.563	
Entering Leg	0	0	2	0	2	2	1	0	0	3	0	0	0	0	0	0	4	0	0	4	9	
Exiting Leg						2					6					0					1	9
<b>Total</b>						4					9					0					5	18

PDI File #: **217815 A**  
 Location: **N: Sgt. William B. Terry Drive S: Lynch Field Driveway**  
 Location: **E: Beal Street W: Beal Street**  
 City, State: **Hingham, MA**  
 Client: **VHB/ E. Chan**  
 Site Code: **13554.02**  
 Count Date: **Wednesday, March 3, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Single-Unit Trucks**

	Sgt. William B. Terry Drive					Beal Street					Lynch Field Driveway					Beal 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	0			
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1			
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	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>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>0</b>	<b>2</b>	<b>3</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			
8:15 AM	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	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	1	1	0	0	2	2			
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1			
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>6</b>			
Grand Total	0	0	0	0	0	2	0	1	0	3	0	0	0	0	0	0	5	1	0	0	6	9			
Approach %	0.0	0.0	0.0	0.0		66.7	0.0	33.3	0.0		0.0	0.0	0.0	0.0		0.0	83.3	16.7	0.0						
Total %	0.0	0.0	0.0	0.0	0.0	22.2	0.0	11.1	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	55.6	11.1	0.0	0.0	66.7				
Exiting Leg Total						3						5						1						0	9

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

7:45 AM	Sgt. William B. Terry Drive					Beal Street					Lynch Field Driveway					Beal 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	1	0	0	0	1	0	0	0	0	0	0	1	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	0	0			
8:15 AM	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	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	1	1	0	0	2	2			
Total Volume	0	0	0	0	0	2	0	1	0	3	0	0	0	0	0	0	3	1	0	0	4	7			
% Approach Total	0.0	0.0	0.0	0.0		66.7	0.0	33.3	0.0		0.0	0.0	0.0	0.0		0.0	75.0	25.0	0.0						
PHF	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.250	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.250	0.000	0.500	0.583				
Entering Leg	0	0	0	0	0	2	0	1	0	3	0	0	0	0	0	0	3	1	0	0	4	7			
Exiting Leg						3						3						1						0	7
Total						3						6						1						4	14

PDI File #: **217815 A**  
 Location: **N: Sgt. William B. Terry Drive S: Lynch Field Driveway**  
 Location: **E: Beal Street W: Beal Street**  
 City, State: **Hingham, MA**  
 Client: **VHB/ E. Chan**  
 Site Code: **13554.02**  
 Count Date: **Wednesday, March 3, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Articulated Trucks**

	Sgt. William B. Terry Drive					Beal Street					Lynch Field Driveway					Beal 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	1	1	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
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>2</b>
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
<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>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
Grand Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	1	0	2	3
Approach %	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	50.0	50.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	33.3	33.3	0.0	66.7	
Exiting Leg Total						2					1					0					3

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

	Sgt. William B. Terry Drive					Beal Street					Lynch Field Driveway					Beal 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	1	1	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
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>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>2</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	50.0	50.0	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	0.250	0.250	0.000	0.250	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
Exiting Leg						1					1					0					2
<b>Total</b>						1					1					0					4



PDI File #: **217815 A**  
 Location: **N: Sgt. William B. Terry Drive S: Lynch Field Driveway**  
 Location: **E: Beal Street W: Beal Street**  
 City, State: **Hingham, MA**  
 Client: **VHB/ E. Chan**  
 Site Code: **13554.02**  
 Count Date: **Wednesday, March 3, 2021**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Pedestrians**

	Sgt. William B. Terry Drive								Beal Street								Lynch Field Driveway								Beal 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	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			
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>	<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>0</b>	<b>1</b>				
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4				
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2				
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
<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>2</b>	<b>2</b>	<b>4</b>	<b>4</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>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>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>2</b>	<b>4</b>	<b>5</b>					
Approach %	0	0	0	0	0	100		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	50							
Total %	0	0	0	0	0	20		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	40	80							
Exiting Leg Total							1								0												4		5				

