

Technical Appendix

Traffic Count Data
Motor Vehicle Crash Data
Traffic Operations Analysis

Traffic Count Data

Massachusetts Avenue
west of Pine Court
City, State: Arlington, MA
Client: Nitsch Eng/B.Zimolka
Site Code: TBD



PDI File # 207450 ATR A

Count Date: Tuesday, February 4, 2020
Direction: EB

| AM | Cars | Single Unit Heavy | Multi Unit Heavy | Total | PM | Cars | Single Unit Heavy | Multi Unit Heavy | Total |
|----------|------|-------------------|------------------|-------|----------|------|-------------------|------------------|-------|
| 12:00 AM | 5 | 2 | 0 | 7 | 12:00 PM | 119 | 6 | 0 | 125 |
| 12:15 AM | 6 | 1 | 0 | 7 | 12:15 PM | 111 | 6 | 0 | 117 |
| 12:30 AM | 0 | 2 | 2 | 4 | 12:30 PM | 135 | 6 | 0 | 141 |
| 12:45 AM | 4 | 2 | 0 | 6 | 12:45 PM | 45 | 6 | 0 | 51 |
| 1:00 AM | 1 | 1 | 0 | 2 | 1:00 PM | 1 | 1 | 0 | 2 |
| 1:15 AM | 4 | 0 | 0 | 4 | 1:15 PM | 2 | 0 | 0 | 2 |
| 1:30 AM | 0 | 0 | 0 | 0 | 1:30 PM | 1 | 4 | 0 | 5 |
| 1:45 AM | 1 | 1 | 0 | 2 | 1:45 PM | 0 | 2 | 0 | 2 |
| 2:00 AM | 1 | 0 | 0 | 1 | 2:00 PM | 0 | 2 | 0 | 2 |
| 2:15 AM | 2 | 0 | 0 | 2 | 2:15 PM | 0 | 3 | 0 | 3 |
| 2:30 AM | 0 | 0 | 0 | 0 | 2:30 PM | 15 | 5 | 0 | 20 |
| 2:45 AM | 1 | 1 | 0 | 2 | 2:45 PM | 105 | 4 | 0 | 109 |
| 3:00 AM | 0 | 0 | 0 | 0 | 3:00 PM | 114 | 2 | 1 | 117 |
| 3:15 AM | 0 | 0 | 0 | 0 | 3:15 PM | 133 | 2 | 0 | 135 |
| 3:30 AM | 2 | 0 | 0 | 2 | 3:30 PM | 123 | 6 | 0 | 129 |
| 3:45 AM | 3 | 1 | 1 | 5 | 3:45 PM | 125 | 2 | 1 | 128 |
| 4:00 AM | 1 | 0 | 0 | 1 | 4:00 PM | 124 | 4 | 0 | 128 |
| 4:15 AM | 3 | 0 | 1 | 4 | 4:15 PM | 118 | 3 | 0 | 121 |
| 4:30 AM | 9 | 1 | 0 | 10 | 4:30 PM | 128 | 1 | 1 | 130 |
| 4:45 AM | 4 | 1 | 0 | 5 | 4:45 PM | 144 | 3 | 0 | 147 |
| 5:00 AM | 17 | 1 | 0 | 18 | 5:00 PM | 124 | 3 | 0 | 127 |
| 5:15 AM | 16 | 3 | 0 | 19 | 5:15 PM | 148 | 3 | 0 | 151 |
| 5:30 AM | 15 | 1 | 0 | 16 | 5:30 PM | 160 | 2 | 0 | 162 |
| 5:45 AM | 17 | 5 | 0 | 22 | 5:45 PM | 143 | 2 | 0 | 145 |
| 6:00 AM | 30 | 2 | 0 | 32 | 6:00 PM | 131 | 3 | 0 | 134 |
| 6:15 AM | 55 | 3 | 2 | 60 | 6:15 PM | 133 | 2 | 0 | 135 |
| 6:30 AM | 82 | 4 | 2 | 88 | 6:30 PM | 138 | 1 | 0 | 139 |
| 6:45 AM | 102 | 6 | 0 | 108 | 6:45 PM | 115 | 4 | 0 | 119 |
| 7:00 AM | 101 | 11 | 2 | 114 | 7:00 PM | 100 | 4 | 0 | 104 |
| 7:15 AM | 110 | 4 | 2 | 116 | 7:15 PM | 84 | 1 | 0 | 85 |
| 7:30 AM | 110 | 11 | 1 | 122 | 7:30 PM | 75 | 3 | 0 | 78 |
| 7:45 AM | 131 | 10 | 1 | 142 | 7:45 PM | 61 | 1 | 0 | 62 |
| 8:00 AM | 102 | 7 | 0 | 109 | 8:00 PM | 66 | 4 | 0 | 70 |
| 8:15 AM | 99 | 9 | 1 | 109 | 8:15 PM | 52 | 1 | 0 | 53 |
| 8:30 AM | 116 | 6 | 0 | 122 | 8:30 PM | 59 | 2 | 0 | 61 |
| 8:45 AM | 113 | 7 | 0 | 120 | 8:45 PM | 44 | 4 | 0 | 48 |
| 9:00 AM | 90 | 8 | 0 | 98 | 9:00 PM | 44 | 3 | 0 | 47 |
| 9:15 AM | 116 | 5 | 0 | 121 | 9:15 PM | 40 | 4 | 0 | 44 |
| 9:30 AM | 87 | 6 | 1 | 94 | 9:30 PM | 30 | 3 | 0 | 33 |
| 9:45 AM | 106 | 5 | 0 | 111 | 9:45 PM | 24 | 0 | 0 | 24 |
| 10:00 AM | 89 | 8 | 0 | 97 | 10:00 PM | 23 | 4 | 0 | 27 |
| 10:15 AM | 73 | 5 | 1 | 79 | 10:15 PM | 26 | 2 | 0 | 28 |
| 10:30 AM | 108 | 14 | 1 | 123 | 10:30 PM | 20 | 1 | 0 | 21 |
| 10:45 AM | 90 | 8 | 0 | 98 | 10:45 PM | 14 | 2 | 0 | 16 |
| 11:00 AM | 84 | 4 | 0 | 88 | 11:00 PM | 9 | 2 | 0 | 11 |
| 11:15 AM | 97 | 9 | 0 | 106 | 11:15 PM | 14 | 1 | 0 | 15 |
| 11:30 AM | 85 | 7 | 0 | 92 | 11:30 PM | 6 | 3 | 0 | 9 |
| 11:45 AM | 89 | 6 | 1 | 96 | 11:45 PM | 6 | 2 | 0 | 8 |

AM Total 2377 188 19 2584
Percentage 91.99% 7.28% 0.74%
AM Peak 7:15 AM 7:30 AM 6:15 AM 7:00 AM
Volume 453 37 6 494

PM Total 3432 135 3 3570
Percentage 96.13% 3.78% 0.08%
PM Peak 5:15 PM 12:00 PM 3:00 PM 5:15 PM
Volume 582 24 2 592

Day Total 5809 323 22 6154
Percentage 94.39% 5.25% 0.36%

Massachusetts Avenue
 west of Pine Court
 City, State: Arlington, MA
 Client: Nitsch Eng/B.Zimolka
 Site Code: TBD



PDI File # 207450 ATR A

Count Date: Wednesday, February 5, 2020
 Direction: EB

| AM | Cars | Single Unit Heavy | Multi Unit Heavy | Total | PM | Cars | Single Unit Heavy | Multi Unit Heavy | Total |
|----------|------|-------------------|------------------|-------|----------|------|-------------------|------------------|-------|
| 12:00 AM | 0 | 2 | 0 | 2 | 12:00 PM | 107 | 5 | 0 | 112 |
| 12:15 AM | 7 | 1 | 0 | 8 | 12:15 PM | 123 | 5 | 1 | 129 |
| 12:30 AM | 2 | 2 | 0 | 4 | 12:30 PM | 128 | 5 | 0 | 133 |
| 12:45 AM | 3 | 2 | 0 | 5 | 12:45 PM | 116 | 5 | 0 | 121 |
| 1:00 AM | 2 | 1 | 0 | 3 | 1:00 PM | 102 | 7 | 0 | 109 |
| 1:15 AM | 2 | 0 | 0 | 2 | 1:15 PM | 103 | 6 | 1 | 110 |
| 1:30 AM | 0 | 0 | 0 | 0 | 1:30 PM | 100 | 9 | 0 | 109 |
| 1:45 AM | 1 | 0 | 0 | 1 | 1:45 PM | 106 | 4 | 0 | 110 |
| 2:00 AM | 1 | 0 | 0 | 1 | 2:00 PM | 90 | 6 | 0 | 96 |
| 2:15 AM | 1 | 0 | 0 | 1 | 2:15 PM | 103 | 7 | 0 | 110 |
| 2:30 AM | 1 | 0 | 0 | 1 | 2:30 PM | 95 | 5 | 0 | 100 |
| 2:45 AM | 1 | 0 | 0 | 1 | 2:45 PM | 103 | 7 | 0 | 110 |
| 3:00 AM | 1 | 0 | 0 | 1 | 3:00 PM | 128 | 7 | 0 | 135 |
| 3:15 AM | 0 | 0 | 0 | 0 | 3:15 PM | 134 | 8 | 0 | 142 |
| 3:30 AM | 2 | 2 | 0 | 4 | 3:30 PM | 106 | 7 | 0 | 113 |
| 3:45 AM | 1 | 0 | 1 | 2 | 3:45 PM | 118 | 5 | 0 | 123 |
| 4:00 AM | 2 | 0 | 0 | 2 | 4:00 PM | 119 | 9 | 2 | 130 |
| 4:15 AM | 7 | 0 | 0 | 7 | 4:15 PM | 129 | 6 | 0 | 135 |
| 4:30 AM | 13 | 1 | 0 | 14 | 4:30 PM | 129 | 6 | 0 | 135 |
| 4:45 AM | 2 | 1 | 0 | 3 | 4:45 PM | 124 | 2 | 0 | 126 |
| 5:00 AM | 9 | 3 | 0 | 12 | 5:00 PM | 150 | 3 | 0 | 153 |
| 5:15 AM | 16 | 2 | 1 | 19 | 5:15 PM | 123 | 2 | 0 | 125 |
| 5:30 AM | 14 | 1 | 0 | 15 | 5:30 PM | 155 | 2 | 0 | 157 |
| 5:45 AM | 16 | 3 | 0 | 19 | 5:45 PM | 148 | 2 | 0 | 150 |
| 6:00 AM | 19 | 3 | 0 | 22 | 6:00 PM | 146 | 4 | 0 | 150 |
| 6:15 AM | 55 | 2 | 0 | 57 | 6:15 PM | 126 | 5 | 0 | 131 |
| 6:30 AM | 73 | 6 | 0 | 79 | 6:30 PM | 111 | 3 | 0 | 114 |
| 6:45 AM | 96 | 18 | 0 | 114 | 6:45 PM | 113 | 7 | 0 | 120 |
| 7:00 AM | 111 | 9 | 1 | 121 | 7:00 PM | 93 | 3 | 0 | 96 |
| 7:15 AM | 114 | 5 | 0 | 119 | 7:15 PM | 99 | 1 | 0 | 100 |
| 7:30 AM | 113 | 4 | 0 | 117 | 7:30 PM | 71 | 5 | 0 | 76 |
| 7:45 AM | 113 | 4 | 1 | 118 | 7:45 PM | 56 | 2 | 0 | 58 |
| 8:00 AM | 98 | 5 | 1 | 104 | 8:00 PM | 73 | 4 | 0 | 77 |
| 8:15 AM | 130 | 4 | 0 | 134 | 8:15 PM | 60 | 3 | 0 | 63 |
| 8:30 AM | 128 | 4 | 1 | 133 | 8:30 PM | 65 | 1 | 0 | 66 |
| 8:45 AM | 104 | 6 | 1 | 111 | 8:45 PM | 53 | 4 | 0 | 57 |
| 9:00 AM | 109 | 2 | 0 | 111 | 9:00 PM | 48 | 2 | 0 | 50 |
| 9:15 AM | 116 | 8 | 1 | 125 | 9:15 PM | 33 | 2 | 0 | 35 |
| 9:30 AM | 102 | 6 | 0 | 108 | 9:30 PM | 22 | 4 | 0 | 26 |
| 9:45 AM | 101 | 8 | 0 | 109 | 9:45 PM | 24 | 1 | 0 | 25 |
| 10:00 AM | 99 | 5 | 2 | 106 | 10:00 PM | 18 | 4 | 0 | 22 |
| 10:15 AM | 71 | 7 | 0 | 78 | 10:15 PM | 24 | 1 | 0 | 25 |
| 10:30 AM | 102 | 5 | 0 | 107 | 10:30 PM | 13 | 0 | 0 | 13 |
| 10:45 AM | 99 | 4 | 0 | 103 | 10:45 PM | 17 | 4 | 0 | 21 |
| 11:00 AM | 77 | 5 | 0 | 82 | 11:00 PM | 10 | 2 | 0 | 12 |
| 11:15 AM | 106 | 3 | 0 | 109 | 11:15 PM | 5 | 1 | 0 | 6 |
| 11:30 AM | 121 | 4 | 0 | 125 | 11:30 PM | 8 | 3 | 0 | 11 |
| 11:45 AM | 103 | 5 | 0 | 108 | 11:45 PM | 3 | 1 | 1 | 5 |

AM Total 2464 153 10 2627
 Percentage 93.80% 5.82% 0.38%
 AM Peak 8:15 AM 6:30 AM 7:45 AM 7:45 AM
 Volume 471 38 3 489

PM Total 4130 197 5 4332
 Percentage 95.34% 4.55% 0.12%
 PM Peak 5:00 PM 2:45 PM 3:15 PM 5:30 PM
 Volume 576 29 2 588

Day Total 6594 350 15 6959
 Percentage 94.75% 5.03% 0.22%

Massachusetts Avenue
 west of Pine Court
 City, State: Arlington, MA
 Client: Nitsch Eng/B.Zimolka
 Site Code: TBD



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

PDI File # 207450 ATR A

Count Date: Tuesday, February 4, 2020
 Direction: WB

| AM | Cars | Single Unit Heavy | Multi Unit Heavy | Total |
|----------|------|-------------------|------------------|-------|
| 12:00 AM | 6 | 2 | 0 | 8 |
| 12:15 AM | 7 | 1 | 0 | 8 |
| 12:30 AM | 3 | 1 | 0 | 4 |
| 12:45 AM | 2 | 2 | 0 | 4 |
| 1:00 AM | 2 | 1 | 0 | 3 |
| 1:15 AM | 0 | 0 | 1 | 1 |
| 1:30 AM | 0 | 2 | 0 | 2 |
| 1:45 AM | 0 | 0 | 0 | 0 |
| 2:00 AM | 2 | 0 | 0 | 2 |
| 2:15 AM | 0 | 0 | 0 | 0 |
| 2:30 AM | 1 | 0 | 0 | 1 |
| 2:45 AM | 0 | 0 | 0 | 0 |
| 3:00 AM | 0 | 0 | 0 | 0 |
| 3:15 AM | 1 | 0 | 0 | 1 |
| 3:30 AM | 1 | 0 | 1 | 2 |
| 3:45 AM | 1 | 0 | 0 | 1 |
| 4:00 AM | 1 | 0 | 0 | 1 |
| 4:15 AM | 3 | 0 | 0 | 3 |
| 4:30 AM | 7 | 1 | 0 | 8 |
| 4:45 AM | 9 | 0 | 0 | 9 |
| 5:00 AM | 10 | 4 | 0 | 14 |
| 5:15 AM | 17 | 3 | 0 | 20 |
| 5:30 AM | 22 | 1 | 1 | 24 |
| 5:45 AM | 28 | 3 | 0 | 31 |
| 6:00 AM | 29 | 1 | 0 | 30 |
| 6:15 AM | 32 | 5 | 3 | 40 |
| 6:30 AM | 38 | 1 | 0 | 39 |
| 6:45 AM | 69 | 6 | 0 | 75 |
| 7:00 AM | 85 | 11 | 0 | 96 |
| 7:15 AM | 74 | 7 | 0 | 81 |
| 7:30 AM | 130 | 7 | 0 | 137 |
| 7:45 AM | 139 | 5 | 1 | 145 |
| 8:00 AM | 145 | 7 | 0 | 152 |
| 8:15 AM | 100 | 3 | 1 | 104 |
| 8:30 AM | 97 | 9 | 0 | 106 |
| 8:45 AM | 124 | 7 | 1 | 132 |
| 9:00 AM | 95 | 8 | 0 | 103 |
| 9:15 AM | 78 | 8 | 1 | 87 |
| 9:30 AM | 91 | 3 | 0 | 94 |
| 9:45 AM | 98 | 10 | 1 | 109 |
| 10:00 AM | 88 | 3 | 1 | 92 |
| 10:15 AM | 90 | 7 | 0 | 97 |
| 10:30 AM | 75 | 4 | 0 | 79 |
| 10:45 AM | 90 | 11 | 0 | 101 |
| 11:00 AM | 93 | 10 | 1 | 104 |
| 11:15 AM | 82 | 4 | 1 | 87 |
| 11:30 AM | 107 | 3 | 0 | 110 |
| 11:45 AM | 106 | 5 | 2 | 113 |

| PM | Cars | Single Unit Heavy | Multi Unit Heavy | Total |
|----------|------|-------------------|------------------|-------|
| 12:00 PM | 112 | 6 | 1 | 119 |
| 12:15 PM | 106 | 5 | 0 | 111 |
| 12:30 PM | 103 | 7 | 0 | 110 |
| 12:45 PM | 93 | 6 | 0 | 99 |
| 1:00 PM | 4 | 2 | 1 | 7 |
| 1:15 PM | 11 | 6 | 0 | 17 |
| 1:30 PM | 8 | 2 | 1 | 11 |
| 1:45 PM | 8 | 3 | 0 | 11 |
| 2:00 PM | 6 | 3 | 1 | 10 |
| 2:15 PM | 5 | 5 | 0 | 10 |
| 2:30 PM | 20 | 1 | 0 | 21 |
| 2:45 PM | 108 | 8 | 1 | 117 |
| 3:00 PM | 116 | 4 | 0 | 120 |
| 3:15 PM | 124 | 6 | 0 | 130 |
| 3:30 PM | 97 | 3 | 0 | 100 |
| 3:45 PM | 116 | 5 | 0 | 121 |
| 4:00 PM | 117 | 3 | 0 | 120 |
| 4:15 PM | 96 | 2 | 0 | 98 |
| 4:30 PM | 109 | 3 | 0 | 112 |
| 4:45 PM | 112 | 2 | 0 | 114 |
| 5:00 PM | 113 | 7 | 1 | 121 |
| 5:15 PM | 98 | 1 | 0 | 99 |
| 5:30 PM | 98 | 1 | 0 | 99 |
| 5:45 PM | 122 | 3 | 0 | 125 |
| 6:00 PM | 123 | 1 | 0 | 124 |
| 6:15 PM | 84 | 3 | 0 | 87 |
| 6:30 PM | 103 | 3 | 1 | 107 |
| 6:45 PM | 84 | 4 | 0 | 88 |
| 7:00 PM | 97 | 0 | 0 | 97 |
| 7:15 PM | 77 | 2 | 0 | 79 |
| 7:30 PM | 88 | 3 | 1 | 92 |
| 7:45 PM | 75 | 0 | 0 | 75 |
| 8:00 PM | 72 | 4 | 0 | 76 |
| 8:15 PM | 56 | 1 | 0 | 57 |
| 8:30 PM | 71 | 5 | 0 | 76 |
| 8:45 PM | 43 | 2 | 0 | 45 |
| 9:00 PM | 65 | 2 | 0 | 67 |
| 9:15 PM | 42 | 3 | 0 | 45 |
| 9:30 PM | 38 | 2 | 0 | 40 |
| 9:45 PM | 27 | 2 | 0 | 29 |
| 10:00 PM | 24 | 4 | 0 | 28 |
| 10:15 PM | 20 | 1 | 0 | 21 |
| 10:30 PM | 23 | 1 | 0 | 24 |
| 10:45 PM | 16 | 1 | 0 | 17 |
| 11:00 PM | 14 | 1 | 0 | 15 |
| 11:15 PM | 7 | 2 | 0 | 9 |
| 11:30 PM | 5 | 1 | 0 | 6 |
| 11:45 PM | 7 | 2 | 0 | 9 |

AM Total 2278 166 16 2460
 Percentage 92.60% 6.75% 0.65%
 AM Peak 7:30 AM 8:30 AM 5:30 AM 7:30 AM
 Volume 514 32 4 538

PM Total 3163 144 8 3315
 Percentage 95.41% 4.34% 0.24%
 PM Peak 3:15 PM 12:00 PM 12:45 PM 3:00 PM
 Volume 454 24 2 471

Day Total 5441 310 24 5775
 Percentage 94.22% 5.37% 0.42%

Massachusetts Avenue
 west of Pine Court
 City, State: Arlington, MA
 Client: Nitsch Eng/B.Zimolka
 Site Code: TBD



46 Minkon Street, Frammingham, MA 01402
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

PDI File # 207450 ATR A

Count Date: Wednesday, February 5, 2020
 Direction: WB

| AM | Cars | Single Unit Heavy | Multi Unit Heavy | Total | PM | Cars | Single Unit Heavy | Multi Unit Heavy | Total |
|----------|------|-------------------|------------------|-------|----------|------|-------------------|------------------|-------|
| 12:00 AM | 4 | 2 | 0 | 6 | 12:00 PM | 99 | 8 | 0 | 107 |
| 12:15 AM | 2 | 1 | 0 | 3 | 12:15 PM | 125 | 5 | 1 | 131 |
| 12:30 AM | 2 | 2 | 1 | 5 | 12:30 PM | 100 | 4 | 1 | 105 |
| 12:45 AM | 1 | 1 | 0 | 2 | 12:45 PM | 109 | 9 | 0 | 118 |
| 1:00 AM | 4 | 1 | 0 | 5 | 1:00 PM | 105 | 4 | 0 | 109 |
| 1:15 AM | 2 | 0 | 0 | 2 | 1:15 PM | 106 | 5 | 0 | 111 |
| 1:30 AM | 1 | 0 | 0 | 1 | 1:30 PM | 113 | 10 | 0 | 123 |
| 1:45 AM | 2 | 1 | 0 | 3 | 1:45 PM | 95 | 5 | 0 | 100 |
| 2:00 AM | 0 | 0 | 0 | 0 | 2:00 PM | 113 | 5 | 0 | 118 |
| 2:15 AM | 1 | 0 | 0 | 1 | 2:15 PM | 103 | 10 | 0 | 113 |
| 2:30 AM | 1 | 0 | 0 | 1 | 2:30 PM | 141 | 2 | 0 | 143 |
| 2:45 AM | 0 | 0 | 0 | 0 | 2:45 PM | 130 | 7 | 0 | 137 |
| 3:00 AM | 1 | 0 | 0 | 1 | 3:00 PM | 129 | 12 | 0 | 141 |
| 3:15 AM | 2 | 0 | 0 | 2 | 3:15 PM | 113 | 6 | 2 | 121 |
| 3:30 AM | 1 | 0 | 0 | 1 | 3:30 PM | 126 | 6 | 0 | 132 |
| 3:45 AM | 0 | 0 | 0 | 0 | 3:45 PM | 106 | 8 | 0 | 114 |
| 4:00 AM | 2 | 0 | 0 | 2 | 4:00 PM | 119 | 1 | 0 | 120 |
| 4:15 AM | 1 | 0 | 0 | 1 | 4:15 PM | 123 | 5 | 0 | 128 |
| 4:30 AM | 6 | 1 | 0 | 7 | 4:30 PM | 98 | 5 | 1 | 104 |
| 4:45 AM | 7 | 1 | 1 | 9 | 4:45 PM | 113 | 1 | 0 | 114 |
| 5:00 AM | 10 | 3 | 0 | 13 | 5:00 PM | 126 | 5 | 0 | 131 |
| 5:15 AM | 12 | 1 | 0 | 13 | 5:15 PM | 126 | 2 | 0 | 128 |
| 5:30 AM | 23 | 1 | 0 | 24 | 5:30 PM | 113 | 4 | 0 | 117 |
| 5:45 AM | 20 | 2 | 0 | 22 | 5:45 PM | 111 | 3 | 0 | 114 |
| 6:00 AM | 23 | 4 | 1 | 28 | 6:00 PM | 114 | 2 | 0 | 116 |
| 6:15 AM | 34 | 5 | 1 | 40 | 6:15 PM | 87 | 6 | 0 | 93 |
| 6:30 AM | 35 | 3 | 0 | 38 | 6:30 PM | 92 | 7 | 0 | 99 |
| 6:45 AM | 67 | 11 | 1 | 79 | 6:45 PM | 92 | 4 | 0 | 96 |
| 7:00 AM | 78 | 3 | 0 | 81 | 7:00 PM | 82 | 2 | 0 | 84 |
| 7:15 AM | 90 | 7 | 1 | 98 | 7:15 PM | 84 | 2 | 0 | 86 |
| 7:30 AM | 129 | 5 | 0 | 134 | 7:30 PM | 62 | 5 | 0 | 67 |
| 7:45 AM | 148 | 5 | 0 | 153 | 7:45 PM | 51 | 1 | 0 | 52 |
| 8:00 AM | 143 | 1 | 1 | 145 | 8:00 PM | 70 | 3 | 0 | 73 |
| 8:15 AM | 110 | 5 | 1 | 116 | 8:15 PM | 69 | 3 | 0 | 72 |
| 8:30 AM | 122 | 4 | 1 | 127 | 8:30 PM | 72 | 2 | 1 | 75 |
| 8:45 AM | 106 | 5 | 0 | 111 | 8:45 PM | 55 | 2 | 0 | 57 |
| 9:00 AM | 104 | 12 | 0 | 116 | 9:00 PM | 59 | 2 | 0 | 61 |
| 9:15 AM | 80 | 12 | 1 | 93 | 9:15 PM | 44 | 4 | 0 | 48 |
| 9:30 AM | 90 | 7 | 2 | 99 | 9:30 PM | 28 | 1 | 0 | 29 |
| 9:45 AM | 97 | 8 | 1 | 106 | 9:45 PM | 26 | 3 | 0 | 29 |
| 10:00 AM | 97 | 2 | 0 | 99 | 10:00 PM | 23 | 2 | 0 | 25 |
| 10:15 AM | 82 | 7 | 0 | 89 | 10:15 PM | 22 | 1 | 0 | 23 |
| 10:30 AM | 87 | 3 | 0 | 90 | 10:30 PM | 12 | 1 | 0 | 13 |
| 10:45 AM | 89 | 4 | 0 | 93 | 10:45 PM | 26 | 2 | 0 | 28 |
| 11:00 AM | 84 | 8 | 1 | 93 | 11:00 PM | 11 | 1 | 0 | 12 |
| 11:15 AM | 91 | 5 | 0 | 96 | 11:15 PM | 7 | 2 | 0 | 9 |
| 11:30 AM | 99 | 4 | 0 | 103 | 11:30 PM | 3 | 2 | 0 | 5 |
| 11:45 AM | 105 | 5 | 0 | 110 | 11:45 PM | 7 | 2 | 0 | 9 |

AM Total 2295 152 14 2461
 Percentage 93.25% 6.18% 0.57%
 AM Peak 7:30 AM 9:00 AM 9:00 AM 7:30 AM
 Volume 530 39 4 548

PM Total 3940 194 6 4140
 Percentage 95.17% 4.69% 0.14%
 PM Peak 2:30 PM 3:00 PM 12:00 PM 2:30 PM
 Volume 513 32 2 542

Day Total 6235 346 20 6601
 Percentage 94.46% 5.24% 0.30%

Massachusetts Avenue
 west of Pine Court
 City, State: Arlington, MA
 Client: Nitsch Eng/B.Zimolka
 Site Code: TBD



PDI File # 207450 ATR A

Direction: EB

Weekly Report

| Day Date | Tuesday 02/04/20 | | Wednesday 02/05/20 | | | | | | | | | | | | Week Ave | | | |
|------------------|---------------------|----------------|-----------------------|----------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-------------|-------------|----------------|----------------|
| | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM | | |
| 12:00 | 7 | 125 | 2 | 112 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 119 | | |
| 12:15 | 7 | 117 | 8 | 129 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 123 | | |
| 12:30 | 4 | 141 | 4 | 133 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 137 | | |
| 12:45 | 6 | 51 | 5 | 121 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 86 | | |
| 1:00 | 2 | 2 | 3 | 109 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 56 | | |
| 1:15 | 4 | 2 | 2 | 110 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 56 | | |
| 1:30 | 0 | 5 | 0 | 109 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | | |
| 1:45 | 2 | 2 | 1 | 110 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 56 | | |
| 2:00 | 1 | 2 | 1 | 96 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 49 | | |
| 2:15 | 2 | 3 | 1 | 110 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 57 | | |
| 2:30 | 0 | 20 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 60 | | |
| 2:45 | 2 | 109 | 1 | 110 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 110 | | |
| 3:00 | 0 | 117 | 1 | 135 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 126 | | |
| 3:15 | 0 | 135 | 0 | 142 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 139 | | |
| 3:30 | 2 | 129 | 4 | 113 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 121 | | |
| 3:45 | 5 | 128 | 2 | 123 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 126 | | |
| 4:00 | 1 | 128 | 2 | 130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 129 | | |
| 4:15 | 4 | 121 | 7 | 135 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 128 | | |
| 4:30 | 10 | 130 | 14 | 135 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 133 | | |
| 4:45 | 5 | 147 | 3 | 126 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 137 | | |
| 5:00 | 18 | 127 | 12 | 153 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 140 | | |
| 5:15 | 19 | 151 | 19 | 125 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 138 | | |
| 5:30 | 16 | 162 | 15 | 157 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 160 | | |
| 5:45 | 22 | 145 | 19 | 150 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 148 | | |
| 6:00 | 32 | 134 | 22 | 150 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 142 | | |
| 6:15 | 60 | 135 | 57 | 131 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 133 | | |
| 6:30 | 88 | 139 | 79 | 114 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 | 127 | | |
| 6:45 | 108 | 119 | 114 | 120 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 | 120 | | |
| 7:00 | 114 | 104 | 121 | 96 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 | 100 | | |
| 7:15 | 116 | 85 | 119 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 | 93 | | |
| 7:30 | 122 | 78 | 117 | 76 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 77 | | |
| 7:45 | 142 | 62 | 118 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 130 | 60 | | |
| 8:00 | 109 | 70 | 104 | 77 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 74 | | |
| 8:15 | 109 | 53 | 134 | 63 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 | 58 | | |
| 8:30 | 122 | 61 | 133 | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 128 | 64 | | |
| 8:45 | 120 | 48 | 111 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 | 53 | | |
| 9:00 | 98 | 47 | 111 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 | 49 | | |
| 9:15 | 121 | 44 | 125 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 123 | 40 | | |
| 9:30 | 94 | 33 | 108 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 101 | 30 | | |
| 9:45 | 111 | 24 | 109 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 | 25 | | |
| 10:00 | 97 | 27 | 106 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 | 25 | | |
| 10:15 | 79 | 28 | 78 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 27 | | |
| 10:30 | 123 | 21 | 107 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115 | 17 | | |
| 10:45 | 98 | 16 | 103 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 101 | 19 | | |
| 11:00 | 88 | 11 | 82 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 12 | | |
| 11:15 | 106 | 15 | 109 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 108 | 11 | | |
| 11:30 | 92 | 9 | 125 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 | 10 | | |
| 11:45 | 96 | 8 | 108 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 | 7 | | |
| Total | 2584 | 3570 | 2627 | 4332 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2606 | 3951 | | |
| Day Total | 6154 | | 6959 | | 0 | | 0 | | 0 | | 0 | | 0 | | 6557 | | | |
| Peak HR | 7:00 AM | 5:15 PM | 7:45 AM | 5:30 PM | | | | | | | | | | | | | 7:45 AM | 5:15 PM |
| Volume | 494 | 592 | 489 | 588 | | | | | | | | | | | | | 486 | 587 |

Massachusetts Avenue
 west of Pine Court
 City, State: Arlington, MA
 Client: Nitsch Eng/B.Zimolka
 Site Code: TBD



PDI File # 207450 ATR A

Direction: WB

Weekly Report

| Day Date | Tuesday 02/04/20 | | Wednesday 02/05/20 | | | | | | | | | | | | Week Ave | | | |
|------------------|---------------------|----------------|-----------------------|----------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-------------|-------------|----------------|----------------|
| | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM | | |
| 12:00 | 8 | 119 | 6 | 107 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 113 | | |
| 12:15 | 8 | 111 | 3 | 131 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 121 | | |
| 12:30 | 4 | 110 | 5 | 105 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 108 | | |
| 12:45 | 4 | 99 | 2 | 118 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 109 | | |
| 1:00 | 3 | 7 | 5 | 109 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 58 | | |
| 1:15 | 1 | 17 | 2 | 111 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 64 | | |
| 1:30 | 2 | 11 | 1 | 123 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 67 | | |
| 1:45 | 0 | 11 | 3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 56 | | |
| 2:00 | 2 | 10 | 0 | 118 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 64 | | |
| 2:15 | 0 | 10 | 1 | 113 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 62 | | |
| 2:30 | 1 | 21 | 1 | 143 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 82 | | |
| 2:45 | 0 | 117 | 0 | 137 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 127 | | |
| 3:00 | 0 | 120 | 1 | 141 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 131 | | |
| 3:15 | 1 | 130 | 2 | 121 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 126 | | |
| 3:30 | 2 | 100 | 1 | 132 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 116 | | |
| 3:45 | 1 | 121 | 0 | 114 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 118 | | |
| 4:00 | 1 | 120 | 2 | 120 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 120 | | |
| 4:15 | 3 | 98 | 1 | 128 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 113 | | |
| 4:30 | 8 | 112 | 7 | 104 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 108 | | |
| 4:45 | 9 | 114 | 9 | 114 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 114 | | |
| 5:00 | 14 | 121 | 13 | 131 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 126 | | |
| 5:15 | 20 | 99 | 13 | 128 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 114 | | |
| 5:30 | 24 | 99 | 24 | 117 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 108 | | |
| 5:45 | 31 | 125 | 22 | 114 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 120 | | |
| 6:00 | 30 | 124 | 28 | 116 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 120 | | |
| 6:15 | 40 | 87 | 40 | 93 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 90 | | |
| 6:30 | 39 | 107 | 38 | 99 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 103 | | |
| 6:45 | 75 | 88 | 79 | 96 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 | 92 | | |
| 7:00 | 96 | 97 | 81 | 84 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 91 | | |
| 7:15 | 81 | 79 | 98 | 86 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 83 | | |
| 7:30 | 137 | 92 | 134 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 136 | 80 | | |
| 7:45 | 145 | 75 | 153 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 149 | 64 | | |
| 8:00 | 152 | 76 | 145 | 73 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 149 | 75 | | |
| 8:15 | 104 | 57 | 116 | 72 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 | 65 | | |
| 8:30 | 106 | 76 | 127 | 75 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 117 | 76 | | |
| 8:45 | 132 | 45 | 111 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 | 51 | | |
| 9:00 | 103 | 67 | 116 | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 | 64 | | |
| 9:15 | 87 | 45 | 93 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 47 | | |
| 9:30 | 94 | 40 | 99 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 35 | | |
| 9:45 | 109 | 29 | 106 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 108 | 29 | | |
| 10:00 | 92 | 28 | 99 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 27 | | |
| 10:15 | 97 | 21 | 89 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 22 | | |
| 10:30 | 79 | 24 | 90 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 19 | | |
| 10:45 | 101 | 17 | 93 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 23 | | |
| 11:00 | 104 | 15 | 93 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 | 14 | | |
| 11:15 | 87 | 9 | 96 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 9 | | |
| 11:30 | 110 | 6 | 103 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 6 | | |
| 11:45 | 113 | 9 | 110 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 | 9 | | |
| Total | 2460 | 3315 | 2461 | 4140 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2461 | 3728 | | |
| Day Total | 5775 | | 6601 | | 0 | | 0 | | 0 | | 0 | | 0 | | 6188 | | | |
| Peak HR | 7:30 AM | 3:00 PM | 7:30 AM | 2:30 PM | | | | | | | | | | | | | 7:30 AM | 2:45 PM |
| Volume | 538 | 471 | 548 | 542 | | | | | | | | | | | | | 543 | 499 |

PDI File #: 207450 A
 Location: N: Driveway S: Appleton Place
 Location: E: Massachusetts Avenue W: Massachusetts Avenue SW: Appleton Street
 City, State: Arlington, MA
 Client: Nitsch Eng/B.Zimolka
 Site Code: TBD
 Count Date: Tuesday, February 4, 2020
 Start Time: 7:00 AM
 End Time: 9:00 AM
 Class:



Cars and Heavy Vehicles (Combined)

| | Driveway | | | | | | | | | | Massachusetts Avenue | | | | | | | | | | Appleton Place | | | | | | | | | | Appleton Street | | | | | | | | | | Massachusetts Avenue | | | | | | | | | |
|--------------------|------------|------|------|--------|-------|-----------|------|------|--------|-------|----------------------|-------|------|--------|-------|----------------|------|------|--------|-------|----------------|------|------|--------|-------|-----------|-------|------|--------|-------|-----------------|------|------|--------|-------|----------------|------|------|--------|-------|----------------------|--|--|--|--|--|--|--|--|--|
| | from North | | | | | from East | | | | | from South | | | | | from Southwest | | | | | from West | | | | | from East | | | | | from South | | | | | from Southwest | | | | | from West | | | | | | | | | |
| | Right | Left | Thru | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | 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 | 72 | 61 | 0 | 0 | 133 | 2 | 0 | 3 | 3 | 0 | 8 | 0 | 22 | 0 | 1 | 0 | 23 | 2 | 1 | 83 | 0 | 0 | 86 | 250 | | | | | | | | | | | | | | | | | | | | |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 54 | 1 | 0 | 127 | 2 | 0 | 2 | 3 | 0 | 5 | 1 | 24 | 0 | 2 | 0 | 27 | 8 | 1 | 95 | 0 | 0 | 107 | 261 | | | | | | | | | | | | | | | | | | | | |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 76 | 0 | 0 | 147 | 4 | 0 | 1 | 1 | 0 | 6 | 1 | 81 | 0 | 2 | 0 | 84 | 6 | 9 | 84 | 0 | 0 | 95 | 282 | | | | | | | | | | | | | | | | | | | | |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 81 | 5 | 0 | 174 | 7 | 0 | 6 | 29 | 0 | 42 | 6 | 31 | 0 | 3 | 0 | 40 | 16 | 7 | 103 | 0 | 0 | 125 | 362 | | | | | | | | | | | | | | | | | | | | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 303 | 252 | 6 | 0 | 561 | 15 | 0 | 12 | 34 | 0 | 61 | 8 | 108 | 0 | 6 | 0 | 124 | 30 | 14 | 383 | 0 | 0 | 409 | 1155 | | | | | | | | | | | | | | | | | | | | |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 117 | 65 | 4 | 0 | 186 | 4 | 0 | 3 | 4 | 0 | 11 | 0 | 46 | 0 | 1 | 0 | 47 | 4 | 2 | 66 | 0 | 0 | 72 | 316 | | | | | | | | | | | | | | | | | | | | |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 63 | 2 | 0 | 138 | 3 | 0 | 1 | 1 | 0 | 5 | 1 | 37 | 0 | 0 | 0 | 38 | 4 | 1 | 78 | 0 | 0 | 83 | 264 | | | | | | | | | | | | | | | | | | | | |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 51 | 3 | 0 | 126 | 2 | 0 | 0 | 4 | 0 | 6 | 1 | 29 | 0 | 5 | 0 | 35 | 5 | 0 | 84 | 0 | 0 | 89 | 256 | | | | | | | | | | | | | | | | | | | | |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 47 | 3 | 0 | 142 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 83 | 0 | 2 | 0 | 87 | 1 | 3 | 83 | 1 | 0 | 88 | 265 | | | | | | | | | | | | | | | | | | | | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 354 | 226 | 12 | 0 | 592 | 9 | 0 | 6 | 10 | 0 | 25 | 2 | 142 | 0 | 8 | 0 | 152 | 14 | 6 | 311 | 1 | 0 | 332 | 1301 | | | | | | | | | | | | | | | | | | | | |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 657 | 478 | 18 | 0 | 1153 | 24 | 0 | 18 | 44 | 0 | 86 | 10 | 250 | 0 | 16 | 0 | 276 | 44 | 20 | 676 | 1 | 0 | 741 | 2258 | | | | | | | | | | | | | | | | | | | | |
| Approach % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 57.0 | 41.5 | 1.6 | 0.0 | 27.9 | 0.0 | 20.9 | 51.2 | 0.0 | 3.6 | 90.6 | 0.0 | 5.8 | 0.0 | 5.9 | 2.7 | 91.2 | 0.1 | 0.0 | 2.0 | 0.9 | 70.0 | 0.0 | 0.0 | 32.8 | | | | | | | | | | | | | | | | | | | |
| Total % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29.1 | 21.2 | 0.8 | 0.0 | 31.1 | 1.1 | 0.0 | 0.8 | 2.0 | 0.0 | 3.8 | 0.4 | 11.1 | 0.0 | 0.7 | 0.0 | 12.2 | 2.0 | 0.9 | 70.0 | 0.0 | 0.0 | 32.8 | | | | | | | | | | | | | | | | | | | | | |
| Entering Leg Total | 0 | 0 | 0 | 0 | 0 | 0 | 600 | 465 | 18 | 0 | 1083 | 24 | 0 | 17 | 41 | 0 | 82 | 9 | 247 | 0 | 15 | 0 | 271 | 43 | 19 | 613 | 1 | 0 | 876 | 2112 | | | | | | | | | | | | | | | | | | | | |
| Cars | 0 | 0 | 0 | 0 | 0 | 0 | 913 | 97.3 | 100.0 | 0 | 913 | 100.0 | 0 | 94.4 | 93.2 | 0 | 93.2 | 96.0 | 98.8 | 0 | 93.8 | 0 | 98.2 | 97.7 | 95.0 | 90.7 | 100.0 | 0 | 91.2 | 93.6 | | | | | | | | | | | | | | | | | | | | |
| % Cars | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 91.3 | 97.3 | 100.0 | 0 | 93.9 | 100.0 | 0 | 94.4 | 93.2 | 0 | 93.2 | 96.0 | 98.8 | 0 | 93.8 | 0 | 98.2 | 97.7 | 95.0 | 90.7 | 100.0 | 0 | 91.2 | 93.6 | | | | | | | | | | | | | | | | | | | | |
| Exiting Leg Total | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 13 | 0 | 0 | 70 | 0 | 0 | 1 | 3 | 0 | 4 | 1 | 3 | 0 | 1 | 0 | 5 | 1 | 1 | 63 | 0 | 0 | 65 | 148 | | | | | | | | | | | | | | | | | | | | |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 8.7 | 2.7 | 0 | 0 | 6.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | |
| % Heavy Vehicles | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.7 | 2.7 | 0 | 0 | 6.3 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | | | | | | | | | | | | | | | | | | | | |
| Exiting Leg Total | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 13 | 0 | 0 | 70 | 0 | 0 | 1 | 3 | 0 | 4 | 1 | 3 | 0 | 1 | 0 | 5 | 1 | 1 | 63 | 0 | 0 | 65 | 148 | | | | | | | | | | | | | | | | | | | | |