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

	Sgt. William B. Terry Drive								Beal Street								Lynch Field Driveway								Beal 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				
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4					
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	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>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>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>2</b>	<b>4</b>	<b>4</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	0.0	0.0	0.0	0.0	50.0	50.0								
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.500	0.500						
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	4						
Exiting Leg							0								0											4		4					
<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>2</b>	<b>2</b>	<b>4</b>	<b>8</b>						

PDI File #: **217815 A**  
 Location: **N: Sgt. William B. Terry Drive S: Lynch Field Driveway**  
 Location: **E: Beal Street W: Beal Street**  
 City, State: **Hingham, MA**  
 Client: **VHB/ E. Chan**  
 Site Code: **13554.02**  
 Count Date: **Wednesday, March 3, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Cars and Heavy Vehicles (Combined)**

	Sgt. William B. Terry Drive					Beal Street					Lynch Field Driveway					Beal 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	21	0	21	36	28	1	0	65	0	0	0	0	0	2	69	4	0	75	161
4:15 PM	1	0	26	0	27	40	31	2	0	73	0	0	0	0	0	0	58	6	0	64	164
4:30 PM	4	0	24	0	28	33	27	0	0	60	0	0	0	0	0	1	59	7	0	67	155
4:45 PM	5	0	29	0	34	45	19	1	0	65	0	0	0	0	0	0	60	2	0	62	161
<b>Total</b>	<b>10</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>110</b>	<b>154</b>	<b>105</b>	<b>4</b>	<b>0</b>	<b>263</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>246</b>	<b>19</b>	<b>0</b>	<b>268</b>	<b>641</b>
5:00 PM	1	0	15	0	16	35	28	1	0	64	0	0	0	0	0	1	76	4	0	81	161
5:15 PM	7	0	26	0	33	43	29	0	0	72	0	0	0	0	0	0	89	5	0	94	199
5:30 PM	0	0	19	0	19	33	26	0	0	59	0	0	0	0	0	1	59	6	0	66	144
5:45 PM	3	0	19	0	22	30	25	0	0	55	0	0	0	0	0	0	56	3	0	59	136
<b>Total</b>	<b>11</b>	<b>0</b>	<b>79</b>	<b>0</b>	<b>90</b>	<b>141</b>	<b>108</b>	<b>1</b>	<b>0</b>	<b>250</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>280</b>	<b>18</b>	<b>0</b>	<b>300</b>	<b>640</b>
Grand Total	21	0	179	0	200	295	213	5	0	513	0	0	0	0	0	5	526	37	0	568	1281
Approach %	10.5	0.0	89.5	0.0		57.5	41.5	1.0	0.0		0.0	0.0	0.0	0.0		0.9	92.6	6.5	0.0		
Total %	1.6	0.0	14.0	0.0	15.6	23.0	16.6	0.4	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.4	41.1	2.9	0.0	44.3	
Exiting Leg Total	332					705					10					234					1281
Cars	21	0	179	0	200	294	213	5	0	512	0	0	0	0	0	5	524	37	0	566	1278
% Cars	100.0	0.0	100.0	0.0	100.0	99.7	100.0	100.0	0.0	99.8	0.0	0.0	0.0	0.0	0.0	100.0	99.6	100.0	0.0	99.6	99.8
Exiting Leg Total	331					703					10					234					1278
Heavy Vehicles	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	3
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.4	0.2
Exiting Leg Total	1					2					0					0					3

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

4:30 PM	Sgt. William B. Terry Drive					Beal Street					Lynch Field Driveway					Beal 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	0	24	0	28	33	27	0	0	60	0	0	0	0	0	1	59	7	0	67	155
4:45 PM	5	0	29	0	34	45	19	1	0	65	0	0	0	0	0	0	60	2	0	62	161
5:00 PM	1	0	15	0	16	35	28	1	0	64	0	0	0	0	0	1	76	4	0	81	161
5:15 PM	7	0	26	0	33	43	29	0	0	72	0	0	0	0	0	0	89	5	0	94	199
Total Volume	17	0	94	0	111	156	103	2	0	261	0	0	0	0	0	2	284	18	0	304	676
% Approach Total	15.3	0.0	84.7	0.0		59.8	39.5	0.8	0.0		0.0	0.0	0.0	0.0		0.7	93.4	5.9	0.0		
PHF	0.607	0.000	0.810	0.000	0.816	0.867	0.888	0.500	0.000	0.906	0.000	0.000	0.000	0.000	0.000	0.500	0.798	0.643	0.000	0.809	0.849
Cars	17	0	94	0	111	155	103	2	0	260	0	0	0	0	0	2	283	18	0	303	674
Cars %	100.0	0.0	100.0	0.0	100.0	99.4	100.0	100.0	0.0	99.6	0.0	0.0	0.0	0.0	0.0	100.0	99.6	100.0	0.0	99.7	99.7
Heavy Vehicles	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.3	0.3
Cars Enter Leg	17	0	94	0	111	155	103	2	0	260	0	0	0	0	0	2	283	18	0	303	674
Heavy Enter Leg	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total Entering Leg	17	0	94	0	111	156	103	2	0	261	0	0	0	0	0	2	284	18	0	304	676
Cars Exiting Leg	173					377					4					120					674
Heavy Exiting Leg	1					1					0					0					2
Total Exiting Leg	174					378					4					120					676