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

| | Driveway | | | | | | | | | | Massachusetts Avenue | | | | | | | | | | Appleton Place | | | | | | | | | | Appleton Street | | | | | | | | | | Massachusetts Avenue | | | | | | | | | |
|---------------------|------------|-------|-------|--------|-------|-----------|-------|-------|--------|-------|----------------------|-------|-------|--------|-------|----------------|-------|-------|--------|-------|----------------|-------|-------|--------|-------|-----------|-------|-------|--------|-------|-----------------|------|------|--------|-------|----------------|------|------|--------|-------|----------------------|--|--|--|--|--|--|--|--|--|
| | from North | | | | | from East | | | | | from South | | | | | from Southwest | | | | | from West | | | | | from East | | | | | from South | | | | | from Southwest | | | | | from West | | | | | | | | | |
| | Right | Left | Thru | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | | | | | | | | | | |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 76 | 0 | 0 | 147 | 4 | 0 | 1 | 1 | 0 | 6 | 1 | 31 | 0 | 2 | 0 | 34 | 4 | 5 | 84 | 0 | 0 | 93 | 282 | | | | | | | | | | | | | | | | | | | | |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 61 | 5 | 0 | 154 | 7 | 0 | 6 | 29 | 0 | 42 | 6 | 31 | 0 | 3 | 0 | 40 | 16 | 7 | 103 | 0 | 0 | 126 | 362 | | | | | | | | | | | | | | | | | | | | |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 117 | 65 | 4 | 0 | 186 | 4 | 0 | 3 | 4 | 0 | 11 | 0 | 46 | 0 | 1 | 0 | 47 | 4 | 2 | 66 | 0 | 0 | 72 | 316 | | | | | | | | | | | | | | | | | | | | |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 63 | 2 | 0 | 138 | 3 | 0 | 1 | 1 | 0 | 5 | 1 | 37 | 0 | 0 | 0 | 38 | 4 | 1 | 78 | 0 | 0 | 83 | 264 | | | | | | | | | | | | | | | | | | | | |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 349 | 265 | 11 | 0 | 625 | 18 | 0 | 11 | 35 | 0 | 64 | 8 | 145 | 0 | 6 | 0 | 159 | 30 | 15 | 331 | 0 | 0 | 376 | 1224 | | | | | | | | | | | | | | | | | | | | |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 59.3 | 42.4 | 1.8 | 0.0 | 62.5 | 28.1 | 0.0 | 17.2 | 54.7 | 0.0 | 64 | 5.0 | 31.2 | 0.0 | 3.8 | 0.0 | 159 | 2.0 | 4.0 | 83.0 | 0.0 | 0.0 | 376 | | | | | | | | | | | | | | | | | | | | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.746 | 0.872 | 0.550 | 0.000 | 0.840 | 0.643 | 0.000 | 0.459 | 0.302 | 0.000 | 0.281 | 0.233 | 0.788 | 0.000 | 0.500 | 0.000 | 0.846 | 0.469 | 0.536 | 0.803 | 0.000 | 0.000 | 0.749 | 0.845 | | | | | | | | | | | | | | | | | | | | |
| Cars | 0 | 0 | 0 | 0 | 0 | 0 | 325 | 259 | 11 | 0 | 595 | 18 | 0 | 11 | 33 | 0 | 62 | 8 | 143 | 0 | 6 | 0 | 157 | 29 | 15 | 294 | 0 | 0 | 338 | 1152 | | | | | | | | | | | | | | | | | | | | |
| Cars % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 93.1 | 97.7 | 100.0 | 0 | 95.2 | 100.0 | 0.0 | 100.0 | 94.3 | 0.0 | 96.9 | 100.0 | 98.6 | 0.0 | 100.0 | 0.0 | 98.7 | 96.7 | 100.0 | 88.8 | 0.0 | 0.0 | 89.9 | 94.1 | | | | | | | | | | | | | | | | | | | | |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 6 | 0 | 0 | 30 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 2 | 1 | 0 | 37 | 0 | 0 | 38 | 72 | | | | | | | | | | | | | | | | | | | | |
| Heavy Vehicles % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.9 | 2.3 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 5.7 | 0.0 | 3.1 | 0.0 | 1.4 | 0.0 | 0.0 | 0.0 | 1.3 | 3.3 | 0.0 | 11.2 | 0.0 | 0.0 | 10.1 | 5.9 | | | | | | | | | | | | | | | | | | | | |
| Cars Enter Leg | 0 | 0 | 0 | 0 | 0 | 0 | 325 | 259 | 11 | 0 | 595 | 18 | 0 | 11 | 33 | 0 | 62 | 8 | 143 | 0 | 6 | 0 | 157 | 29 | 15 | 294 | 0 | 0 | 338 | 1152 | | | | | | | | | | | | | | | | | | | | |
| Heavy Enter Leg | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 6 | 0 | 0 | 30 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 2 | 1 | 0 | 37 | 0 | 0 | 38 | 72 | | | | | | | | | | | | | | | | | | | | |
| Total Entering Leg | 0 | 0 | 0 | 0 | 0 | 0 | 349 | 265 | 11 | 0 | 625 | 18 | 0 | 11 | 35 | 0 | 64 | 8 | 145 | 0 | 6 | 0 | 159 | 30 | 15 | 331 | 0 | 0 | 376 | 1224 | | | | | | | | | | | | | | | | | | | | |
| Cars Exiting Leg | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 13 | 0 | 0 | 70 | 0 | 0 | 1 | 3 | 0 | 4 | 1 | 3 | 0 | 1 | 0 | 5 | 1 | 1 | 63 | 0 | 0 | 65 | 148 | | | | | | | | | | | | | | | | | | | | |
| Heavy Exiting Leg | 0 | 0 | 0 | 0 | 0 | 0 | 8.7 | 2.7 | 0 | 0 | 6.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | |
| Total Exiting Leg | 0 | 0 | 0 | 0 | 0 | 0 | 65.7 | 15.7 | 0 | 0 | 76.3 | 0 | 0 | 1 | 3 | 0 | 4 | 1 | 3 | 0 | 1 | 0 | 5 | 1 | 1 | 63 | 0 | 0 | 65 | 148 | | | | | | | | | | | | | | | | | | | | |

PDI File #: 207450 A
 Location: N: Driveway 5: Appleton Place
 Location: E: Massachusetts Avenue W: Massachusetts Avenue SW: Appleton Street
 City, State: Arlington, MA
 Client: Nitsch Eng/B.Zimolka
 Site Code: TBD
 Count Date: Tuesday, February 4, 2020
 Start Time: 7:00 AM
 End Time: 9:00 AM
 Class



Cars

| | Driveway | | | | | Massachusetts Avenue | | | | | Appleton Place | | | | | Appleton Street | | | | | Massachusetts Avenue | | | | | Total | | | | | |
|-----------------|------------|------------|------|------|--------|----------------------|-------|------|-----------|------|----------------|-------|-------|------|------|-----------------|--------|-------|------------|------------|----------------------|-----------|--------|-------|------------|-------|-------|------|------|--------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from Southwest | | | | | from West | | | | | | | | | | |
| | Right | Rear Right | Thru | Left | U-Turn | Total | Right | Thru | Rear Left | Left | U-Turn | Total | Right | Thru | Left | Rear Left | U-Turn | Total | Rear Right | Rear Right | Rear Left | Rear Left | U-Turn | Total | Rear Right | | Right | Thru | Left | U-Turn | Total |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 61 | 0 | 0 | 120 | 2 | 0 | 3 | 2 | 0 | 7 | 0 | 21 | 0 | 1 | 0 | 22 | 2 | 1 | 75 | 0 | 0 | 78 | 227 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 51 | 1 | 0 | 117 | 2 | 0 | 1 | 1 | 0 | 4 | 0 | 24 | 0 | 1 | 0 | 25 | 6 | 1 | 87 | 0 | 0 | 94 | 240 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 76 | 0 | 0 | 139 | 3 | 0 | 1 | 1 | 0 | 6 | 1 | 30 | 0 | 2 | 0 | 33 | 6 | 5 | 72 | 0 | 0 | 83 | 261 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 | 60 | 5 | 0 | 146 | 7 | 0 | 6 | 27 | 0 | 40 | 6 | 30 | 0 | 3 | 0 | 39 | 15 | 7 | 93 | 0 | 0 | 115 | 341 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 268 | 249 | 6 | 0 | 522 | 15 | 0 | 11 | 31 | 0 | 57 | 7 | 105 | 0 | 7 | 0 | 119 | 29 | 14 | 328 | 0 | 0 | 371 | 1069 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 | 64 | 4 | 0 | 179 | 4 | 0 | 3 | 4 | 0 | 11 | 0 | 46 | 0 | 1 | 0 | 47 | 4 | 2 | 61 | 0 | 0 | 67 | 304 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 59 | 7 | 0 | 131 | 3 | 0 | 1 | 1 | 0 | 5 | 1 | 37 | 0 | 0 | 0 | 38 | 4 | 1 | 67 | 0 | 0 | 73 | 246 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 49 | 3 | 0 | 118 | 2 | 0 | 0 | 4 | 0 | 6 | 1 | 29 | 0 | 5 | 0 | 35 | 5 | 0 | 80 | 0 | 0 | 85 | 244 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 45 | 1 | 0 | 131 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 30 | 0 | 2 | 0 | 32 | 1 | 2 | 77 | 1 | 0 | 81 | 249 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 332 | 217 | 17 | 0 | 566 | 9 | 0 | 6 | 10 | 0 | 25 | 2 | 142 | 0 | 3 | 0 | 152 | 14 | 5 | 285 | 1 | 0 | 308 | 1043 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 600 | 465 | 18 | 0 | 1083 | 24 | 0 | 17 | 41 | 0 | 82 | 9 | 247 | 0 | 15 | 0 | 271 | 43 | 19 | 613 | 1 | 0 | 676 | 2112 |
| Approach % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 55.4 | 42.9 | 1.7 | 0.0 | 29.3 | 0.0 | 20.7 | 50.0 | 0.0 | 3.3 | 91.1 | 0.0 | 5.5 | 0.0 | 3.0 | 0.9 | 29.0 | 0.0 | 0.0 | 32.0 | 2112 | | | |
| Enter/Exp Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28.4 | 22.0 | 0.9 | 0.0 | 51.3 | 1.1 | 0.0 | 0.8 | 1.9 | 0.0 | 3.9 | 0.4 | 11.7 | 0.0 | 0.7 | 0.0 | 12.8 | 2.0 | 0.9 | 29.0 | 0.0 | 0.0 | 32.0 | 2112 |

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

| | Driveway | | | | | Massachusetts Avenue | | | | | Appleton Place | | | | | Appleton Street | | | | | Massachusetts Avenue | | | | | Total | | | | | |
|------------------|------------|------------|-------|-------|--------|----------------------|-------|-------|-----------|-------|----------------|-------|-------|-------|-------|-----------------|--------|-------|------------|------------|----------------------|-----------|--------|-------|------------|-------|-------|-------|-------|--------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from Southwest | | | | | from West | | | | | | | | | | |
| | Right | Rear Right | Thru | Left | U-Turn | Total | Right | Thru | Rear Left | Left | U-Turn | Total | Right | Thru | Left | Rear Left | U-Turn | Total | Rear Right | Rear Right | Rear Left | Rear Left | U-Turn | Total | Rear Right | | Right | Thru | Left | U-Turn | Total |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 76 | 0 | 0 | 139 | 4 | 0 | 1 | 1 | 0 | 6 | 1 | 30 | 0 | 2 | 0 | 33 | 6 | 5 | 72 | 0 | 0 | 83 | 261 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 | 60 | 5 | 0 | 146 | 7 | 0 | 6 | 27 | 0 | 40 | 6 | 30 | 0 | 3 | 0 | 39 | 15 | 7 | 93 | 0 | 0 | 116 | 341 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 | 64 | 4 | 0 | 179 | 4 | 0 | 3 | 4 | 0 | 11 | 0 | 46 | 0 | 1 | 0 | 47 | 4 | 2 | 61 | 0 | 0 | 67 | 304 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 59 | 7 | 0 | 131 | 3 | 0 | 1 | 1 | 0 | 5 | 1 | 37 | 0 | 0 | 0 | 38 | 4 | 1 | 67 | 0 | 0 | 73 | 246 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 325 | 259 | 11 | 0 | 595 | 18 | 0 | 11 | 33 | 0 | 62 | 8 | 143 | 0 | 6 | 0 | 157 | 29 | 15 | 294 | 0 | 0 | 338 | 1152 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 54.6 | 43.5 | 1.8 | 0.0 | 29.0 | 0.0 | 17.7 | 53.2 | 0.0 | 5.1 | 91.1 | 0.0 | 3.8 | 0.0 | 3.0 | 0.9 | 29.0 | 0.0 | 0.0 | 32.0 | 2112 | | | |
| Phi | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.732 | 0.852 | 0.550 | 0.000 | 0.831 | 0.643 | 0.000 | 0.456 | 0.306 | 0.000 | 0.381 | 0.333 | 0.777 | 0.000 | 0.700 | 0.000 | 0.835 | 0.653 | 0.536 | 0.782 | 0.000 | 0.000 | 0.728 | 0.845 |
| Entering Leg | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 325 | 259 | 11 | 0 | 595 | 18 | 0 | 11 | 33 | 0 | 62 | 8 | 143 | 0 | 6 | 0 | 157 | 29 | 15 | 294 | 0 | 0 | 338 | 1152 |
| Exiting Leg | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 455 | 455 | 0 | 0 | 910 | 34 | 0 | 0 | 0 | 0 | 34 | 34 | 34 | 0 | 0 | 0 | 68 | 34 | 0 | 0 | 0 | 0 | 68 | 1322 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 780 | 714 | 11 | 0 | 1505 | 52 | 0 | 11 | 33 | 0 | 96 | 16 | 177 | 0 | 6 | 0 | 193 | 62 | 15 | 588 | 0 | 0 | 606 | 2474 |

PDI File #: 207450 A
 Location: N: Driveway S: Appleton Place
 Location: E: Massachusetts Avenue W: Massachusetts Avenue SW: Appleton Street
 City, State: Arlington, MA
 Client: Nitsch Eng/B.Zimolka
 Site Code: TBD
 Count Date: Tuesday, February 4, 2020
 Start Time: 7:00 AM
 End Time: 9:00 AM
 Class:



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

| | Driveway | | | | | Massachusetts Avenue | | | | | Appleton Place | | | | | Appleton Street | | | | | Massachusetts Avenue | | | | | | | | | | |
|--------------------|------------|------------|------|------|--------|----------------------|-------|------|-----------|------|----------------|-------|-------|------|------|-----------------|--------|-------|------------|-------|----------------------|------|--------|-------|-------|-----|------|-----|-----|------|-----|
| | from North | | | | | from East | | | | | from South | | | | | from Southwest | | | | | from West | | | | | | | | | | |
| | Right | Beav Right | Thru | Left | U-Turn | Total | Right | Thru | Beav Left | Left | U-Turn | Total | Right | Thru | Left | Beav Left | U-Turn | Total | Beav Right | Right | Thru | Left | U-Turn | Total | Total | | | | | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 8 | 0 | 0 | 8 | 23 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 3 | 0 | 0 | 10 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 8 | 0 | 0 | 8 | 21 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 12 | 0 | 0 | 12 | 21 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 8 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 9 | 0 | 0 | 10 | 21 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 4 | 0 | 0 | 39 | 0 | 0 | 1 | 3 | 0 | 4 | 1 | 3 | 0 | 1 | 0 | 5 | 1 | 0 | 37 | 0 | 0 | 38 | 86 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 12 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 18 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 12 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 18 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 9 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 56 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 13 | 0 | 0 | 70 | 0 | 0 | 1 | 3 | 0 | 4 | 1 | 3 | 0 | 1 | 0 | 5 | 1 | 1 | 63 | 0 | 0 | 65 | 144 |
| Approach % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 81.4 | 18.6 | 0.0 | 0.0 | 0.0 | 0.0 | 25.0 | 75.0 | 0.0 | 0.0 | 0.0 | 60.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 1.5 | 1.5 | 96.9 | 0.0 | 0.0 | | |
| Total % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 39.6 | 8.0 | 0.0 | 0.0 | 48.6 | 0.0 | 0.0 | 0.7 | 2.1 | 0.0 | 2.8 | 0.7 | 2.1 | 0.0 | 0.7 | 0.0 | 3.5 | 0.7 | 0.7 | 43.8 | 0.0 | 0.0 | 45.1 | |
| Existing Leg Total | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | |
| Buses | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | |
| Buses % | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 100 | | | | | | 0 | |
| Existing Leg Total | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | |
| Single Unit Trucks | | | | | | 0 | | | | | | 0 | | | | | | 1 | | | | | | 0 | | | | | | 0 | |
| % Single Unit | | | | | | 0 | | | | | | 0 | | | | | | 100 | | | | | | 0 | | | | | | 0 | |
| Existing Leg Total | | | | | | 0 | | | | | | 0 | | | | | | 1 | | | | | | 0 | | | | | | 0 | |
| Articulated Trucks | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | |
| % Articulated | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | |
| Existing Leg Total | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | |

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

| | Driveway | | | | | Massachusetts Avenue | | | | | Appleton Place | | | | | Appleton Street | | | | | Massachusetts Avenue | | | | | | | | | | |
|---------------------------|------------|------------|-------|-------|--------|----------------------|-------|-------|-----------|-------|----------------|-------|-------|-------|-------|-----------------|--------|-------|------------|-------|----------------------|-------|--------|-------|-------|-------|-------|-------|-------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from Southwest | | | | | from West | | | | | | | | | | |
| | Right | Beav Right | Thru | Left | U-Turn | Total | Right | Thru | Beav Left | Left | U-Turn | Total | Right | Thru | Left | Beav Left | U-Turn | Total | Beav Right | Right | Thru | Left | U-Turn | Total | Total | | | | | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 8 | 0 | 0 | 8 | 23 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 3 | 0 | 0 | 10 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 8 | 0 | 0 | 8 | 21 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 12 | 0 | 0 | 12 | 21 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 8 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 9 | 0 | 0 | 10 | 21 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 4 | 0 | 0 | 39 | 0 | 0 | 1 | 3 | 0 | 4 | 1 | 3 | 0 | 1 | 0 | 5 | 1 | 0 | 37 | 0 | 0 | 38 | 86 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 80.7 | 10.3 | 0.0 | 0.0 | 0.0 | 0.0 | 25.0 | 75.0 | 0.0 | 0.0 | 60.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 2.8 | 2.8 | 97.4 | 0.0 | 0.0 | | | |
| % | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.873 | 0.333 | 0.000 | 0.000 | 0.750 | 0.000 | 0.000 | 0.250 | 0.375 | 0.000 | 0.500 | 0.250 | 0.750 | 0.000 | 0.250 | 0.000 | 0.625 | 0.250 | 0.000 | 0.771 | 0.000 | 0.000 | 0.792 | 0.935 |
| Buses | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 1 | | | | | | 0 | |
| Buses % | | | | | | 0.0 | | | | | | 0.0 | | | | | | 0.0 | | | | | | 100.0 | | | | | | 0.0 | |
| Existing Leg Total | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | |
| Single Unit Trucks | | | | | | 0 | | | | | | 0 | | | | | | 1 | | | | | | 0 | | | | | | 0 | |
| Single Unit % | | | | | | 0.0 | | | | | | 0.0 | | | | | | 100.0 | | | | | | 0.0 | | | | | | 0.0 | |
| Existing Leg Total | | | | | | 0 | | | | | | 0 | | | | | | 1 | | | | | | 0 | | | | | | 0 | |
| Articulated Trucks | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | |
| Articulated % | | | | | | 0.0 | | | | | | 0.0 | | | | | | 0.0 | | | | | | 0.0 | | | | | | 0.0 | |
| Existing Leg Total | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | |
| Buses | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 1 | | | | | | 0 | |
| Single Unit Trucks | | | | | | 0 | | | | | | 0 | | | | | | 1 | | | | | | 0 | | | | | | 0 | |
| Articulated Trucks | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | |
| Existing Leg Total | | | | | | 0 | | | | | | 0 | | | | | | 1 | | | | | | 0 | | | | | | 0 | |
| Buses | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | |
| Single Unit Trucks | | | | | | 0 | | | | | | 0 | | | | | | 1 | | | | | | 0 | | | | | | 0 | |
| Articulated Trucks | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | |
| Existing Leg Total | | | | | | 0 | | | | | | 0 | | | | | | 1 | | | | | | 0 | | | | | | 0 | |
| Buses | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | |
| Single Unit Trucks | | | | | | 0 | | | | | | 0 | | | | | | 1 | | | | | | 0 | | | | | | 0 | |
| Articulated Trucks | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | |
| Existing Leg Total | | | | | | 0 | | | | | | 0 | | | | | | 1 | | | | | | 0 | | | | | | 0 | |
| Total Existing Leg | | | | | | 0 | | | | | | 0 | | | | | | 1 | | | | | | 0 | | | | | | 0 | |

PDI File #: 207450 A
 Location: N: Driveway 5: Appleton Place
 Location: E: Massachusetts Avenue W: Massachusetts Avenue SW: Appleton Street
 City, State: Arlington, MA
 Client: Nitsch Eng/B.Zimolka
 Site Code: TBD
 Count Date: Tuesday, February 4, 2020
 Start Time: 7:00 AM
 End Time: 9:00 AM
 Class