PDI File #: **217815 A**  
 Location: **N: Sgt. William B. Terry Drive S: Lynch Field Driveway**  
 Location: **E: Beal Street W: Beal Street**  
 City, State: **Hingham, MA**  
 Client: **VHB/ E. Chan**  
 Site Code: **13554.02**  
 Count Date: **Wednesday, March 3, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Cars**

	Sgt. William B. Terry Drive					Beal Street					Lynch Field Driveway					Beal 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	21	0	21	36	28	1	0	65	0	0	0	0	0	2	68	4	0	74	160
4:15 PM	1	0	26	0	27	40	31	2	0	73	0	0	0	0	0	0	58	6	0	64	164
4:30 PM	4	0	24	0	28	33	27	0	0	60	0	0	0	0	0	1	59	7	0	67	155
4:45 PM	5	0	29	0	34	45	19	1	0	65	0	0	0	0	0	0	60	2	0	62	161
<b>Total</b>	<b>10</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>110</b>	<b>154</b>	<b>105</b>	<b>4</b>	<b>0</b>	<b>263</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>245</b>	<b>19</b>	<b>0</b>	<b>267</b>	<b>640</b>
5:00 PM	1	0	15	0	16	34	28	1	0	63	0	0	0	0	0	1	76	4	0	81	160
5:15 PM	7	0	26	0	33	43	29	0	0	72	0	0	0	0	0	0	88	5	0	93	198
5:30 PM	0	0	19	0	19	33	26	0	0	59	0	0	0	0	0	1	59	6	0	66	144
5:45 PM	3	0	19	0	22	30	25	0	0	55	0	0	0	0	0	0	56	3	0	59	136
<b>Total</b>	<b>11</b>	<b>0</b>	<b>79</b>	<b>0</b>	<b>90</b>	<b>140</b>	<b>108</b>	<b>1</b>	<b>0</b>	<b>249</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>279</b>	<b>18</b>	<b>0</b>	<b>299</b>	<b>638</b>
Grand Total	21	0	179	0	200	294	213	5	0	512	0	0	0	0	0	5	524	37	0	566	1278
Approach %	10.5	0.0	89.5	0.0		57.4	41.6	1.0	0.0		0.0	0.0	0.0	0.0		0.9	92.6	6.5	0.0		
Total %	1.6	0.0	14.0	0.0	15.6	23.0	16.7	0.4	0.0	40.1	0.0	0.0	0.0	0.0	0.0	0.4	41.0	2.9	0.0	44.3	
Exiting Leg Total	331					703					10					234					1278

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

	Sgt. William B. Terry Drive					Beal Street					Lynch Field Driveway					Beal 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	0	24	0	28	33	27	0	0	60	0	0	0	0	0	1	59	7	0	67	155
4:45 PM	5	0	29	0	34	45	19	1	0	65	0	0	0	0	0	0	60	2	0	62	161
5:00 PM	1	0	15	0	16	34	28	1	0	63	0	0	0	0	0	1	76	4	0	81	160
5:15 PM	7	0	26	0	33	43	29	0	0	72	0	0	0	0	0	0	88	5	0	93	198
<b>Total Volume</b>	<b>17</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>111</b>	<b>155</b>	<b>103</b>	<b>2</b>	<b>0</b>	<b>260</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>283</b>	<b>18</b>	<b>0</b>	<b>303</b>	<b>674</b>
% Approach Total	15.3	0.0	84.7	0.0		59.6	39.6	0.8	0.0		0.0	0.0	0.0	0.0		0.7	93.4	5.9	0.0		
PHF	0.607	0.000	0.810	0.000	0.816	0.861	0.888	0.500	0.000	0.903	0.000	0.000	0.000	0.000	0.000	0.500	0.804	0.643	0.000	0.815	0.851
Entering Leg	17	0	94	0	111	155	103	2	0	260	0	0	0	0	0	2	283	18	0	303	674
Exiting Leg	173					377					4					120					674
<b>Total</b>	<b>284</b>					<b>637</b>					<b>4</b>					<b>423</b>					<b>1348</b>