Buses

| | Driveway | | | | | | Massachusetts Avenue | | | | | | Appleton Place | | | | | | Appleton Street | | | | | | Massachusetts Avenue | | | | | | Total | | | | | | |
|--------------------|------------|------------|------|------|--------|-------|----------------------|-------|-----------|------|--------|-------|----------------|------|-------|-----------|--------|-------|-----------------|-----------|-----------|-----------|--------|-------|----------------------|-------|------|------|--------|-------|-------|-----|-----|-----|---|---|---|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | | | | | | | |
| | Right | Bear Right | Thru | Left | U Turn | Total | Right | Thru | Bear Left | Left | U Turn | Total | Right | Thru | Left | Hard Left | U Turn | Total | Bear Right | Bear Left | Bear Left | Hard Left | U Turn | Total | Bear Right | Right | Thru | Left | U Turn | Total | | | | | | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approach % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| Exit % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| Entering Leg Total | 0 | | | | | | 20 | | | | | | 0 | | | | | | 4 | | | | | | 24 | | | | | | 48 | | | | | | |

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

| | Driveway | | | | | | Massachusetts Avenue | | | | | | Appleton Place | | | | | | Appleton Street | | | | | | Massachusetts Avenue | | | | | | Total | | | | | | |
|---------------------|------------|------------|-------|-------|--------|-------|----------------------|-------|-----------|-------|--------|-------|----------------|-------|-------|-----------|--------|-------|-----------------|-----------|-----------|-----------|--------|-------|----------------------|-------|-------|-------|--------|-------|-------|-------|-------|-------|---|---|----|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | | | | | | | |
| | Right | Bear Right | Thru | Left | U Turn | Total | Right | Thru | Bear Left | Left | U Turn | Total | Right | Thru | Left | Hard Left | U Turn | Total | Bear Right | Bear Left | Bear Left | Hard Left | U Turn | Total | Bear Right | Right | Thru | Left | U Turn | Total | | | | | | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.250 | | | |
| Exit % | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.750 | 0.000 | 0.000 | 0.000 | 0.750 | 0.000 | 0.000 | 0.375 | 0.000 | 0.375 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.563 | 0.000 | 0.000 | 0.625 | 0.700 | | | |
| Entering Leg | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| Exiting Leg | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | | | | | | | |
| Total | 0 | | | | | | 24 | | | | | | 3 | | | | | | 4 | | | | | | 28 | | | | | | 56 | | | | | | |

PDI File #: 207450 A
 Location: N: Driveway 5: Appleton Place
 Location: E: Massachusetts Avenue W: Massachusetts Avenue SW: Appleton Street
 City, State: Arlington, MA
 Client: Nitsch Eng/B.Zimolka
 Site Code: TBD
 Count Date: Tuesday, February 4, 2020
 Start Time: 7:00 AM
 End Time: 9:00 AM
 Class:



Single-Unit Trucks

| | Driveway | | | | | Massachusetts Avenue | | | | | Appleton Place | | | | | Appleton Street | | | | | Massachusetts Avenue | | | | | Total | | | | | |
|------------------|------------|------------|------|------|--------|----------------------|-------|------|-----------|------|----------------|-------|-------|------|-------|-----------------|--------|-------|------------|-------|----------------------|------|--------|-------|------------|-------|-------|------|------|--------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from Southwest | | | | | from West | | | | | | | | | | |
| | Right | Beav Right | Thru | Left | U-Turn | Total | Right | Thru | Beav Left | Left | U-Turn | Total | Right | Thru | Left | Beav Left | U-Turn | Total | Beav Right | Right | Thru | Left | U-Turn | Total | Beav Right | | Right | Thru | Left | U-Turn | Total |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 3 | 12 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 3 | 11 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 11 | 0 | 0 | 11 | 17 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 5 | 10 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 3 | 0 | 0 | 22 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 3 | 0 | 1 | 0 | 5 | 0 | 0 | 22 | 0 | 0 | 22 | 50 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 5 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 12 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 8 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 9 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 9 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 | 0 | 0 | 14 | 34 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 12 | 0 | 0 | 42 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 3 | 0 | 1 | 0 | 5 | 0 | 1 | 35 | 0 | 0 | 36 | 84 |
| Approach % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 71.4 | 28.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 20.0 | 60.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 2.8 | 97.2 | 0.0 | 0.0 | 0.0 | |
| Total % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35.7 | 14.3 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 1.2 | 0.0 | 0.0 | 1.2 | 1.2 | 3.6 | 0.0 | 1.2 | 0.0 | 6.0 | 0.0 | 1.2 | 41.7 | 0.0 | 0.0 | 42.9 | 0.0 |
| Ending Leg Total | | | | | | 0 | | | | | | 28 | | | | | | 2 | | | | | | 12 | | | | | | 32 | 84 |

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

| | Driveway | | | | | Massachusetts Avenue | | | | | Appleton Place | | | | | Appleton Street | | | | | Massachusetts Avenue | | | | | Total | | | | | |
|------------------|------------|------------|------|------|--------|----------------------|-------|------|-----------|------|----------------|-------|-------|------|-------|-----------------|--------|-------|------------|-------|----------------------|-------|--------|-------|------------|-------|-------|-------|-------|--------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from Southwest | | | | | from West | | | | | | | | | | |
| | Right | Beav Right | Thru | Left | U-Turn | Total | Right | Thru | Beav Left | Left | U-Turn | Total | Right | Thru | Left | Beav Left | U-Turn | Total | Beav Right | Right | Thru | Left | U-Turn | Total | Beav Right | | Right | Thru | Left | U-Turn | Total |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 3 | 12 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 3 | 11 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 11 | 0 | 0 | 11 | 17 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 5 | 10 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 3 | 0 | 0 | 22 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 3 | 0 | 1 | 0 | 5 | 0 | 0 | 22 | 0 | 0 | 22 | 50 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 66.4 | 13.6 | 0.0 | 0.0 | 66.8 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.250 | 0.750 | 0.000 | 0.250 | 0.000 | 0.643 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.500 | 0.735 | |
| Ending Leg | | | | | | 0 | | | | | | 22 | | | | | | 1 | | | | | | 5 | | | | | | 22 | 50 |
| Ending Leg | | | | | | 0 | | | | | | 25 | | | | | | 1 | | | | | | 3 | | | | | | 21 | 50 |
| Total | | | | | | 0 | | | | | | 47 | | | | | | 2 | | | | | | 8 | | | | | | 48 | 100 |

PDI File #: 207450 A
 Location: N: Driveway S: Appleton Place
 Location: E: Massachusetts Avenue W: Massachusetts Avenue SW: Appleton Street
 City, State: Arlington, MA
 Client: Nitsch Eng/B.Zimolka
 Site Code: TBD
 Count Date: Tuesday, February 4, 2020
 Start Time: 7:00 AM
 End Time: 9:00 AM
 Class:



Articulated Trucks

| | Driveway | | | | | Massachusetts Avenue | | | | | Appleton Place | | | | | Appleton Street | | | | | Massachusetts Avenue | | | | | Total | | | | | | | | | | |
|--------------------|------------|-------------|------|------|--------|----------------------|------|------------|------|--------|----------------|------|------|------------|--------|-----------------|-------------|------|------------|------|----------------------|-------|-------|------------|------|-------|--------|-----|-----|-----|------|-----|-----|------|-----|---|
| | from North | | | | | from East | | | | | from South | | | | | from Southwest | | | | | from West | | | | | | | | | | | | | | | |
| | Right | Clear Right | Thru | Left | U-Turn | Right | Thru | Clear Left | Left | U-Turn | Right | Thru | Left | Clear Left | U-Turn | Right | Clear Right | Thru | Clear Left | Left | U-Turn | Right | Thru | Clear Left | Left | | U-Turn | | | | | | | | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 1 | 0 | 0 | 0 | 1 | |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | |
| Approach % | 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 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 66.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 66.7 | 0.0 | 0.0 | 66.7 | | |
| Existing Leg Total | | | | | | | | | | | | | | | | | | | | | | | | | | 3 | 12 | | | | | | | | | |

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

| | Driveway | | | | | Massachusetts Avenue | | | | | Appleton Place | | | | | Appleton Street | | | | | Massachusetts Avenue | | | | | Total | | | | | | | | | |
|---------------------|------------|-------------|-------|-------|--------|----------------------|-------|------------|-------|--------|----------------|-------|-------|------------|--------|-----------------|-------------|-------|------------|-------|----------------------|-------|-------|------------|-------|-------|--------|-------|-------|-------|-------|-------|-------|-------|-----|
| | from North | | | | | from East | | | | | from South | | | | | from Southwest | | | | | from West | | | | | | | | | | | | | | |
| | Right | Clear Right | Thru | Left | U-Turn | Right | Thru | Clear Left | Left | U-Turn | Right | Thru | Left | Clear Left | U-Turn | Right | Clear Right | Thru | Clear Left | Left | U-Turn | Right | Thru | Clear Left | Left | | U-Turn | | | | | | | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 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 | 3 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| phi | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.300 | 0.000 | 0.300 | 0.500 | |
| Existing Leg | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Existing Leg | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | 5 | | | | | | | | |
| Total | | | | | | | | | | | | | | | | | | | | | | | | | | 2 | 10 | | | | | | | | |

PDI File #: 207450 A
 Location: N: Driveway S: Appleton Place
 Location: E: Massachusetts Avenue W: Massachusetts Avenue SW: Appleton Street
 City, State: Arlington, MA
 Client: NITSch Eng/B.Zimolka
 Site Code: TBD
 Count Date: Tuesday, February 4, 2020
 Start Time: 7:00 AM
 End Time: 9:00 AM
 Class:



Bicycles (on Roadway and Crosswalks)

| | Driveway | | | | | | | | Massachusetts Avenue | | | | | | | | Appleton Place | | | | | | | | Appleton Street | | | | | | | | Massachusetts Avenue | | | | | | | | Total | | | | | |
|--------------------|------------|------|-------|------|------|-------|------|-------|----------------------|------|-------|------|------|-------|------|------|----------------|------|------|-------|------|------|-------|------|-----------------|-------|------|------|-------|-----|-----|-----|----------------------|-----|-----|-----|-----|-----|-----|-----|-------|-----|-----|-----|-----|---|
| | from North | | | | | | | | from East | | | | | | | | from South | | | | | | | | from Southwest | | | | | | | | from West | | | | | | | | | | | | | |
| | Left | Thru | Right | Left | Thru | Right | Left | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | | | | | | | | | | | | | | | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 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 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Entering Leg Total | 0 | | | | | | | | 0 | | | | | | | | 1 | | | | | | | | 0 | | | | | | | | 4 | | | | | | | | 14 | | | | | |

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

| | Driveway | | | | | | | | Massachusetts Avenue | | | | | | | | Appleton Place | | | | | | | | Appleton Street | | | | | | | | Massachusetts Avenue | | | | | | | | Total | | | | | | | | |
|---------------------|------------|------|-------|------|------|-------|------|-------|----------------------|------|-------|------|------|-------|------|------|----------------|------|------|-------|------|------|-------|------|-----------------|-------|------|------|-------|-----|-----|-----|----------------------|-----|-----|-----|-----|-----|-----|-----|-------|-----|-----|-----|--|--|--|--|----|
| | from North | | | | | | | | from East | | | | | | | | from South | | | | | | | | from Southwest | | | | | | | | from West | | | | | | | | | | | | | | | | |
| | Left | Thru | Right | Left | Thru | Right | Left | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | | | | | | | | | | | | | | | | | | | |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 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 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | |
| Entering Leg | 0 | | | | | | | | 1 | | | | | | | | 0 | | | | | | | | 0 | | | | | | | | 2 | | | | | | | | 8 | | | | | | | | |
| Exiting Leg | 0 | | | | | | | | 0 | | | | | | | | 1 | | | | | | | | 0 | | | | | | | | 0 | | | | | | | | 1 | | | | | | | | 8 |
| Total | 0 | | | | | | | | 1 | | | | | | | | 1 | | | | | | | | 0 | | | | | | | | 4 | | | | | | | | 3 | | | | | | | | 16 |

PDI File #: 207450 A
 Location: N: Driveway S: Appleton Place
 Location: E: Massachusetts Avenue W: Massachusetts Avenue SW: Appleton Street
 City, State: Arlington, MA
 Client: Nitsch Eng/B.Zimolka
 Site Code: TBD
 Count Date: Tuesday, February 4, 2020
 Start Time: 7:00 AM
 End Time: 9:00 AM
 Class:



Pedestrians

| | Driveway | | | | Massachusetts Avenue | | | | Appleton Place | | | | Appleton Street | | | | Massachusetts Avenue | | | | Total | | | | | | | | | | | | | | | | | | |
|-------------------|------------|----|---|----|----------------------|------|------|----|----------------|----|----|------|-----------------|------|---|------|----------------------|----|------|------|-------|------|---|---|---|------|------|-----|---|---|---|------|------|------|------|-----|-----|---|----|
| | from North | | | | from East | | | | from South | | | | from Southwest | | | | from West | | | | | | | | | | | | | | | | | | | | | | |
| | W | SW | E | SE | W | SW | E | SE | W | SW | E | SE | W | SW | E | SE | W | SW | E | SE | | | | | | | | | | | | | | | | | | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 10 | 1 | 11 | 0 | 0 | 0 | 0 | 12 | 0 | 12 | 0 | 0 | 0 | 0 | 14 | 0 | 14 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 43 |
| 7:15 AM | 0 | 0 | 0 | 0 | 6 | 1 | 7 | 0 | 0 | 0 | 0 | 23 | 0 | 23 | 0 | 0 | 0 | 0 | 15 | 0 | 15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 47 | | | |
| 7:30 AM | 0 | 0 | 0 | 0 | 57 | 0 | 57 | 0 | 0 | 0 | 0 | 56 | 0 | 56 | 0 | 0 | 0 | 0 | 47 | 2 | 49 | 0 | 0 | 0 | 0 | 2 | 2 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 179 | | | |
| 7:45 AM | 0 | 0 | 0 | 0 | 22 | 0 | 22 | 0 | 0 | 0 | 0 | 25 | 2 | 27 | 0 | 0 | 0 | 0 | 12 | 1 | 13 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 66 | | |
| Total | 0 | 0 | 0 | 0 | 95 | 2 | 97 | 0 | 0 | 0 | 0 | 116 | 2 | 118 | 0 | 0 | 0 | 0 | 88 | 3 | 91 | 0 | 0 | 0 | 0 | 8 | 10 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 11 | 335 | | |
| 8:00 AM | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | | |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 8:30 AM | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 8 | | | | |
| 8:45 AM | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 5 | | | | |
| Total | 0 | 0 | 0 | 0 | 5 | 4 | 9 | 0 | 0 | 0 | 0 | 5 | 3 | 8 | 0 | 0 | 0 | 0 | 4 | 3 | 7 | 0 | 0 | 0 | 0 | 5 | 1 | 6 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 34 | | | |
| Grand Total | 0 | 0 | 0 | 0 | 100 | 6 | 106 | 0 | 0 | 0 | 0 | 121 | 5 | 126 | 0 | 0 | 0 | 0 | 92 | 6 | 98 | 0 | 0 | 0 | 0 | 13 | 11 | 24 | 0 | 0 | 0 | 0 | 2 | 13 | 15 | 369 | | | |
| Approach % | 0 | 0 | 0 | 0 | 94.3 | 5.66 | 0 | 0 | 0 | 0 | 96 | 3.07 | 0 | 0 | 0 | 93.8 | 6.12 | 0 | 0 | 0 | 54.2 | 45.8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13.3 | 86.7 | 0 | 0 | 0 | 0 | | |
| Walking Leg Total | 0 | 0 | 0 | 0 | 27.1 | 1.63 | 28.7 | 0 | 0 | 0 | 0 | 32.8 | 1.16 | 34.1 | 0 | 0 | 0 | 0 | 24.8 | 1.63 | 26.4 | 0 | 0 | 0 | 0 | 3.52 | 2.98 | 6.5 | 0 | 0 | 0 | 0 | 0.54 | 3.52 | 4.07 | 369 | | | |

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

| 7:00 AM | Driveway | | | | Massachusetts Avenue | | | | Appleton Place | | | | Appleton Street | | | | Massachusetts Avenue | | | | Total | | | | | | | | | | | | | | | | | | |
|-------------------|------------|----|---|----|----------------------|------|------|----|----------------|----|----|------|-----------------|------|---|------|----------------------|----|------|------|-------|------|---|---|---|------|------|-----|---|---|---|------|------|------|------|-----|-----|---|----|
| | from North | | | | from East | | | | from South | | | | from Southwest | | | | from West | | | | | | | | | | | | | | | | | | | | | | |
| | W | SW | E | SE | W | SW | E | SE | W | SW | E | SE | W | SW | E | SE | W | SW | E | SE | | | | | | | | | | | | | | | | | | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 10 | 1 | 11 | 0 | 0 | 0 | 0 | 12 | 0 | 12 | 0 | 0 | 0 | 0 | 14 | 0 | 14 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 43 |
| 7:15 AM | 0 | 0 | 0 | 0 | 6 | 1 | 7 | 0 | 0 | 0 | 0 | 23 | 0 | 23 | 0 | 0 | 0 | 0 | 15 | 0 | 15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 47 | | | |
| 7:30 AM | 0 | 0 | 0 | 0 | 57 | 0 | 57 | 0 | 0 | 0 | 0 | 56 | 0 | 56 | 0 | 0 | 0 | 0 | 47 | 2 | 49 | 0 | 0 | 0 | 0 | 2 | 2 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 179 | | | |
| 7:45 AM | 0 | 0 | 0 | 0 | 22 | 0 | 22 | 0 | 0 | 0 | 0 | 25 | 2 | 27 | 0 | 0 | 0 | 0 | 12 | 1 | 13 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 66 | | |
| Total | 0 | 0 | 0 | 0 | 95 | 2 | 97 | 0 | 0 | 0 | 0 | 116 | 2 | 118 | 0 | 0 | 0 | 0 | 88 | 3 | 91 | 0 | 0 | 0 | 0 | 8 | 10 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 11 | 335 | | |
| Walking Leg Total | 0 | 0 | 0 | 0 | 27.1 | 1.63 | 28.7 | 0 | 0 | 0 | 0 | 32.8 | 1.16 | 34.1 | 0 | 0 | 0 | 0 | 24.8 | 1.63 | 26.4 | 0 | 0 | 0 | 0 | 3.52 | 2.98 | 6.5 | 0 | 0 | 0 | 0 | 0.54 | 3.52 | 4.07 | 369 | | | |
| Approach % | 0 | 0 | 0 | 0 | 94.3 | 5.66 | 0 | 0 | 0 | 0 | 96 | 3.07 | 0 | 0 | 0 | 93.8 | 6.12 | 0 | 0 | 0 | 54.2 | 45.8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13.3 | 86.7 | 0 | 0 | 0 | 0 | | |
| Walking Leg Total | 0 | 0 | 0 | 0 | 27.1 | 1.63 | 28.7 | 0 | 0 | 0 | 0 | 32.8 | 1.16 | 34.1 | 0 | 0 | 0 | 0 | 24.8 | 1.63 | 26.4 | 0 | 0 | 0 | 0 | 3.52 | 2.98 | 6.5 | 0 | 0 | 0 | 0 | 0.54 | 3.52 | 4.07 | 369 | | | |
| Total | 0 | 0 | 0 | 0 | 95 | 2 | 97 | 0 | 0 | 0 | 0 | 116 | 2 | 118 | 0 | 0 | 0 | 0 | 88 | 3 | 91 | 0 | 0 | 0 | 0 | 8 | 10 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 11 | 335 | | |

PDI File #: 207450 AA
 Location: N: Driveway S: Appleton Place
 Location: E: Massachusetts Avenue W: Massachusetts Avenue SW: Appleton Street
 City, State: Arlington, MA
 Client: Nitsch Eng/B.Zimalka
 Site Code: TBD
 Count Date: Tuesday, February 4, 2020
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class