PDI File #: **217815 A**  
 Location: **N: Sgt. William B. Terry Drive S: Lynch Field Driveway**  
 Location: **E: Beal Street W: Beal Street**  
 City, State: **Hingham, MA**  
 Client: **VHB/ E. Chan**  
 Site Code: **13554.02**  
 Count Date: **Wednesday, March 3, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**



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

	Sgt. William B. Terry Drive					Beal Street					Lynch Field Driveway					Beal 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Grand Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	3
Approach %	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	66.7	0.0	0.0	66.7	
Exiting Leg Total	1					2					0					0					3
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0
Single-Unit Trucks	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	3
% Single-Unit	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	100.0
Exiting Leg Total	1					2					0					0					3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0

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

	Sgt. William B. Terry Drive					Beal Street					Lynch Field Driveway					Beal 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	0	0	0	1	0	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	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	0.250	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	0.500
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Single-Unit Trucks	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Single-Unit %	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	100.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Buses	0					0					0					0					0
Single-Unit Trucks	1					1					0					0					2
Articulated Trucks	0					0					0					0					0
Total Exiting Leg	1					1					0					0					2

PDI File #: **217815 A**  
 Location: **N: Sgt. William B. Terry Drive S: Lynch Field Driveway**  
 Location: **E: Beal Street W: Beal Street**  
 City, State: **Hingham, MA**  
 Client: **VHB/ E. Chan**  
 Site Code: **13554.02**  
 Count Date: **Wednesday, March 3, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Buses**

	Sgt. William B. Terry Drive					Beal Street					Lynch Field Driveway					Beal 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0

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

4:00 PM	Sgt. William B. Terry Drive					Beal Street					Lynch Field Driveway					Beal 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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0					0					0					0					0
Total	0					0					0					0					0

PDI File #: **217815 A**  
 Location: **N: Sgt. William B. Terry Drive S: Lynch Field Driveway**  
 Location: **E: Beal Street W: Beal Street**  
 City, State: **Hingham, MA**  
 Client: **VHB/ E. Chan**  
 Site Code: **13554.02**  
 Count Date: **Wednesday, March 3, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Single-Unit Trucks**

	Sgt. William B. Terry Drive					Beal Street					Lynch Field Driveway					Beal 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>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>
5:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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>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	0	0	0	1	0	0	0	0	0	0	2	0	0	2	3
Approach %	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	66.7	0.0	0.0	66.7	
Exiting Leg Total	1					2					0					0					3

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

	Sgt. William B. Terry Drive					Beal Street					Lynch Field Driveway					Beal 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2
% 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	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.500
Entering Leg	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Exiting Leg	1					1					0					0					2
Total	1					2					0					1					4

PDI File #: **217815 A**  
 Location: **N: Sgt. William B. Terry Drive S: Lynch Field Driveway**  
 Location: **E: Beal Street W: Beal Street**  
 City, State: **Hingham, MA**  
 Client: **VHB/ E. Chan**  
 Site Code: **13554.02**  
 Count Date: **Wednesday, March 3, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Articulated Trucks**

	Sgt. William B. Terry Drive					Beal Street					Lynch Field Driveway					Beal 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0

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

4:00 PM	Sgt. William B. Terry Drive					Beal Street					Lynch Field Driveway					Beal 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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0					0					0					0					0
Total	0					0					0					0					0



PDI File #: **217815 A**  
 Location: **N: Sgt. William B. Terry Drive S: Lynch Field Driveway**  
 Location: **E: Beal Street W: Beal Street**  
 City, State: **Hingham, MA**  
 Client: **VHB/ E. Chan**  
 Site Code: **13554.02**  
 Count Date: **Wednesday, March 3, 2021**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Pedestrians**