Cars and Heavy Vehicles (Combined)

| | Driveway | | | | | Massachusetts Avenue | | | | | Appleton Place | | | | | Appleton Street | | | | | Massachusetts Avenue | | | | | Total | |
|----------------------|------------|------------|----------|----------|----------|----------------------|------------|------------|----------|----------|----------------|----------|----------|-----------|----------|-----------------|------------|----------|-----------|----------|----------------------|-----------|------------|----------|----------|------------|------|
| | from North | | | | | from East | | | | | from South | | | | | from Southwest | | | | | from West | | | | | | |
| | Right | Rear Right | Thru | Left | U-Turn | Right | Thru | Rear Left | Left | U-Turn | Right | Thru | Left | Rear Left | U-Turn | Right | Rear Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | | Thru |
| 4:00 PM | 1 | 0 | 0 | 0 | 0 | 1 | 84 | 39 | 0 | 0 | 2 | 0 | 2 | 2 | 0 | 1 | 46 | 0 | 3 | 0 | 1 | 2 | 99 | 1 | 0 | 284 | |
| 4:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 71 | 30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 51 | 0 | 4 | 0 | 2 | 5 | 101 | 0 | 0 | 267 | |
| 4:30 PM | 1 | 1 | 0 | 0 | 0 | 0 | 84 | 27 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 57 | 0 | 3 | 0 | 1 | 5 | 92 | 2 | 0 | 278 | |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 85 | 47 | 1 | 0 | 2 | 0 | 2 | 2 | 0 | 1 | 49 | 1 | 3 | 0 | 3 | 2 | 108 | 0 | 0 | 307 | |
| Total | 3 | 1 | 0 | 0 | 0 | 4 | 324 | 143 | 3 | 0 | 4 | 0 | 6 | 5 | 0 | 4 | 203 | 1 | 13 | 0 | 7 | 14 | 400 | 3 | 0 | 423 | |
| 5:00 PM | 1 | 0 | 0 | 0 | 0 | 1 | 77 | 39 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 74 | 0 | 1 | 0 | 3 | 0 | 89 | 0 | 0 | 291 | |
| 5:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 66 | 20 | 0 | 0 | 5 | 1 | 0 | 1 | 0 | 2 | 86 | 0 | 2 | 0 | 1 | 3 | 109 | 1 | 0 | 298 | |
| 5:30 PM | 1 | 0 | 0 | 1 | 0 | 0 | 78 | 20 | 0 | 0 | 4 | 0 | 4 | 2 | 0 | 1 | 87 | 0 | 4 | 0 | 1 | 5 | 108 | 2 | 0 | 318 | |
| 5:45 PM | 1 | 0 | 0 | 0 | 0 | 1 | 88 | 31 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 1 | 70 | 0 | 3 | 0 | 4 | 1 | 105 | 0 | 0 | 310 | |
| Total | 3 | 1 | 0 | 1 | 0 | 3 | 309 | 110 | 1 | 0 | 14 | 1 | 8 | 3 | 0 | 5 | 317 | 0 | 10 | 0 | 9 | 9 | 411 | 3 | 0 | 432 | |
| Grand Total | 6 | 2 | 0 | 1 | 0 | 4 | 633 | 253 | 4 | 0 | 18 | 1 | 14 | 8 | 0 | 9 | 520 | 1 | 23 | 0 | 16 | 23 | 811 | 6 | 0 | 2353 | |
| Approach % | 66.7 | 22.2 | 0.0 | 11.1 | 0.0 | 0.4 | 70.8 | 28.3 | 0.4 | 0.0 | 43.9 | 2.4 | 34.1 | 19.5 | 0.0 | 1.6 | 94.0 | 0.2 | 4.2 | 0.0 | 1.9 | 2.7 | 94.7 | 0.7 | 0.0 | | |
| Total % | 0.8 | 0.1 | 0.0 | 0.0 | 0.0 | 0.2 | 26.9 | 10.8 | 0.2 | 0.0 | 0.8 | 0.0 | 0.6 | 0.3 | 0.0 | 0.4 | 22.1 | 0.0 | 1.0 | 0.0 | 0.7 | 1.0 | 34.9 | 0.3 | 0.0 | 36.4 | |
| Enter/Exit Leg Total | 12 | | | | | 1300 | | | | | 36 | | | | | 279 | | | | | 676 | | | | | 2353 | |
| Cars | 6 | 2 | 0 | 1 | 0 | 4 | 616 | 251 | 4 | 0 | 18 | 1 | 14 | 8 | 0 | 9 | 512 | 1 | 23 | 0 | 16 | 23 | 791 | 6 | 0 | 2306 | |
| % Cars | 100.0 | 100.0 | 0.0 | 100.0 | 0.0 | 100.0 | 97.3 | 99.2 | 100.0 | 0.0 | 100.0 | 100.0 | 100.0 | 100.0 | 0.0 | 100.0 | 98.5 | 100.0 | 100.0 | 0.0 | 100.0 | 100.0 | 97.5 | 100.0 | 0.0 | 98.0 | |
| Enter/Exit Leg Total | 12 | | | | | 1322 | | | | | 38 | | | | | 277 | | | | | 659 | | | | | 2328 | |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 20 | |
| % Heavy Vehicles | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.7 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.0 | |
| Enter/Exit Leg Total | 0 | | | | | 26 | | | | | 0 | | | | | 2 | | | | | 11 | | | | | 42 | |

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

| | Driveway | | | | | Massachusetts Avenue | | | | | Appleton Place | | | | | Appleton Street | | | | | Massachusetts Avenue | | | | | Total | | |
|---------------------|------------|------------|----------|----------|----------|----------------------|------------|------------|----------|----------|----------------|----------|----------|-----------|----------|-----------------|------------|----------|-----------|----------|----------------------|----------|------------|----------|----------|------------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from Southwest | | | | | from West | | | | | | | |
| | Right | Rear Right | Thru | Left | U-Turn | Right | Thru | Rear Left | Left | U-Turn | Right | Thru | Left | Rear Left | U-Turn | Right | Rear Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | | Thru | Left |
| 5:00 PM | 1 | 0 | 0 | 0 | 0 | 1 | 77 | 39 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 74 | 0 | 1 | 0 | 3 | 0 | 89 | 0 | 0 | 291 | | |
| 5:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 66 | 20 | 0 | 0 | 5 | 1 | 0 | 1 | 0 | 2 | 86 | 0 | 2 | 0 | 1 | 3 | 109 | 1 | 0 | 298 | | |
| 5:30 PM | 1 | 0 | 0 | 1 | 0 | 0 | 78 | 20 | 0 | 0 | 4 | 0 | 4 | 2 | 0 | 1 | 87 | 0 | 4 | 0 | 1 | 5 | 108 | 2 | 0 | 318 | | |
| 5:45 PM | 1 | 0 | 0 | 0 | 0 | 1 | 88 | 31 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 1 | 70 | 0 | 3 | 0 | 4 | 1 | 105 | 0 | 0 | 310 | | |
| Total Volume | 3 | 1 | 0 | 1 | 0 | 3 | 309 | 110 | 1 | 0 | 14 | 1 | 8 | 3 | 0 | 5 | 317 | 0 | 10 | 0 | 9 | 9 | 411 | 3 | 0 | 432 | | |
| % Approach Total | 60.0 | 20.0 | 0.0 | 20.0 | 0.0 | 0.5 | 72.2 | 26.1 | 0.2 | 0.0 | 53.8 | 1.8 | 30.8 | 11.5 | 0.0 | 1.5 | 95.5 | 0.0 | 1.0 | 0.0 | 0.7 | 2.1 | 95.1 | 0.7 | 0.0 | | | |
| Hour | 0.750 | 0.250 | 0.000 | 0.250 | 0.000 | 0.500 | 0.878 | 0.705 | 0.750 | 0.000 | 0.879 | 0.700 | 0.216 | 0.500 | 0.175 | 0.000 | 0.625 | 0.011 | 0.000 | 0.425 | 0.000 | 0.902 | 0.563 | 0.450 | 0.943 | 0.375 | 0.000 | 0.931 |
| Cars | 3 | 1 | 0 | 1 | 0 | 2 | 301 | 109 | 1 | 0 | 14 | 1 | 8 | 3 | 0 | 5 | 315 | 0 | 10 | 0 | 9 | 9 | 401 | 3 | 0 | 422 | | |
| Cars % | 100.0 | 100.0 | 0.0 | 100.0 | 0.0 | 100.0 | 97.4 | 99.1 | 100.0 | 0.0 | 100.0 | 100.0 | 100.0 | 100.0 | 0.0 | 100.0 | 99.4 | 0.0 | 100.0 | 0.0 | 100.0 | 100.0 | 97.6 | 100.0 | 0.0 | 97.7 | | |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | | |
| Heavy Vehicles % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.6 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.4 | 0.0 | 0.0 | 2.3 | | |
| Cars Enter Leg | 3 | 1 | 0 | 1 | 0 | 2 | 301 | 109 | 1 | 0 | 14 | 1 | 8 | 3 | 0 | 5 | 315 | 0 | 10 | 0 | 9 | 9 | 401 | 3 | 0 | 422 | | |
| Heavy Enter Leg | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | | |
| Total Enter Leg | 3 | 1 | 0 | 1 | 0 | 2 | 309 | 110 | 1 | 0 | 14 | 1 | 8 | 3 | 0 | 5 | 317 | 0 | 10 | 0 | 9 | 9 | 411 | 3 | 0 | 432 | | |
| Cars Exit Leg | 0 | | | | | 251 | | | | | 15 | | | | | 122 | | | | | 322 | | | | | 1196 | | |
| Heavy Exit Leg | 0 | | | | | 17 | | | | | 0 | | | | | 2 | | | | | 11 | | | | | 21 | | |
| Total Exit Leg | 0 | | | | | 268 | | | | | 15 | | | | | 124 | | | | | 333 | | | | | 1217 | | |

PDI File #: 207450 AA
 Location: N: Driveway S: Appleton Place
 Location: E: Massachusetts Avenue W: Massachusetts Avenue SW: Appleton Street
 City, State: Arlington, MA
 Client: Nitsch Eng/B.Zimolka
 Site Code: TBD
 Count Date: Tuesday, February 4, 2020
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class



Cars

| | Driveway | | | | | Massachusetts Avenue | | | | | Appleton Place | | | | | Appleton Street | | | | | Massachusetts Avenue | | | | | Total | | | | | |
|--------------------|------------|------|------|--------|-------|----------------------|------|------|--------|-------|----------------|------|------|--------|-------|-----------------|------|------|--------|-------|----------------------|------|------|--------|-------|-------|------|--|--|--|------|
| | from North | | | | | from East | | | | | from South | | | | | from Southwest | | | | | from West | | | | | | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | | | | | | |
| 4:00 PM | 1 | 0 | 0 | 0 | 1 | 1 | 82 | 38 | 0 | 121 | 2 | 0 | 2 | 2 | 6 | 1 | 44 | 0 | 3 | 48 | 1 | 2 | 95 | 1 | 0 | 100 | 276 | | | | |
| 4:15 PM | 1 | 0 | 0 | 0 | 1 | 0 | 69 | 30 | 0 | 99 | 0 | 0 | 1 | 1 | 2 | 0 | 50 | 0 | 4 | 54 | 2 | 5 | 92 | 0 | 0 | 105 | 261 | | | | |
| 4:30 PM | 1 | 1 | 0 | 0 | 2 | 0 | 81 | 27 | 2 | 110 | 0 | 0 | 1 | 0 | 1 | 2 | 56 | 0 | 3 | 61 | 1 | 5 | 91 | 2 | 0 | 99 | 273 | | | | |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 83 | 47 | 1 | 132 | 2 | 0 | 2 | 2 | 6 | 1 | 47 | 1 | 3 | 52 | 3 | 2 | 105 | 0 | 0 | 110 | 300 | | | | |
| Total | 3 | 1 | 0 | 0 | 4 | 2 | 315 | 142 | 3 | 462 | 4 | 0 | 6 | 5 | 15 | 4 | 197 | 1 | 13 | 215 | 7 | 14 | 390 | 3 | 0 | 414 | 1110 | | | | |
| 5:00 PM | 1 | 0 | 0 | 0 | 1 | 1 | 72 | 38 | 1 | 112 | 2 | 0 | 2 | 0 | 4 | 1 | 74 | 0 | 1 | 76 | 3 | 0 | 86 | 0 | 0 | 89 | 282 | | | | |
| 5:15 PM | 0 | 1 | 0 | 0 | 1 | 0 | 66 | 20 | 0 | 86 | 5 | 1 | 0 | 1 | 7 | 2 | 86 | 0 | 2 | 90 | 1 | 5 | 106 | 1 | 0 | 111 | 295 | | | | |
| 5:30 PM | 1 | 0 | 0 | 1 | 2 | 0 | 77 | 20 | 0 | 97 | 4 | 0 | 4 | 2 | 10 | 1 | 86 | 0 | 4 | 91 | 1 | 5 | 105 | 2 | 0 | 113 | 313 | | | | |
| 5:45 PM | 1 | 0 | 0 | 0 | 1 | 1 | 88 | 31 | 0 | 119 | 3 | 0 | 2 | 0 | 5 | 1 | 89 | 0 | 3 | 93 | 4 | 1 | 104 | 0 | 0 | 109 | 306 | | | | |
| Total | 3 | 1 | 0 | 1 | 5 | 2 | 301 | 109 | 1 | 411 | 14 | 1 | 6 | 3 | 24 | 5 | 315 | 0 | 10 | 330 | 11 | 9 | 401 | 3 | 0 | 422 | 1198 | | | | |
| Grand Total | 8 | 2 | 0 | 1 | 11 | 4 | 616 | 251 | 4 | 875 | 18 | 1 | 14 | 8 | 41 | 9 | 512 | 1 | 23 | 545 | 16 | 23 | 791 | 6 | 0 | 836 | 2306 | | | | |
| Approach % | 66.7 | 22.2 | 0.0 | 11.1 | 0.0 | 0.5 | 70.4 | 28.7 | 0.5 | 0.0 | 43.9 | 2.4 | 34.1 | 19.5 | 0.0 | 1.7 | 93.9 | 0.2 | 4.2 | 0.0 | 1.9 | 2.8 | 94.6 | 0.7 | 0.0 | 38.3 | 0.0 | | | | |
| Total % | 0.3 | 0.1 | 0.0 | 0.0 | 0.0 | 0.2 | 26.7 | 10.8 | 0.3 | 0.0 | 0.8 | 0.0 | 0.6 | 0.3 | 0.0 | 1.8 | 0.4 | 22.2 | 0.0 | 1.0 | 0.0 | 23.8 | 0.7 | 1.0 | 34.3 | 0.3 | 0.0 | | | | |
| Entering Leg Total | | | | | | 17 | | | | | 1722 | | | | | 38 | | | | | 277 | | | | | 659 | | | | | 2306 |

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

| | Driveway | | | | | Massachusetts Avenue | | | | | Appleton Place | | | | | Appleton Street | | | | | Massachusetts Avenue | | | | | Total | | | | | |
|------------------|------------|------|------|--------|-------|----------------------|------|------|--------|-------|----------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|----------------------|-------|-------|--------|-------|-------|-------|-------|--|--|------|
| | from North | | | | | from East | | | | | from South | | | | | from Southwest | | | | | from West | | | | | | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | | | | | | |
| 5:00 PM | 1 | 0 | 0 | 0 | 1 | 1 | 72 | 38 | 1 | 112 | 2 | 0 | 2 | 0 | 4 | 1 | 74 | 0 | 1 | 76 | 3 | 0 | 86 | 0 | 0 | 89 | 282 | | | | |
| 5:15 PM | 0 | 1 | 0 | 0 | 1 | 0 | 66 | 20 | 0 | 86 | 5 | 1 | 0 | 1 | 7 | 2 | 86 | 0 | 2 | 90 | 1 | 5 | 106 | 1 | 0 | 111 | 295 | | | | |
| 5:30 PM | 1 | 0 | 0 | 1 | 2 | 0 | 77 | 20 | 0 | 97 | 4 | 0 | 4 | 2 | 10 | 1 | 86 | 0 | 4 | 91 | 1 | 5 | 105 | 2 | 0 | 113 | 313 | | | | |
| 5:45 PM | 1 | 0 | 0 | 0 | 1 | 1 | 88 | 31 | 0 | 119 | 3 | 0 | 2 | 0 | 5 | 1 | 89 | 0 | 3 | 93 | 4 | 1 | 104 | 0 | 0 | 109 | 306 | | | | |
| Total volume | 3 | 1 | 0 | 1 | 5 | 2 | 301 | 109 | 1 | 411 | 14 | 1 | 6 | 3 | 24 | 5 | 315 | 0 | 10 | 330 | 11 | 9 | 401 | 3 | 0 | 422 | 1198 | | | | |
| % Approach Total | 60.0 | 20.0 | 0.0 | 20.0 | 0.0 | 0.5 | 72.5 | 26.3 | 0.2 | 0.0 | 0.700 | 0.250 | 0.500 | 0.375 | 0.000 | 0.625 | 0.916 | 0.000 | 0.625 | 0.000 | 0.940 | 0.563 | 0.450 | 0.948 | 0.375 | 0.000 | 0.334 | 0.955 | | | |
| Entering Leg | | | | | | 11 | | | | | 1144 | | | | | 41 | | | | | 452 | | | | | 764 | | | | | 1198 |
| Exiting Leg | | | | | | 6 | | | | | 731 | | | | | 19 | | | | | 122 | | | | | 312 | | | | | 1198 |
| Total | | | | | | 11 | | | | | 1144 | | | | | 41 | | | | | 452 | | | | | 764 | | | | | 1198 |

PDI File #: 207450 AA
 Location: N: Driveway S: Appleton Place
 Location: E: Massachusetts Avenue W: Massachusetts Avenue SW: Appleton Street
 City, State: Arlington, MA
 Client: Nitsch Eng/B,Zimolka
 Site Code: TBD
 Count Date: Tuesday, February 4, 2020
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class:



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

| | Driveway | | | | | Massachusetts Avenue | | | | | Appleton Place | | | | | Appleton Street | | | | | Massachusetts Avenue | | | | | Total | |
|-----------------------------|------------|------|------|--------|-------|----------------------|------|------|--------|-------|----------------|------|------|--------|-------|-----------------|-------|------|--------|-------|----------------------|------|-------|--------|-------|-------|----|
| | from North | | | | | from East | | | | | from South | | | | | from Southwest | | | | | from West | | | | | | |
| | Right | Left | Thru | U-Turn | Total | 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 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 3 | 8 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 3 | 6 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 5 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 3 | 7 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 10 | 0 | 0 | 10 | 26 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 9 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 3 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 3 | 5 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 4 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 10 | 0 | 0 | 10 | 21 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 2 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 20 | 0 | 0 | 20 | 47 |
| Approach % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 89.5 | 10.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | |
| Total % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36.2 | 4.3 | 0.0 | 40.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17.0 | 0.0 | 0.0 | 17.0 | 0.0 | 0.0 | 42.6 | 0.0 | 0.0 | 42.6 | |
| Emerging 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 | |
| Buses | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 1 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 17 | 0 | 0 | 17 | 33 |
| % Buses | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 76.5 | 50.0 | 0.0 | 71.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 85.0 | 0.0 | 0.0 | 85.0 | |
| Emerging 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 | |
| Single Unit Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 2 | 0 | 0 | 2 | 10 |
| % Single Unit Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17.6 | 0.0 | 0.0 | 15.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 62.5 | 0.0 | 0.0 | 62.5 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 10.0 | |
| Emerging 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 | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 4 |
| % Articulated Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.9 | 50.0 | 0.0 | 10.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 5.0 | 0.0 | 0.0 | 5.0 | |
| Emerging 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 | |

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

| | Driveway | | | | | Massachusetts Avenue | | | | | Appleton Place | | | | | Appleton Street | | | | | Massachusetts Avenue | | | | | Total | |
|-----------------------------|------------|-------|-------|--------|-------|----------------------|-------|-------|--------|-------|----------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|----------------------|-------|-------|--------|-------|-------|----|
| | from North | | | | | from East | | | | | from South | | | | | from Southwest | | | | | from West | | | | | | |
| | Right | Left | Thru | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | | |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 3 | 6 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 3 | 7 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 3 | 8 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 3 | 0 | 0 | 3 | 9 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 10 | 0 | 0 | 10 | 27 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 92.3 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | |
| Hour | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.800 | 0.250 | 0.000 | 0.542 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.833 | 0.000 | 0.833 | 0.750 | |
| Buses | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 18 |
| % Buses | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 83.3 | 0.0 | 0.0 | 76.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 80.0 | 0.0 | 0.0 | 80.0 | |
| Single Unit Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 2 | 6 |
| % Single Unit Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.3 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 75.0 | 0.0 | 0.0 | 75.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| % Articulated Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.3 | 100.0 | 0.0 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Buses | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 18 |
| % Single Unit Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 2 | 6 |
| % Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Total Emerging Leg | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 10 | 0 | 0 | 10 | 27 |
| Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Thru | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| U-Turn | 0 | 0 | 0 | 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 |

PDI File #: 207450 AA
 Location: N: Driveway S: Appleton Place
 Location: E: Massachusetts Avenue W: Massachusetts Avenue SW: Appleton Street
 City, State: Arlington, MA
 Client: Nilsch Eng/B.Zimolka
 Site Code: TBD
 Count Date: Tuesday, February 4, 2020
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class:



Buses

| | Driveway | | | | | | Massachusetts Avenue | | | | | | Appleton Place | | | | | | Appleton Street | | | | | | Massachusetts Avenue | | | | | | | |
|--------------------|------------|------|------|------|--------|-------|----------------------|------|------|------|--------|-------|----------------|------|------|-----------|--------|-------|-----------------|------|-----------|--------|-------|------------|----------------------|-------|------|--------|-------|-------|----|----|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | | |
| | Right | Left | Thru | Left | U-Turn | Total | Right | Thru | Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | Total | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 5 | |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 5 | |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 | |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 4 | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 17 | |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 6 | |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 3 | |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 2 | 4 | |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 3 | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 8 | 0 | 0 | 8 | 16 | |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 1 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 17 | 0 | 0 | 17 | 33 | |
| Approach % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 92.9 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | | | |
| Total % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 39.4 | 3.0 | 0.0 | 0.0 | 42.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.1 | 0.0 | 0.0 | 0.0 | 6.1 | 0.0 | 0.0 | 51.5 | 0.0 | 0.0 | 51.5 | 33 | |
| Existing Leg Total | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 13 | 33 |

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

| 4:15 PM | Driveway | | | | | | Massachusetts Avenue | | | | | | Appleton Place | | | | | | Appleton Street | | | | | | Massachusetts Avenue | | | | | | | | | | | | | |
|------------------|------------|-------|-------|-------|--------|-------|----------------------|-------|-------|-------|--------|-------|----------------|-------|-------|-----------|--------|-------|-----------------|-------|-----------|--------|-------|------------|----------------------|-------|-------|--------|-------|-------|-------|----|--|--|--|--|----|----|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | | | | | | | | |
| | Right | Left | Thru | Left | U-Turn | Total | Right | Thru | Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | Total | | | | | | | | |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 5 | | | | | | | |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 | | | | | | | |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 4 | | | | | | | |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 6 | | | | | | | |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 18 | | | | | | | |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | |
| PHI | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.425 | 0.000 | 0.000 | 0.000 | 0.625 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.667 | 0.000 | 0.000 | 0.667 | 0.750 | | | | | | | |
| Existing Leg | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 8 | 18 | | | | | | |
| Existing Leg | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 10 | 18 |
| Total | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 18 | 36 |