	Sgt. William B. Terry Drive								Beal Street								Lynch Field Driveway								Beal 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	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	3			
4:15 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	0	1			
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
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	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	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	0	0	0	0	0	0	0	0	1	1	1	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	2	0	2	2	0	0	0	0	1	0	1	3			
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	1			
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	4	0	0	0	0	1	0	1	5			
Grand Total	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	3	1	4	4	0	0	0	0	2	1	3	9			
Approach %	0	0	0	0	50	50		0	0	0	0	0	0	0	0	0	0	0	75	25			0	0	0	0	66.7	33.3					
Total %	0	0	0	0	11.1	11.1	22.2	0	0	0	0	0	0	0	0	0	0	0	33.3	11.1	44.4		0	0	0	0	22.2	11.1	33.3				
Exiting Leg Total	2							0							4							3							9				

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

5:00 PM	Sgt. William B. Terry Drive								Beal Street								Lynch Field Driveway								Beal 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	0	0	0	0	0	0	0	0	1	1	1	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	2	0	2	2	0	0	0	0	1	0	1	3			
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	1			
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	4	0	0	0	0	1	0	1	5			
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	75.0	25.0			0.0	0.0	0.0	0.0	100.0	0.0					
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.250	0.500		0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.417			
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	4	0	0	0	0	1	0	1	5			
Exiting Leg	0							0							4							1							5				
Total	0							0							8							2							10				

## **Intersection Capacity Analysis**

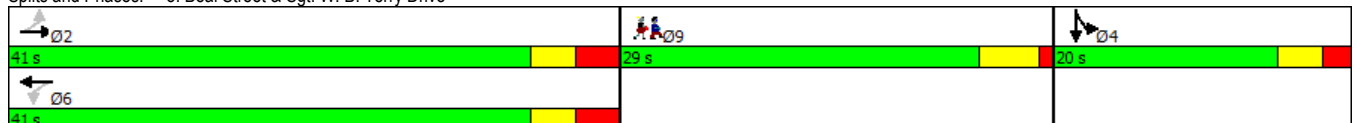


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø9
Lane Configurations		↕			↕						↕		
Traffic Volume (vph)	30	135	5	5	85	155	0	0	0	60	0	0	
Future Volume (vph)	30	135	5	5	85	155	0	0	0	60	0	0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor													
Frt		0.996			0.915								
Flt Protected		0.991			0.999						0.950		
Satd. Flow (prot)	0	1786	0	0	1703	0	0	0	0	0	1752	0	
Flt Permitted		0.911			0.994						0.950		
Satd. Flow (perm)	0	1642	0	0	1694	0	0	0	0	0	1752	0	
Satd. Flow (RTOR)		2			112								
Adj. Flow (vph)	38	171	6	6	99	180	0	0	0	80	0	0	
Lane Group Flow (vph)	0	215	0	0	285	0	0	0	0	0	80	0	
Turn Type	Perm	NA		Perm	NA					Split	NA		
Protected Phases		2			6					4	4		9
Permitted Phases	2			6									
Detector Phase	2	2		6	6					4	4		
Switch Phase													
Minimum Initial (s)	10.0	10.0		10.0	10.0					6.0	6.0		5.0
Minimum Split (s)	16.0	16.0		16.0	16.0					11.0	11.0		29.0
Total Split (s)	41.0	41.0		41.0	41.0					20.0	20.0		29.0
Total Split (%)	45.6%	45.6%		45.6%	45.6%					22.2%	22.2%		32%
Yellow Time (s)	3.0	3.0		3.0	3.0					3.0	3.0		4.0
All-Red Time (s)	3.0	3.0		3.0	3.0					2.0	2.0		1.0
Lost Time Adjust (s)		0.0			0.0						0.0		
Total Lost Time (s)		6.0			6.0						5.0		
Lead/Lag													
Lead-Lag Optimize?													
Recall Mode	Max	Max		Max	Max					Max	Max		None
Act Effect Green (s)		35.9			35.9						15.4		
Actuated g/C Ratio		0.54			0.54						0.23		
v/c Ratio		0.24			0.30						0.20		
Control Delay		11.6			7.8						25.6		
Queue Delay		0.0			0.0						0.0		
Total Delay		11.6			7.8						25.6		
LOS		B			A						C		
Approach Delay		11.6			7.8						25.6		
Approach LOS		B			A						C		
Queue Length 50th (ft)		34			27						23		
Queue Length 95th (ft)		119			120						67		
Internal Link Dist (ft)		586			1775			919			343		
Turn Bay Length (ft)													
Base Capacity (vph)		881			961						402		
Starvation Cap Reductn		0			0						0		
Spillback Cap Reductn		0			0						0		
Storage Cap Reductn		0			0						0		
Reduced v/c Ratio		0.24			0.30						0.20		

**Intersection Summary**

Cycle Length: 90  
 Actuated Cycle Length: 66.8  
 Natural Cycle: 60  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.30  
 Intersection Signal Delay: 11.7  
 Intersection LOS: B  
 Intersection Capacity Utilization 38.6%  
 ICU Level of Service A  
 Analysis Period (min) 15

**Splits and Phases: 8: Beal Street & Sgt. W. B. Terry Drive**







Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø9
Lane Configurations		↕			↕						↕		
Traffic Volume (vph)	20	285	2	2	105	155	0	0	0	95	0	0	
Future Volume (vph)	20	285	2	2	105	155	0	0	0	95	0	0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor													
Frt		0.999			0.920								
Flt Protected		0.997									0.950		
Satd. Flow (prot)	0	1892	0	0	1748	0	0	0	0	0	1805	0	
Flt Permitted		0.968			0.998						0.950		
Satd. Flow (perm)	0	1837	0	0	1745	0	0	0	0	0	1805	0	
Satd. Flow (RTOR)					95								
Adj. Flow (vph)	25	352	2	2	115	170	0	0	0	116	0	0	
Lane Group Flow (vph)	0	379	0	0	287	0	0	0	0	0	116	0	
Turn Type	Perm	NA		Perm	NA					Split	NA		
Protected Phases		2			6					4	4		9
Permitted Phases	2			6									
Detector Phase	2	2		6	6					4	4		
Switch Phase													
Minimum Initial (s)	10.0	10.0		10.0	10.0					6.0	6.0		5.0
Minimum Split (s)	16.0	16.0		16.0	16.0					11.0	11.0		29.0
Total Split (s)	41.0	41.0		41.0	41.0					20.0	20.0		29.0
Total Split (%)	45.6%	45.6%		45.6%	45.6%					22.2%	22.2%		32%
Yellow Time (s)	3.0	3.0		3.0	3.0					3.0	3.0		4.0
All-Red Time (s)	3.0	3.0		3.0	3.0					2.0	2.0		1.0
Lost Time Adjust (s)		0.0			0.0						0.0		
Total Lost Time (s)		6.0			6.0						5.0		
Lead/Lag													
Lead-Lag Optimize?													
Recall Mode	Max	Max		Max	Max					Max	Max		None
Act Effect Green (s)		35.9			35.9						15.4		
Actuated g/C Ratio		0.54			0.54						0.23		
v/c Ratio		0.38			0.29						0.28		
Control Delay		12.9			8.4						26.3		
Queue Delay		0.0			0.0						0.0		
Total Delay		12.9			8.4						26.3		
LOS		B			A						C		
Approach Delay		12.9			8.4						26.3		
Approach LOS		B			A						C		
Queue Length 50th (ft)		66			30						34		
Queue Length 95th (ft)		216			139						100		
Internal Link Dist (ft)		586			1775			919			343		
Turn Bay Length (ft)													
Base Capacity (vph)		986			980						414		
Starvation Cap Reductn		0			0						0		
Spillback Cap Reductn		0			0						0		
Storage Cap Reductn		0			0						0		
Reduced v/c Ratio		0.38			0.29						0.28		

**Intersection Summary**

Cycle Length: 90  
 Actuated Cycle Length: 66.8  
 Natural Cycle: 60  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.38  
 Intersection Signal Delay: 13.2      Intersection LOS: B  
 Intersection Capacity Utilization 43.1%      ICU Level of Service A  
 Analysis Period (min) 15

**Splits and Phases: 8: Beal Street & Sgt. W. B. Terry Drive**