PDI File #: 207450 AA
 Location: N: Driveway S: Appleton Place
 Location: E: Massachusetts Avenue W: Massachusetts Avenue SW: Appleton Street
 City, State: Arlington, MA
 Client: Nitsch Eng/B.Zimolka
 Site Code: TBD
 Count Date: Tuesday, February 4, 2020
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class,



Single-Unit Trucks

| | Driveway | | | | | Massachusetts Avenue | | | | | Appleton Place | | | | | Appleton Street | | | | | Massachusetts Avenue | | | | | Total | | | | | | |
|------------------|------------|------------|------|------|--------|----------------------|-------|-------|-----------|------|----------------|-------|-------|------|------|-----------------|--------|-------|------------|------------|----------------------|--------|-------|------------|-------|-------|-------|------|--------|-------|-----|------|
| | from North | | | | | from East | | | | | from South | | | | | from Southwest | | | | | from West | | | | | | | | | | | |
| | Right | Rear Right | Thru | Left | U-Turn | Total | Right | Thru | Rear Left | Left | U-Turn | Total | Right | Thru | Left | Rear Left | U-Turn | Total | Rear Right | Rear Right | Rear Left | U-Turn | Total | Rear Right | Right | | Thru | Left | U-Turn | Total | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 4 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 10 |
| Approach % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30.0 | 0.0 | 0.0 | 0.0 | 30.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 0.0 | 10.0 |
| Percentage Total | | | | | | 5 | | | | | | 2 | | | | | | 5 | | | | | | 1 | 10 | | | | | | | |

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

| | Driveway | | | | | Massachusetts Avenue | | | | | Appleton Place | | | | | Appleton Street | | | | | Massachusetts Avenue | | | | | Total | | | | | | |
|---------------------|------------|------------|-------|-------|--------|----------------------|-------|-------|-----------|-------|----------------|-------|-------|-------|-------|-----------------|--------|-------|------------|------------|----------------------|--------|-------|------------|-------|-------|-------|-------|--------|-------|-------|-----|
| | from North | | | | | from East | | | | | from South | | | | | from Southwest | | | | | from West | | | | | | | | | | | |
| | Right | Rear Right | Thru | Left | U-Turn | Total | Right | Thru | Rear Left | Left | U-Turn | Total | Right | Thru | Left | Rear Left | U-Turn | Total | Rear Right | Rear Right | Rear Left | U-Turn | Total | Rear Right | Right | | Thru | Left | U-Turn | Total | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 4 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.625 | 0.000 | 0.000 | 0.000 | 0.625 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | |
| Entering Leg | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 4 |
| Linking Leg | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | | | | | | 2 | | | | | | 2 | | | | | | 3 | | | | | | 4 | 16 | | | | | | | |

PDI File #: 207450 AA
 Location: N: Driveway S: Appleton Place
 Location: E: Massachusetts Avenue W: Massachusetts Avenue SW: Appleton Street
 City, State: Arlington, MA
 Client: Nitsch Eng/B. Zimolke
 Site Code: TBD
 Count Date: Tuesday, February 4, 2020
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class:



Articulated Trucks

| | Driveway | | | | | | Massachusetts Avenue | | | | | | Appleton Place | | | | | | Appleton Street | | | | | | Massachusetts Avenue | | | | | | | |
|-------------------|------------|------------|------|------|--------|-------|----------------------|------|-----------|------|--------|-------|----------------|------|------|-----------|--------|-------|-----------------|------------|-----------|-----------|--------|-------|----------------------|-------|------|------|--------|-------|-------|---|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | | |
| | Right | Beer Right | Thru | Left | U-Turn | Total | Right | Thru | Beer Left | Left | U-Turn | Total | Right | Thru | Left | Beer Left | U-Turn | Total | Beer Right | Beer Right | Beer Left | Beer Left | U-Turn | Total | Beer Right | Right | Thru | Left | U-Turn | Total | Total | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 3 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 4 |
| Approach % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Turning Leg Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 4 |

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

| 4:15 PM | Driveway | | | | | | Massachusetts Avenue | | | | | | Appleton Place | | | | | | Appleton Street | | | | | | Massachusetts Avenue | | | | | | | |
|------------------|------------|------------|------|------|--------|-------|----------------------|------|-----------|------|--------|--------|----------------|------|------|-----------|--------|-------|-----------------|------------|-----------|-----------|--------|-------|----------------------|-------|------|-------|--------|-------|-------|---|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | | |
| | Right | Beer Right | Thru | Left | U-Turn | Total | Right | Thru | Beer Left | Left | U-Turn | Total | Right | Thru | Left | Beer Left | U-Turn | Total | Beer Right | Beer Right | Beer Left | Beer Left | U-Turn | Total | Beer Right | Right | Thru | Left | U-Turn | Total | Total | |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.000 | 0.0 | 50.0 | 50.0 | 0.0 | 0.000 | 0.2500 | 0.0 | 0.0 | 0.0 | 0.0 | 0.000 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.2500 | 0.0 | 0.0 | 100.0 | 0.0 | 0.000 | 0.000 | 0.000 | 0.175 | |
| Turning Leg | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 3 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 5 |

PDI File #: 207450 AA
 Location: N: Driveway S: Appleton Place
 Location: E: Massachusetts Avenue W: Massachusetts Avenue SW: Appleton Street
 City, State: Arlington, MA
 Client: Nitsch Eng/B.Zimolka
 Site Code: TBD
 Count Date: Tuesday, February 4, 2020
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class:



Bicycles (on Roadway and Crosswalks)

| Time | Driveway | | | | | Massachusetts Avenue | | | | | Appleton Place | | | | | Appleton Street | | | | | Massachusetts Avenue | | | | | Total | | | | | |
|---------------------------|------------|------|------|-------|-------|----------------------|-------|------|-------|------|----------------|------|------|-------|------|-----------------|------|------|-------|------|----------------------|------|------|-------|------|-------|-----|-------|-----|-----|-------|
| | from North | | | | | from East | | | | | from South | | | | | from Southwest | | | | | from West | | | | | | | | | | |
| | Right | Left | Thru | Other | Unkn | Right | Left | Thru | Other | Unkn | Right | Left | Thru | Other | Unkn | Right | Left | Thru | Other | Unkn | Right | Left | Thru | Other | Unkn | | | | | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| 5:00 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 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Grand Total | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| Approach % | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 100.0 |
| Total % | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 100.0 |
| Entering Leg Total | 2 | | | | | 2 | | | | | 0 | | | | | 0 | | | | | 5 | | | | | 9 | | | | | |

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

| Time | Driveway | | | | | Massachusetts Avenue | | | | | Appleton Place | | | | | Appleton Street | | | | | Massachusetts Avenue | | | | | Total | | | | | |
|-------------------------|------------|------|------|-------|-------|----------------------|-------|------|-------|------|----------------|------|------|-------|------|-----------------|------|------|-------|------|----------------------|------|------|-------|------|-------|-----|-------|-----|-----|-------|
| | from North | | | | | from East | | | | | from South | | | | | from Southwest | | | | | from West | | | | | | | | | | |
| | Right | Left | Thru | Other | Unkn | Right | Left | Thru | Other | Unkn | Right | Left | Thru | Other | Unkn | Right | Left | Thru | Other | Unkn | Right | Left | Thru | Other | Unkn | | | | | | |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 5:00 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 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 100.0 |
| PH | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 100.0 |
| Entering Leg | 2 | | | | | 2 | | | | | 0 | | | | | 0 | | | | | 5 | | | | | 9 | | | | | |
| Exiting Leg | 2 | | | | | 2 | | | | | 0 | | | | | 0 | | | | | 5 | | | | | 9 | | | | | |
| Total | 4 | | | | | 4 | | | | | 0 | | | | | 0 | | | | | 10 | | | | | 12 | | | | | |

PDI File #: 207450 AA
 Location: N: Driveway S: Appleton Place
 Location: E: Massachusetts Avenue W: Massachusetts Avenue SW: Appleton Street
 City, State: Arlington, MA
 Client: Nitsch Eng/B.Zimolka
 Site Code: TBD
 Count Date: Tuesday, February 4, 2020
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class:



Pedestrians

| | Driveway | | | | | | | | Massachusetts Avenue | | | | | | | | Appleton Place | | | | | | | | Appleton Street | | | | | | | | Massachusetts Avenue | | | | | | | | Total |
|--------------------------|------------|----|---|----|---|------|------|-----|----------------------|----|---|----|---|------|------|------|----------------|----|---|----|---|------|------|------|-----------------|----|---|----|---|------|------|------|----------------------|----|---|----|---|----|-----|-----|-------|
| | from North | | | | | | | | from East | | | | | | | | from South | | | | | | | | from Southwest | | | | | | | | from West | | | | | | | | |
| | W | SW | S | SE | E | NE | N | NW | W | SW | S | SE | E | NE | N | NW | W | SW | S | SE | E | NE | N | NW | W | SW | S | SE | E | NE | N | NW | W | SW | S | SE | E | NE | N | NW | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 5 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| Total | 0 | 0 | 0 | 0 | 0 | 12 | 8 | 20 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 6 | 3 | 9 | 0 | 0 | 0 | 0 | 0 | 8 | 3 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 48 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 10 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Total | 0 | 0 | 0 | 0 | 0 | 9 | 7 | 16 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 32 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 21 | 15 | 36 | 0 | 0 | 0 | 0 | 0 | 10 | 4 | 14 | 0 | 0 | 0 | 0 | 0 | 8 | 5 | 13 | 0 | 0 | 0 | 0 | 0 | 10 | 5 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 60 |
| Approach N | 0 | 0 | 0 | 0 | 0 | 58.3 | 41.7 | 100 | 0 | 0 | 0 | 0 | 0 | 71.4 | 28.6 | 100 | 0 | 0 | 0 | 0 | 0 | 61.5 | 38.5 | 100 | 0 | 0 | 0 | 0 | 0 | 66.7 | 33.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 100 |
| Entering Leg | 0 | 0 | 0 | 0 | 0 | 26.3 | 18.8 | 45 | 0 | 0 | 0 | 0 | 0 | 12.5 | 5 | 17.5 | 0 | 0 | 0 | 0 | 0 | 10 | 8.25 | 18.3 | 0 | 0 | 0 | 0 | 0 | 12.5 | 8.25 | 18.8 | 0 | 0 | 0 | 0 | 0 | 0 | 2.5 | 2.5 | 80 |
| Exiting Leg Total | 30 | | | | | | | | 14 | | | | | | | | 13 | | | | | | | | 15 | | | | | | | | 2 | | | | | | | | |

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

| | Driveway | | | | | | | | Massachusetts Avenue | | | | | | | | Appleton Place | | | | | | | | Appleton Street | | | | | | | | Massachusetts Avenue | | | | | | | | Total |
|---------------------------|------------|------|------|------|------|------|------|------|----------------------|------|------|------|------|------|------|------|----------------|------|------|------|------|------|------|------|-----------------|------|------|------|------|------|------|------|----------------------|------|------|------|------|------|------|------|-------|
| | from North | | | | | | | | from East | | | | | | | | from South | | | | | | | | from Southwest | | | | | | | | from West | | | | | | | | |
| | W | SW | S | SE | E | NE | N | NW | W | SW | S | SE | E | NE | N | NW | W | SW | S | SE | E | NE | N | NW | W | SW | S | SE | E | NE | N | NW | W | SW | S | SE | E | NE | N | NW | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 12 | 8 | 20 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 6 | 3 | 9 | 0 | 0 | 0 | 0 | 0 | 8 | 3 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 48 |
| N Approaches Total | 0 | 0 | 0 | 0 | 0 | 58.3 | 41.7 | 100 | 0 | 0 | 0 | 0 | 0 | 71.4 | 28.6 | 100 | 0 | 0 | 0 | 0 | 0 | 61.5 | 38.5 | 100 | 0 | 0 | 0 | 0 | 0 | 66.7 | 33.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 100 |
| PH | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Entering Leg | 0 | 0 | 0 | 0 | 0 | 12 | 8 | 20 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 6 | 3 | 9 | 0 | 0 | 0 | 0 | 0 | 8 | 3 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 48 |
| Exiting Leg | 20 | | | | | | | | 7 | | | | | | | | 9 | | | | | | | | 11 | | | | | | | | 1 | | | | | | | | |
| Total | 40 | | | | | | | | 14 | | | | | | | | 18 | | | | | | | | 22 | | | | | | | | 2 | | | | | | | | |

PDI File #: 207450 BBCC
 Location: N: Forest Street S: Burton Street NE: Mirak Mill Park West Driveway
 Location: E: Massachusetts Avenue W: Massachusetts Avenue
 City, State: Arlington, MA
 Client: Nitsch Eng/B.Zimolka
 Site Code: TBD
 Count Date: Tuesday, February 4, 2020
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class:



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

Cars and Heavy Vehicles (Combined)

| | Forest Street | | | | | Mirak Mill Park West Driveway | | | | | Massachusetts Avenue | | | | | Burton Street | | | | | Massachusetts Avenue | | | | | Total | | | | | |
|-------------------|---------------|----------|-----------|----------|------------|-------------------------------|-----------|----------|----------|-----------|----------------------|-----------|------------|----------|----------|---------------|----------|----------|----------|----------|----------------------|-----------|----------|------------|----------|------------|----------|------------|-------------|-----|------|
| | from North | | | | | from Northeast | | | | | from East | | | | | from South | | | | | from West | | | | | | | | | | |
| | Right | Thru | Left | U-Turn | Total | 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 | 20 | 1 | 5 | 0 | 26 | 1 | 1 | 0 | 0 | 2 | 1 | 22 | 95 | 2 | 0 | 120 | 1 | 0 | 0 | 0 | 1 | 0 | 122 | 1 | 23 | 0 | 145 | 303 | | | |
| 4:15 PM | 16 | 2 | 6 | 0 | 24 | 1 | 1 | 0 | 1 | 3 | 0 | 16 | 82 | 0 | 0 | 98 | 2 | 0 | 1 | 0 | 3 | 1 | 113 | 0 | 43 | 0 | 157 | 285 | | | |
| 4:30 PM | 18 | 0 | 15 | 0 | 33 | 2 | 5 | 0 | 0 | 7 | 2 | 13 | 96 | 0 | 0 | 111 | 0 | 0 | 0 | 0 | 0 | 1 | 155 | 1 | 34 | 0 | 191 | 302 | | | |
| 4:45 PM | 27 | 0 | 6 | 0 | 33 | 1 | 4 | 0 | 0 | 5 | 1 | 18 | 94 | 0 | 0 | 113 | 0 | 0 | 0 | 0 | 0 | 0 | 132 | 1 | 21 | 0 | 154 | 308 | | | |
| Total | 81 | 3 | 32 | 0 | 116 | 5 | 11 | 0 | 1 | 15 | 4 | 69 | 367 | 2 | 0 | 442 | 3 | 0 | 1 | 0 | 0 | 4 | 2 | 482 | 3 | 121 | 0 | 608 | 1198 | | |
| 5:00 PM | 18 | 0 | 11 | 0 | 29 | 3 | 4 | 0 | 0 | 7 | 1 | 24 | 96 | 0 | 0 | 121 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 116 | 3 | 50 | 0 | 169 | 319 | | |
| 5:15 PM | 15 | 1 | 8 | 0 | 24 | 0 | 1 | 0 | 1 | 2 | 1 | 23 | 72 | 0 | 0 | 96 | 2 | 0 | 0 | 1 | 0 | 3 | 1 | 139 | 1 | 55 | 0 | 196 | 321 | | |
| 5:30 PM | 13 | 0 | 8 | 0 | 21 | 0 | 4 | 0 | 3 | 7 | 0 | 17 | 82 | 0 | 0 | 99 | 2 | 0 | 1 | 0 | 0 | 3 | 1 | 148 | 1 | 49 | 1 | 200 | 330 | | |
| 5:45 PM | 19 | 3 | 11 | 0 | 33 | 2 | 3 | 0 | 0 | 5 | 0 | 20 | 102 | 3 | 0 | 125 | 4 | 0 | 1 | 0 | 0 | 5 | 0 | 137 | 2 | 40 | 0 | 179 | 345 | | |
| Total | 65 | 4 | 38 | 0 | 107 | 5 | 12 | 0 | 4 | 23 | 2 | 84 | 352 | 3 | 0 | 441 | 8 | 0 | 3 | 1 | 0 | 12 | 2 | 540 | 6 | 194 | 1 | 743 | 1329 | | |
| Grand Total | 152 | 7 | 70 | 0 | 229 | 10 | 25 | 0 | 10 | 49 | 6 | 153 | 719 | 5 | 0 | 883 | 11 | 0 | 4 | 1 | 0 | 16 | 4 | 1022 | 9 | 315 | 1 | 1338 | 2524 | | |
| Approach % | 66.4 | 3.1 | 30.6 | 0.0 | 0.0 | 22.2 | 55.6 | 0.0 | 22.2 | 0.0 | 0.7 | 17.3 | 81.4 | 0.6 | 0.0 | 68.8 | 0.0 | 25.0 | 6.3 | 0.0 | 0.3 | 75.6 | 0.7 | 23.3 | 0.1 | 0.2 | 40.5 | 0.4 | 12.5 | 0.0 | 93.5 |
| Total % | 6.0 | 0.3 | 2.8 | 0.0 | 0.0 | 0.4 | 1.0 | 0.0 | 0.4 | 0.0 | 0.2 | 6.1 | 28.5 | 0.2 | 0.0 | 39.0 | 0.4 | 0.0 | 0.2 | 0.0 | 0.0 | 0.8 | 0.2 | 40.5 | 0.4 | 12.5 | 0.0 | 93.5 | | | |
| Exiting Leg Total | | | | | 482 | | | | | 15 | | | | | | 1113 | | | | | | 14 | | | | | 839 | 2574 | | | |
| Cars | 152 | 7 | 70 | 0 | 229 | 10 | 25 | 0 | 10 | 49 | 6 | 150 | 698 | 5 | 0 | 859 | 11 | 0 | 4 | 1 | 0 | 16 | 4 | 999 | 9 | 312 | 1 | 1325 | 2492 | | |
| % Cars | 100.0 | 100.0 | 100.0 | 0.0 | 100.0 | 100.0 | 100.0 | 0.0 | 99.9 | 0.0 | 97.8 | 100.0 | 98.0 | 97.1 | 100.0 | 0.0 | 99.2 | 100.0 | 0.0 | 100.0 | 0.0 | 100.0 | 100.0 | 97.7 | 100.0 | 99.0 | 100.0 | 98.1 | 98.0 | | |
| Exiting Leg Total | | | | | 476 | | | | | 15 | | | | | | 1089 | | | | | | 16 | | | | | 877 | 2432 | | | |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 21 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 26 | 51 |
| % Heavy Vehicles | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 2.2 | 0.0 | 2.0 | 2.5 | 0.0 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 1.9 | 2.0 | |
| Exiting Leg Total | | | | | 0 | | | | 0 | 0 | | | | | | 24 | | | | | | 0 | | | | | 3 | 0 | 21 | 51 | |

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

| | Forest Street | | | | | Mirak Mill Park West Driveway | | | | | Massachusetts Avenue | | | | | Burton Street | | | | | Massachusetts Avenue | | | | | Total | | | | | |
|---------------------|---------------|----------|-----------|----------|------------|-------------------------------|-----------|----------|----------|-----------|----------------------|-----------|------------|----------|----------|---------------|----------|----------|----------|----------|----------------------|-----------|----------|------------|----------|------------|----------|------------|-------------|-------|------|
| | from North | | | | | from Northeast | | | | | from East | | | | | from South | | | | | from West | | | | | | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | | | | | | |
| 5:00 PM | 18 | 0 | 11 | 0 | 29 | 3 | 4 | 0 | 0 | 7 | 1 | 24 | 96 | 0 | 0 | 121 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 116 | 3 | 50 | 0 | 169 | 329 | | |
| 5:15 PM | 15 | 1 | 8 | 0 | 24 | 0 | 1 | 0 | 1 | 2 | 1 | 22 | 72 | 0 | 0 | 96 | 2 | 0 | 0 | 1 | 0 | 3 | 1 | 139 | 1 | 55 | 0 | 196 | 321 | | |
| 5:30 PM | 13 | 0 | 8 | 0 | 21 | 0 | 4 | 0 | 3 | 7 | 0 | 17 | 82 | 0 | 0 | 99 | 2 | 0 | 1 | 0 | 0 | 3 | 1 | 148 | 1 | 49 | 1 | 200 | 330 | | |
| 5:45 PM | 19 | 3 | 11 | 0 | 33 | 2 | 3 | 0 | 0 | 5 | 0 | 20 | 102 | 3 | 0 | 125 | 4 | 0 | 1 | 0 | 0 | 5 | 0 | 137 | 2 | 40 | 0 | 179 | 345 | | |
| Total Volume | 65 | 4 | 38 | 0 | 107 | 5 | 12 | 0 | 4 | 23 | 2 | 84 | 352 | 3 | 0 | 441 | 8 | 0 | 3 | 1 | 0 | 12 | 2 | 540 | 6 | 194 | 1 | 743 | 1329 | | |
| % Approach Total | 80.7 | 3.2 | 35.5 | 0.0 | 0.0 | 21.7 | 52.2 | 0.0 | 26.1 | 0.0 | 0.5 | 19.0 | 79.3 | 0.7 | 0.0 | 66.7 | 0.0 | 25.0 | 8.3 | 0.0 | 0.3 | 72.7 | 0.0 | 26.1 | 0.1 | 0.2 | 40.5 | 0.4 | 12.5 | 0.0 | 93.5 |
| PHF | 0.955 | 0.333 | 0.884 | 0.000 | 0.811 | 0.417 | 0.750 | 0.000 | 0.500 | 0.000 | 0.639 | 0.500 | 0.875 | 0.543 | 0.250 | 0.000 | 0.882 | 0.500 | 0.000 | 0.750 | 0.250 | 0.000 | 0.600 | 0.500 | 0.912 | 0.500 | 0.882 | 0.250 | 0.929 | 0.958 | |
| Cars | 65 | 4 | 38 | 0 | 107 | 5 | 12 | 0 | 5 | 22 | 2 | 82 | 340 | 3 | 0 | 427 | 8 | 0 | 3 | 1 | 0 | 12 | 2 | 530 | 6 | 193 | 1 | 732 | 1300 | | |
| Cars % | 100.0 | 100.0 | 100.0 | 0.0 | 100.0 | 100.0 | 100.0 | 0.0 | 83.3 | 0.0 | 95.7 | 100.0 | 97.6 | 96.6 | 100.0 | 0.0 | 96.8 | 100.0 | 0.0 | 100.0 | 0.0 | 100.0 | 100.0 | 98.1 | 100.0 | 99.5 | 100.0 | 98.5 | 98.0 | | |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 12 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 11 | 26 | |
| Heavy Vehicles % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16.7 | 0.0 | 4.3 | 0.0 | 2.4 | 3.4 | 0.0 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.9 | 0.0 | 0.5 | 0.0 | 1.5 | 2.0 | |
| Cars Entering Leg | 65 | 4 | 38 | 0 | 107 | 5 | 12 | 0 | 5 | 22 | 2 | 82 | 340 | 3 | 0 | 427 | 8 | 0 | 3 | 1 | 0 | 12 | 2 | 530 | 6 | 193 | 1 | 732 | 1300 | | |
| Heavy Entering Leg | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 12 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 11 | 26 | |
| Total Entering Leg | 65 | 4 | 38 | 0 | 107 | 5 | 12 | 0 | 6 | 22 | 2 | 84 | 352 | 3 | 0 | 441 | 8 | 0 | 3 | 1 | 0 | 12 | 2 | 540 | 6 | 194 | 1 | 743 | 1329 | | |
| Cars Exiting Leg | | | | | 283 | | | | | 8 | | | | | | 581 | | | | | | 9 | | | | | | 419 | 1300 | | |
| Heavy Exiting Leg | | | | | 0 | | | | 1 | 0 | | | | | 11 | | | | | | 0 | | | | | | 12 | 26 | | | |
| Total Exiting Leg | | | | | 283 | | | | 1 | 0 | | | | | 11 | | | | | | 0 | | | | | | 12 | 26 | | | |

PDI File #: 207450 B8CC
 Location: N: Forest Street S: Burton Street NE: Mirak Mill Park West Driveway
 Location: E: Massachusetts Avenue W: Massachusetts Avenue
 City, State: Arlington, MA
 Client: Nitsch Eng/B.Zimolka
 Site Code: TBD
 Count Date: Tuesday, February 4, 2020
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class:



Cars

| | Forest Street | | | | | Mirak Mill Park West Driveway | | | | | Massachusetts Avenue | | | | | Burton Street | | | | | Massachusetts Avenue | | | | | Total | | | | | |
|-------------------|---------------|----------|-----------|-----------|----------|-------------------------------|------------|-----------|----------|-----------|----------------------|----------|------------|------------|----------|---------------|------------|------------|----------|----------|----------------------|----------|-----------|------------|------------|----------|------------|-----------|------------|-------------|------|
| | from North | | | | | from Northeast | | | | | from East | | | | | from South | | | | | from West | | | | | | | | | | |
| | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Thru | Left | U-Turn | Total | Hard Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Thru | | Left | Hard Left | U-Turn | Total | |
| 4:00 PM | 26 | 1 | 3 | 0 | 0 | 30 | 1 | 3 | 0 | 0 | 4 | 3 | 21 | 93 | 2 | 0 | 117 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 118 | 3 | 23 | 0 | 142 | 296 | |
| 4:15 PM | 16 | 2 | 6 | 0 | 0 | 24 | 1 | 1 | 0 | 1 | 3 | 0 | 16 | 80 | 0 | 0 | 96 | 2 | 0 | 1 | 0 | 0 | 3 | 1 | 110 | 0 | 82 | 0 | 153 | 279 | |
| 4:30 PM | 18 | 0 | 15 | 0 | 0 | 33 | 2 | 5 | 0 | 0 | 7 | 2 | 13 | 93 | 0 | 0 | 108 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 113 | 1 | 84 | 0 | 149 | 297 | |
| 4:45 PM | 27 | 0 | 8 | 0 | 0 | 35 | 1 | 4 | 0 | 3 | 8 | 1 | 18 | 92 | 0 | 0 | 113 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 128 | 1 | 20 | 0 | 149 | 301 | |
| Total | 87 | 3 | 32 | 0 | 0 | 122 | 5 | 13 | 0 | 4 | 22 | 4 | 68 | 358 | 2 | 0 | 432 | 4 | 0 | 1 | 0 | 0 | 4 | 2 | 488 | 3 | 119 | 0 | 593 | 1178 | |
| 5:00 PM | 18 | 0 | 11 | 0 | 0 | 29 | 3 | 4 | 0 | 2 | 9 | 1 | 22 | 90 | 0 | 0 | 113 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 113 | 3 | 50 | 0 | 166 | 318 | |
| 5:15 PM | 15 | 1 | 8 | 0 | 0 | 24 | 0 | 1 | 0 | 1 | 2 | 1 | 23 | 71 | 0 | 0 | 95 | 2 | 0 | 0 | 1 | 0 | 3 | 1 | 136 | 1 | 55 | 0 | 193 | 317 | |
| 5:30 PM | 13 | 0 | 8 | 0 | 0 | 21 | 0 | 4 | 0 | 2 | 6 | 0 | 17 | 81 | 0 | 0 | 98 | 2 | 0 | 1 | 0 | 0 | 3 | 1 | 146 | 1 | 48 | 1 | 197 | 325 | |
| 5:45 PM | 19 | 3 | 11 | 0 | 0 | 33 | 2 | 3 | 0 | 0 | 5 | 0 | 20 | 98 | 3 | 0 | 121 | 4 | 0 | 1 | 0 | 0 | 5 | 0 | 135 | 1 | 40 | 0 | 176 | 340 | |
| Total | 65 | 4 | 38 | 0 | 0 | 107 | 5 | 12 | 0 | 5 | 22 | 2 | 82 | 340 | 3 | 0 | 427 | 8 | 0 | 3 | 1 | 0 | 12 | 2 | 530 | 6 | 193 | 1 | 732 | 1300 | |
| Grand Total | 152 | 7 | 70 | 0 | 0 | 229 | 10 | 25 | 0 | 9 | 44 | 6 | 150 | 698 | 5 | 0 | 859 | 11 | 0 | 4 | 1 | 0 | 16 | 4 | 999 | 9 | 312 | 1 | 1325 | 2473 | |
| Approach % | 66.4 | 3.1 | 30.6 | 0.0 | 0.0 | | 22.7 | 56.8 | 0.0 | 20.5 | 0.0 | 0.7 | 17.5 | 81.3 | 0.6 | 0.0 | | 68.8 | 0.0 | 25.0 | 6.3 | 0.0 | 0.8 | 0.3 | 75.4 | 0.7 | 23.5 | 0.1 | | | |
| Total % | 6.1 | 0.3 | 2.8 | 0.0 | 0.0 | | 0.4 | 1.0 | 0.0 | 0.4 | 0.0 | 1.8 | 0.2 | 6.4 | 28.2 | 0.2 | 0.0 | | 0.4 | 0.0 | 0.2 | 0.0 | 0.0 | 0.8 | 0.2 | 40.4 | 0.4 | 12.8 | 0.0 | 53.8 | |
| Leading Leg Total | | | | | | 478 | | | | | | 15 | | | | | | 1085 | | | | | | 16 | | | | | | 877 | 2473 |

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

| | Forest Street | | | | | Mirak Mill Park West Driveway | | | | | Massachusetts Avenue | | | | | Burton Street | | | | | Massachusetts Avenue | | | | | Total | | | | | |
|--------------------|---------------|-------|-------|-----------|--------|-------------------------------|------------|-------|-------|-----------|----------------------|-------|------------|-------|-------|---------------|-------|------------|-------|-------|----------------------|--------|-------|------------|-------|-------|-------|-----------|--------|-------|-------|
| | from North | | | | | from Northeast | | | | | from East | | | | | from South | | | | | from West | | | | | | | | | | |
| | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Thru | Left | U-Turn | Total | Hard Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Thru | | Left | Hard Left | U-Turn | Total | |
| 5:00 PM | 18 | 0 | 11 | 0 | 0 | 29 | 3 | 4 | 0 | 2 | 9 | 1 | 22 | 90 | 0 | 0 | 113 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 113 | 3 | 50 | 0 | 166 | 318 | |
| 5:15 PM | 15 | 1 | 8 | 0 | 0 | 24 | 0 | 1 | 0 | 1 | 2 | 1 | 23 | 71 | 0 | 0 | 95 | 2 | 0 | 0 | 1 | 0 | 3 | 1 | 136 | 1 | 55 | 0 | 193 | 317 | |
| 5:30 PM | 13 | 0 | 8 | 0 | 0 | 21 | 0 | 4 | 0 | 2 | 6 | 0 | 17 | 81 | 0 | 0 | 98 | 2 | 0 | 1 | 0 | 0 | 3 | 1 | 146 | 1 | 48 | 1 | 197 | 325 | |
| 5:45 PM | 19 | 3 | 11 | 0 | 0 | 33 | 2 | 3 | 0 | 0 | 5 | 0 | 20 | 98 | 3 | 0 | 121 | 4 | 0 | 1 | 0 | 0 | 5 | 0 | 135 | 1 | 40 | 0 | 176 | 340 | |
| Total Volume | 65 | 4 | 38 | 0 | 0 | 107 | 5 | 12 | 0 | 5 | 22 | 2 | 82 | 340 | 3 | 0 | 427 | 8 | 0 | 3 | 1 | 0 | 12 | 2 | 530 | 6 | 193 | 1 | 732 | 1300 | |
| % Approach % Total | 60.7 | 3.7 | 35.5 | 0.0 | 0.0 | | 22.7 | 56.5 | 0.0 | 22.7 | 0.0 | 0.5 | 19.2 | 79.6 | 0.7 | 0.0 | | 66.7 | 0.0 | 25.0 | 6.3 | 0.0 | 0.8 | 0.3 | 72.4 | 0.8 | 28.4 | 0.1 | | | |
| Eff | 0.855 | 0.333 | 0.864 | 0.000 | 0.000 | 0.811 | 0.417 | 0.780 | 0.000 | 0.625 | 0.000 | 0.611 | 0.900 | 0.891 | 0.867 | 0.290 | 0.000 | 0.852 | 0.500 | 0.000 | 0.750 | 0.250 | 0.000 | 0.600 | 0.500 | 0.908 | 0.500 | 0.877 | 0.250 | 0.929 | 0.956 |
| Following Leg | | | | | | 107 | | | | | | 22 | | | | | | 427 | | | | | | 12 | | | | | | 732 | 1300 |
| Following Leg | | | | | | 283 | | | | | | 8 | | | | | | 563 | | | | | | 8 | | | | | | 819 | 1300 |
| Total | | | | | | 390 | | | | | | 30 | | | | | | 1008 | | | | | | 21 | | | | | | 1151 | 2640 |

PDI File #: 207450 BBCC
 Location: N: Forest Street S: Burton Street NE: Mirak Mill Park West Driveway
 Location: E: Massachusetts Avenue W: Massachusetts Avenue
 City, State: Arlington, MA
 Client: Nitsch Eng/B.Zimolka
 Site Code: TBD
 Count Date: Tuesday, February 4, 2020
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class:



Buses

| | Buses | | | | | | | | | | | | | | | | | | | | Total | | | | | | | | | | |
|-------------------|---------------|------|-----------|--------|-------|-------------------------------|------------|-----------|-----------|--------|----------------------|------------|-------|------|-------|---------------|-------|-------|------------|------|-------|----------------------|-------|-------|-------|-----------|------|--------|-------|------|----|
| | Forest Street | | | | | Mirak Mill Park West Driveway | | | | | Massachusetts Avenue | | | | | Burton Street | | | | | | Massachusetts Avenue | | | | | | | | | |
| | from North | | | | | from Northeast | | | | | from East | | | | | from South | | | | | | from West | | | | | | | | | |
| Right | Thru | Left | Hard Left | U Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U Turn | Total | Hard Right | Right | Thru | Left | U Turn | Total | Right | Bear Right | Thru | Left | U Turn | Total | Right | Thru | Bear Left | Left | U Turn | Total | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 5 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 5 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 5 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 4 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 17 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 6 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 6 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 7 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 4 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 17 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 18 | 34 |
| 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 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| 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 | 47.1 | 0.0 | 0.0 | 47.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 52.9 | 0.0 | 0.0 | 0.0 | 52.9 | |
| Exhibit Log Total | | | | | | | | | | | | 18 | | | | | 0 | | | | | 16 | | | | | 34 | | | | |

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

| | Peak Hour Analysis | | | | | | | | | | | | | | | | | | | | Total | | | | | | | | | | |
|------------------|--------------------|-------|-----------|--------|-------|-------------------------------|------------|-----------|-----------|--------|----------------------|------------|-------|-------|-------|---------------|-------|-------|------------|-------|-------|----------------------|-------|-------|-------|-----------|-------|--------|-------|-------|----|
| | Forest Street | | | | | Mirak Mill Park West Driveway | | | | | Massachusetts Avenue | | | | | Burton Street | | | | | | Massachusetts Avenue | | | | | | | | | |
| | from North | | | | | from Northeast | | | | | from East | | | | | from South | | | | | | from West | | | | | | | | | |
| Right | Thru | Left | Hard Left | U Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U Turn | Total | Hard Right | Right | Thru | Left | U Turn | Total | Right | Bear Right | Thru | Left | U Turn | Total | Right | Thru | Bear Left | Left | U Turn | Total | | |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 5 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 5 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 4 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 6 |
| Total volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 8 | 18 |
| % 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 | 100.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.750 | |
| 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 | 0.625 | 0.000 | 0.000 | 0.625 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.800 | 0.000 | 0.000 | 0.000 | 0.800 | 0.750 | |
| Exhibit Log | | | | | | | | | | | | 10 | | | | | 0 | | | | | 8 | | | | | 18 | | | | |
| Exhibit Log | | | | | | | | | | | | 0 | | | | | 0 | | | | | 0 | | | | | 10 | | | | |
| Total | | | | | | | | | | | | 18 | | | | | 0 | | | | | 16 | | | | | 34 | | | | |

PDI File #: 207450 BBCC
 Location: N: Forest Street S: Burton Street NE: Mirak Mill Park West Driveway
 Location: E: Massachusetts Avenue W: Massachusetts Avenue
 City, State: Arlington, MA
 Client: Nitsch Eng/B Zimolka
 Site Code: TBD
 Count Date: Tuesday, February 4, 2020
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class:



Single-Unit Trucks

| | Forest Street | | | | | Mirak Mill Park West Driveway | | | | | Massachusetts Avenue | | | | | Burton Street | | | | | Massachusetts Avenue | | | | | Total | | | | | | |
|-------------------|---------------|------|------|--------|-------|-------------------------------|------------|-----------|-----------|--------|----------------------|------------|-------|------|------|---------------|-------|-------|------------|------|----------------------|--------|-------|-------|------|-------|-----------|------|--------|-------|------|----|
| | from North | | | | | from Northeast | | | | | from East | | | | | from South | | | | | from West | | | | | | | | | | | |
| | Right | Thru | Left | U-Turn | Total | Hard Right | Base Right | Base Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | Right | Base Right | Thru | Left | U-Turn | Total | Right | Thru | | Base Left | Left | U-Turn | Total | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 3 | 3 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 5 | 7 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 4 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 8 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 3 | 0 | 7 | 15 |
| Approach % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 42.9 | 57.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 57.1 | 0.0 | 42.9 | 0.0 | | |
| Total % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.7 | 0.0 | 0.0 | 20.0 | 26.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26.7 | 0.0 | 20.0 | 0.0 | 46.7 | |
| Timing (eg Total) | | | | | 6 | | | | | 0 | | | | | 5 | | | | | | | | | | | | | | | 14 | | 15 |

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

| 4:15 PM | Forest Street | | | | | Mirak Mill Park West Driveway | | | | | Massachusetts Avenue | | | | | Burton Street | | | | | Massachusetts Avenue | | | | | Total | | | | | | |
|------------------|---------------|-------|-------|--------|-------|-------------------------------|------------|-----------|-----------|--------|----------------------|------------|-------|-------|-------|---------------|-------|-------|------------|-------|----------------------|--------|-------|-------|-------|-------|-----------|-------|--------|-------|-------|-------|
| | from North | | | | | from Northeast | | | | | from East | | | | | from South | | | | | from West | | | | | | | | | | | |
| | Right | Thru | Left | U-Turn | Total | Hard Right | Base Right | Base Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | Right | Base Right | Thru | Left | U-Turn | Total | Right | Thru | | Base Left | Left | U-Turn | Total | | |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 3 | 3 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 5 | 9 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 5 | 9 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 60.0 | 0.0 | 40.0 | 0.0 | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.375 | 0.000 | 0.500 | 0.000 | 0.417 | 0.563 |
| Timing (eg | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 5 | 9 |
| Timing (eg | | | | | 4 | | | | | 0 | | | | | 3 | | | | | | | | | | | | | | | 2 | | 5 |
| Total | | | | | 4 | | | | | 0 | | | | | 7 | | | | | | | | | | | | | | | 7 | | 18 |

PDI File #: 207450 BBCC
 Location: N: Forest Street S: Burton Street NE: Mirak Mill Park West Driveway
 Location: E: Massachusetts Avenue W: Massachusetts Avenue
 City, State: Arlington, MA
 Client: Nitsch Eng/B.Zimolka
 Site Code: TBD
 Count Date: Tuesday, February 4, 2020
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class:



Articulated Trucks

| | Forest Street | | | | | Mirak Mill Park West Driveway | | | | | Massachusetts Avenue | | | | | Burton Street | | | | | Massachusetts Avenue | | | | | Total | | | | | | |
|------------------|---------------|------|------|--------|-------|-------------------------------|------|------|--------|-------|----------------------|------|------|--------|-------|---------------|------|------|--------|-------|----------------------|------|------|--------|-------|-------|---|---|---|---|---|---|
| | from North | | | | | from Northeast | | | | | from East | | | | | from South | | | | | from West | | | | | | | | | | | |
| | Right | Thru | Left | U-Turn | Total | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Signal Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approach W | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total W | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ending Leg Total | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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

| 4:15 PM | Forest Street | | | | | Mirak Mill Park West Driveway | | | | | Massachusetts Avenue | | | | | Burton Street | | | | | Massachusetts Avenue | | | | | Total | | | | | | |
|------------------|---------------|-------|-------|--------|-------|-------------------------------|-------|-------|--------|-------|----------------------|-------|-------|--------|-------|---------------|-------|-------|--------|-------|----------------------|-------|-------|--------|-------|-------|-------|-------|-------|-------|-------|-------|
| | from North | | | | | from Northeast | | | | | from East | | | | | from South | | | | | from West | | | | | | | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | | | | | | | |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 1 | 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 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| W Approach Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.250 | 0.500 |
| Ending Leg | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ending Leg | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

PDI File #: 207450 BBCC
 Location: N: Forest Street S: Burton Street NE: Mirak Mill Park West Driveway
 Location: E: Massachusetts Avenue W: Massachusetts Avenue
 City, State: Arlington, MA
 Client: Nitsch Eng/B.Zimolka
 Site Code: TBD
 Count Date: Tuesday, February 4, 2020
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class:



Bicycles (on Roadway and Crosswalks)

| | Forest Street | | | | | Mirak Mill Park West Driveway | | | | | Massachusetts Avenue | | | | | Burton Street | | | | | Massachusetts Avenue | | | | | Total | | | | | | | | | | | | | | | |
|------------------|---------------|------|------|-------|-------|-------------------------------|------|------|-------|-------|----------------------|------|------|-------|-------|---------------|------|------|-------|-------|----------------------|------|------|-------|-------|-------|---|---|-----|-----|---|---|---|---|---|---|---|---|-----|---|---|
| | from North | | | | | from Northeast | | | | | from East | | | | | from South | | | | | from West | | | | | | | | | | | | | | | | | | | | |
| | Right | Thru | Left | Other | Total | Right | Thru | Left | Other | Total | Right | Thru | Left | Other | Total | Right | Thru | Left | Other | Total | Right | Thru | Left | Other | Total | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:00 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| Grand Total | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| Approach % | 100 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | | |
| Total % | 100 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | | |
| Ending Leg Total | 0 | | | | | 0 | | | | | 3 | | | | | 2 | | | | | 5 | | | | | 10 | | | | | | | | | | | | | | | |

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

| | Forest Street | | | | | Mirak Mill Park West Driveway | | | | | Massachusetts Avenue | | | | | Burton Street | | | | | Massachusetts Avenue | | | | | Total | | | | | | | | | | |
|---------------------|---------------|------|------|-------|-------|-------------------------------|------|------|-------|-------|----------------------|------|------|-------|-------|---------------|------|------|-------|-------|----------------------|------|------|-------|-------|-------|-----|---|---|---|---|---|---|---|---|-----|
| | from North | | | | | from Northeast | | | | | from East | | | | | from South | | | | | from West | | | | | | | | | | | | | | | |
| | Right | Thru | Left | Other | Total | Right | Thru | Left | Other | Total | Right | Thru | Left | Other | Total | Right | Thru | Left | Other | Total | Right | Thru | Left | Other | Total | | | | | | | | | | | |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total Volume | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Approach % | 100 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| Total % | 100 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| Ending Leg | 1 | | | | | 0 | | | | | 3 | | | | | 2 | | | | | 5 | | | | | 9 | | | | | | | | | | |
| Ending Leg | 0 | | | | | 0 | | | | | 2 | | | | | 2 | | | | | 3 | | | | | 3 | | | | | | | | | | |
| Total | 1 | | | | | 0 | | | | | 5 | | | | | 4 | | | | | 8 | | | | | 12 | | | | | | | | | | |

PDI File #: 207450 BBCC
 Location: N: Forest Street S: Burton Street NE: Mirak Mill Park West Driveway
 Location: E: Massachusetts Avenue W: Massachusetts Avenue
 City, State: Arlington, MA
 Client: Nitsch Eng./B.Zimolka
 Site Code: TBD
 Count Date: Tuesday, February 4, 2020
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class:



Pedestrians

| | Forest Street | | | | | Mirak Mill Park West Driveway | | | | | Massachusetts Avenue | | | | | Burton Street | | | | | Massachusetts Avenue | | | | | Total | | | | | | | | | | |
|--------------------|---------------|---|---|---|------|-------------------------------|------|----|---|---|----------------------|------|------|------|---|---------------|---|---|---|---|----------------------|----|---|---|---|-------|---|---|----|---|------|------|----|----|----|----|
| | from North | | | | | from Northeast | | | | | from East | | | | | from South | | | | | from West | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 10 | | |
| 4:15 PM | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 12 | |
| 4:30 PM | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 5 | | |
| 4:45 PM | 0 | 0 | 0 | 0 | 5 | 2 | 7 | 0 | 0 | 0 | 0 | 6 | 3 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 21 | | |
| Total | 0 | 0 | 0 | 0 | 9 | 4 | 13 | 0 | 0 | 0 | 0 | 9 | 5 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 8 | 68 | | |
| 5:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 7 | | |
| 5:15 PM | 0 | 0 | 0 | 0 | 3 | 3 | 6 | 0 | 0 | 0 | 0 | 3 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 16 | | |
| 5:30 PM | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 10 | | |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | | |
| Total | 0 | 0 | 0 | 0 | 6 | 4 | 10 | 0 | 0 | 0 | 0 | 8 | 6 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | 38 | |
| Grand Total | 0 | 0 | 0 | 0 | 15 | 8 | 23 | 0 | 0 | 0 | 0 | 17 | 11 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 17 | 86 | | |
| Approach N | 0 | 0 | 0 | 0 | 65.2 | 34.8 | | 0 | 0 | 0 | 0 | 60.7 | 39.3 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 50 | | 14 | | |
| Total N | 0 | 0 | 0 | 0 | 17.4 | 9.9 | 26.3 | 0 | 0 | 0 | 0 | 19.8 | 12.8 | 32.6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6.88 | 6.88 | | 14 | | |
| Existing Leg Total | 23 | | | | | | | 28 | | | | | | | 0 | | | | | | | 23 | | | | | | | 12 | | | | | | | 88 |

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

| 4:45 PM | Forest Street | | | | | Mirak Mill Park West Driveway | | | | | Massachusetts Avenue | | | | | Burton Street | | | | | Massachusetts Avenue | | | | | Total | | | | | | | | | | |
|-----------------------|---------------|------|------|------|-------|-------------------------------|-------|------|------|------|----------------------|-------|-------|-------|------|---------------|------|------|------|------|----------------------|------|------|------|------|-------|------|------|------|------|------|------|------|------|----|-----|
| | from North | | | | | from Northeast | | | | | from East | | | | | from South | | | | | from West | | | | | | | | | | | | | | | |
| 4:45 PM | 0 | 0 | 0 | 0 | 5 | 2 | 7 | 0 | 0 | 0 | 0 | 4 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 21 | | |
| 5:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 7 | |
| 5:15 PM | 0 | 0 | 0 | 0 | 3 | 3 | 6 | 0 | 0 | 0 | 0 | 3 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 16 | |
| 5:30 PM | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 10 | |
| Total Volume | 0 | 0 | 0 | 0 | 11 | 5 | 16 | 0 | 0 | 0 | 0 | 13 | 6 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 5 | 54 | | |
| Approach Total | 0 | 0 | 0 | 0 | 11 | 5 | 16 | 0 | 0 | 0 | 0 | 13 | 6 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 5 | 54 | | |
| PHF | 0.00 | 0.00 | 0.00 | 0.00 | 0.408 | 0.312 | 0.313 | 0.00 | 0.00 | 0.00 | 0.00 | 0.449 | 0.312 | 0.313 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| Enter/Exit Leg | 0 | 0 | 0 | 0 | 11 | 5 | 16 | 0 | 0 | 0 | 0 | 13 | 6 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 5 | 54 | | | |
| Existing Leg | 16 | | | | | | | 19 | | | | | | | 0 | | | | | | | 16 | | | | | | | 5 | | | | | | | 54 |
| Total | 32 | | | | | | | 33 | | | | | | | 0 | | | | | | | 25 | | | | | | | 10 | | | | | | | 108 |

PDI File #: 207450 BC
 Location: N: Forest Street S: Burton Street NE: Mirak Mill Park West Driveway
 Location: E: Massachusetts Avenue W: Massachusetts Avenue
 City, State: Arlington, MA
 Client: Nitsch Eng/B.Zimolka
 Site Code: TBD
 Count Date: Tuesday, February 4, 2020
 Start Time: 7:00 AM
 End Time: 9:00 AM
 Class:



Cars

| | Forest Street | | | | | Mirak Mill Park West Driveway | | | | | Massachusetts Avenue | | | | | Burton Street | | | | | Massachusetts Avenue | | | | | Total | | |
|-------------------|---------------|-----------|-----------|----------|------------|-------------------------------|----------|----------|----------|----------|----------------------|-----------|------------|----------|----------|---------------|----------|-----------|----------|----------|----------------------|----------|----------|----------|-----------|------------|-------------|------|
| | from North | | | | | from Northeast | | | | | from East | | | | | from South | | | | | from West | | | | | | | |
| | Right | Thru | Left | U-Turn | Total | 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 | 44 | 4 | 18 | 0 | 66 | 0 | 1 | 0 | 0 | 1 | 0 | 8 | 79 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 252 |
| 7:15 AM | 48 | 3 | 13 | 1 | 65 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 69 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 110 | 253 |
| 7:30 AM | 52 | 11 | 13 | 0 | 76 | 0 | 0 | 0 | 0 | 0 | 3 | 28 | 94 | 1 | 1 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 | 322 | |
| 7:45 AM | 41 | 9 | 20 | 0 | 70 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 110 | 5 | 0 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 180 | 356 | |
| Total | 185 | 27 | 64 | 1 | 277 | 0 | 1 | 0 | 0 | 1 | 4 | 66 | 352 | 6 | 1 | 23 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 443 | 1183 | |
| 8:00 AM | 57 | 1 | 19 | 0 | 77 | 1 | 0 | 0 | 1 | 2 | 2 | 27 | 118 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 | 338 | |
| 8:15 AM | 41 | 1 | 11 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 1 | 13 | 85 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 184 | 258 | |
| 8:30 AM | 30 | 0 | 10 | 1 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 86 | 0 | 0 | 4 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 116 | 261 | |
| 8:45 AM | 27 | 1 | 9 | 1 | 38 | 0 | 0 | 0 | 2 | 2 | 1 | 13 | 108 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 109 | 274 | |
| Total | 155 | 3 | 49 | 2 | 209 | 1 | 0 | 0 | 3 | 4 | 4 | 66 | 397 | 2 | 0 | 7 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 12 | 437 | 1331 | |
| Grand Total | 340 | 30 | 113 | 3 | 486 | 1 | 1 | 0 | 3 | 5 | 8 | 132 | 749 | 8 | 1 | 30 | 1 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 45 | 1133 | 2314 | |
| Approach % | 70.0 | 6.2 | 23.3 | 0.6 | 0.0 | 20.0 | 20.0 | 0.0 | 60.0 | 0.0 | 0.9 | 14.7 | 83.4 | 0.9 | 0.1 | 66.7 | 2.2 | 26.7 | 4.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15.1 | 0.0 | |
| Total % | 14.7 | 1.3 | 4.9 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.3 | 5.7 | 32.4 | 0.3 | 0.0 | 3.3 | 0.0 | 0.5 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.9 | 0.0 | 36.0 | |
| Feeling Log Total | | | | | 279 | | | | | 45 | | | | | 86.0 | | | | | | | | | | | 39 | 1092 | 2314 |

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

| | Forest Street | | | | | Mirak Mill Park West Driveway | | | | | Massachusetts Avenue | | | | | Burton Street | | | | | Massachusetts Avenue | | | | | Total | | | | | |
|------------------|---------------|-------|-------|--------|------------|-------------------------------|-------|-------|--------|-----------|----------------------|-------|-------|--------|------------|---------------|-------|-------|--------|-------|----------------------|-------|-------|--------|-----------|-------------|-------------|-------|-------|-------|-------|
| | from North | | | | | from Northeast | | | | | from East | | | | | from South | | | | | from West | | | | | | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | | | | | | |
| 7:30 AM | 52 | 11 | 13 | 0 | 76 | 0 | 0 | 0 | 0 | 0 | 3 | 28 | 94 | 1 | 1 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 | 322 | | | | |
| 7:45 AM | 41 | 9 | 20 | 0 | 70 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 110 | 5 | 0 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 180 | 356 | | | | |
| 8:00 AM | 57 | 1 | 19 | 0 | 77 | 1 | 0 | 0 | 1 | 2 | 2 | 27 | 118 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 | 338 | | | | |
| 8:15 AM | 41 | 1 | 11 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 1 | 13 | 85 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 184 | 258 | | | | |
| Total Volume | 191 | 22 | 63 | 0 | 276 | 1 | 0 | 0 | 1 | 2 | 6 | 93 | 407 | 8 | 1 | 18 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 453 | 1274 | | | | |
| % Approach Total | 69.2 | 8.0 | 22.8 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 50.0 | 0.0 | 1.2 | 18.1 | 79.0 | 1.6 | 0.2 | 64.3 | 3.8 | 32.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15.1 | 0.0 | | | | |
| PHF | 0.838 | 0.300 | 0.738 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.250 | 0.000 | 0.250 | 0.830 | 0.862 | 0.400 | 0.250 | 0.864 | 0.500 | 0.250 | 0.321 | 0.000 | 0.000 | 0.000 | 0.000 | 0.433 | 0.250 | 0.868 | 0.356 | 0.753 | 0.000 | 0.371 | 0.893 |
| Feeling Log | 191 | 22 | 63 | 0 | 276 | 1 | 0 | 0 | 1 | 2 | 6 | 93 | 407 | 8 | 1 | 18 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 453 | 1274 | | | | |
| Feeling Log | | | | | 188 | | | | | 27 | | | | | 85.0 | | | | | | | | | | | 31 | 588 | 1274 | | | |
| Total | | | | | 464 | | | | | 29 | | | | | 142 | | | | | | | | | | 39 | 1051 | 2348 | | | | |

PDI File #: 207450 BC
 Location: N: Forest Street S: Burton Street NE: Mirak Mill Park West Driveway
 Location: E: Massachusetts Avenue W: Massachusetts Avenue
 City, State: Arlington, MA
 Client: Nitsch Eng/B.Zimolka
 Site Code: TBD
 Count Date: Tuesday, February 4, 2020
 Start Time: 7:00 AM
 End Time: 9:00 AM
 Class



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

| | Forest Street | | | | | Mirak Mill Park West Driveway | | | | | Massachusetts Avenue | | | | | Burton Street | | | | | Massachusetts Avenue | | | | | Total | | | | | | | | | | | | | | | |
|--------------------|---------------|----------|----------|-----------|----------|-------------------------------|------------|----------|----------|-----------|----------------------|----------|------------|-----------|----------|---------------|-----------|------------|----------|----------|----------------------|----------|----------|------------|-----------|----------|----------|-----------|-----------|-------|-----|------|-----|------|------|-----|-----|------|-----|------|-----|
| | from North | | | | | from Northeast | | | | | from East | | | | | from South | | | | | from West | | | | | | | | | | | | | | | | | | | | |
| | Right | Thru | Left | Head/Left | U-Turn | Total | Head/Right | Thru | Left | Head/Left | U-Turn | Total | Head/Right | Thru | Left | U-Turn | Total | Head/Right | Thru | Left | Head/Left | U-Turn | Total | Head/Right | Thru | | Left | Head/Left | U-Turn | Total | | | | | | | | | | | |
| 7:00 AM | 2 | 0 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 24 | | | | | | | | | | | | |
| 7:15 AM | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 18 | | | | | | | | | | | | |
| 7:30 AM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 22 | | | | | | | | | | | | |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 17 | | | | | | | | | | | | |
| Total | 5 | 0 | 2 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 51 | 0 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 28 | 81 | | | | | | | | | | | | |
| 8:00 AM | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 13 | | | | | | | | | | | | |
| 8:15 AM | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 18 | | | | | | | | | | | | |
| 8:30 AM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 7 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 6 | 15 | | | | | | | | | | | | |
| 8:45 AM | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 0 | 0 | 8 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 6 | 0 | 0 | 6 | 17 | | | | | | | | | | | | |
| Total | 6 | 0 | 3 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 25 | 0 | 0 | 29 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 27 | 0 | 1 | 28 | 63 | | | | | | | | | | | | |
| Grand Total | 9 | 0 | 5 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 56 | 0 | 0 | 60 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 65 | 0 | 4 | 69 | 144 | | | | | | | | | | | | |
| Approach % | 64.3 | 0.0 | 35.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.7 | 93.3 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 94.2 | 0.0 | 5.8 | 100.0 | | | | | | | | | | | | | | |
| Total % | 6.3 | 0.0 | 3.5 | 0.0 | 0.0 | 9.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.8 | 38.9 | 0.0 | 0.0 | 41.7 | 0.0 | 0.0 | 0.0 | 0.7 | 0.0 | 0.0 | 0.0 | 45.1 | 0.0 | 2.8 | 47.9 | | | | | | | | | | | | | |
| Entering Leg Total | | | | | | 8 | | | | | | 0 | | | | | | 0 | | | | | | 66 | 144 | | | | | | | | | | | | | | | | |
| Buses | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | 21 | 0 | 0 | 0 | 21 | 45 | | | | | | | | | | | |
| % Buses | | | | | | 0.0 | | | | | | 0.0 | | | | | | 0.0 | | | | | | 0.0 | 32.3 | 0.0 | 0.0 | 0.0 | 32.3 | 33.3 | | | | | | | | | | | |
| Entering Leg Total | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 24 | 45 | | | | | | | | | | |
| Single Unit Trucks | | | | | | 9 | | | | | | 0 | | | | | | 1 | | | | | | 1 | | | | | | 38 | 0 | 3 | 0 | 41 | 88 | | | | | | |
| % Single Unit | | | | | | 100.0 | | | | | | 0.0 | | | | | | 100.0 | | | | | | 100.0 | | | | | | 58.5 | 0.0 | 75.0 | 0.0 | 59.6 | 61.1 | | | | | | |
| Exiting Leg Total | | | | | | 6 | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 6 | | | | | | 39 | 88 | | | | |
| Articulated Trucks | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 6 | 0 | 1 | 0 | 7 | 11 |
| % Articulated | | | | | | 0.0 | | | | | | 0.0 | | | | | | 0.0 | | | | | | 0.0 | | | | | | 0.0 | | | | | | 9.2 | 0.0 | 25.0 | 0.0 | 10.1 | 7.6 |
| Exiting Leg Total | | | | | | 2 | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 3 | 11 | | | | |

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

| | Forest Street | | | | | Mirak Mill Park West Driveway | | | | | Massachusetts Avenue | | | | | Burton Street | | | | | Massachusetts Avenue | | | | | Total | | | | | | | | | | | | | | | | | |
|-------------------------|---------------|------------|------------|------------|------------|-------------------------------|------------|------------|------------|------------|----------------------|------------|------------|-------------|------------|---------------|--------------|------------|------------|------------|----------------------|------------|------------|------------|-------------|------------|------------|-------------|-----------|-------|-----|------|-----|------|------|------|-----|------|-----|------|------|---|----|
| | from North | | | | | from Northeast | | | | | from East | | | | | from South | | | | | from West | | | | | | | | | | | | | | | | | | | | | | |
| | Right | Thru | Left | Head/Left | U-Turn | Total | Head/Right | Thru | Left | Head/Left | U-Turn | Total | Head/Right | Thru | Left | U-Turn | Total | Head/Right | Thru | Left | Head/Left | U-Turn | Total | Head/Right | Thru | | Left | Head/Left | U-Turn | Total | | | | | | | | | | | | | |
| 7:00 AM | 2 | 0 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 24 | | | | | | | | | | | | | | |
| 7:15 AM | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 18 | | | | | | | | | | | | | | |
| 7:30 AM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 22 | | | | | | | | | | | | | | |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 17 | | | | | | | | | | | | | | |
| Total Volume | 5 | 0 | 2 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 51 | 0 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 28 | 81 | | | | | | | | | | | | | | |
| % Approach Total | 6.3 | 0.0 | 3.5 | 0.0 | 0.0 | 9.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.7 | 93.3 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 45.1 | 0.0 | 2.8 | 47.9 | | | | | | | | | | | | | | | |
| PHF | | | | | | 0.825 | | | | | | 0.000 | | | | | | 0.600 | | | | | | 0.884 | | | | | | 0.844 | | | | | | | | | | | | | |
| Buses | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 9 | 0 | 0 | 0 | 9 | 24 | | | | | | | | |
| Buses % | | | | | | 0.0 | | | | | | 0.0 | | | | | | 0.0 | | | | | | 0.0 | | | | | | 0.0 | | | | | | 23.7 | 0.0 | 0.0 | 0.0 | 23.7 | 29.6 | | |
| Single Unit Trucks | | | | | | 5 | | | | | | 0 | | | | | | 1 | | | | | | 1 | | | | | | 24 | 0 | 2 | 0 | 26 | 50 | | | | | | | | |
| Single Unit % | | | | | | 100.0 | | | | | | 0.0 | | | | | | 100.0 | | | | | | 100.0 | | | | | | 63.2 | 0.0 | 66.7 | 0.0 | 63.4 | 61.7 | | | | | | | | |
| Articulated Trucks | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 5 | 0 | 1 | 0 | 6 | 7 | | |
| Articulated % | | | | | | 0.0 | | | | | | 0.0 | | | | | | 0.0 | | | | | | 0.0 | | | | | | 0.0 | | | | | | 13.2 | 0.0 | 33.3 | 0.0 | 14.6 | 8.6 | | |
| Buses | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 9 | 0 | 0 | 0 | 9 | 24 | | |
| Single Unit Trucks | | | | | | 5 | | | | | | 0 | | | | | | 1 | | | | | | 1 | | | | | | 24 | 0 | 2 | 0 | 26 | 50 | | | | | | | | |
| Articulated Trucks | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 5 | 0 | 1 | 0 | 6 | 7 | | |
| Total Exiting Leg | | | | | | 5 | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 28 | 0 | 3 | 0 | 31 | 81 | | |
| Buses | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 9 | 24 |
| Single Unit Trucks | | | | | | 5 | | | | | | 0 | | | | | | 1 | | | | | | 1 | | | | | | 24 | 0 | 2 | 0 | 26 | 50 | | | | | | | | |
| Articulated Trucks | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 5 | 0 | 1 | 0 | 6 | 7 | | |
| Total Exiting Leg | | | | | | 5 | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 24 | 0 | 3 | 0 | 27 | 81 | | |

PDI File #: 207450 BC
 Location: N: Forest Street S: Burton Street NE: Mirak Mill Park West Driveway
 Location: E: Massachusetts Avenue W: Massachusetts Avenue
 City, State: Arlington, MA
 Client: Nitsch Eng/B.Zimolka
 Site Code: TBD
 Count Date: Tuesday, February 4, 2020
 Start Time: 7:00 AM
 End Time: 9:00 AM
 Class:



Buses

| | Forest Street | | | | | Mirak Mill Park West Driveway | | | | | Massachusetts Avenue | | | | | Burton Street | | | | | Massachusetts Avenue | | | | | Total | |
|--------------------|---------------|------|------|--------|-------|-------------------------------|------|------|--------|-------|----------------------|------|-------|--------|-------|---------------|------|------|--------|-------|----------------------|-------|------|--------|-------|-------|----|
| | from North | | | | | from Northeast | | | | | from East | | | | | from South | | | | | from West | | | | | | |
| | Right | Thru | Left | U-Turn | Total | 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 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 9 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 8 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 6 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 9 | 24 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 7 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 4 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 5 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 5 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 12 | 21 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 21 | 45 |
| 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 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Route % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 53.3 | 0.0 | 53.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 46.7 | 0.0 | 0.0 | 0.0 | 46.7 | |
| Entering Leg Total | 0 | | | | | 0 | | | | | 21 | | | | | 0 | | | | | 24 | | | | | 45 | |

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

| | Forest Street | | | | | Mirak Mill Park West Driveway | | | | | Massachusetts Avenue | | | | | Burton Street | | | | | Massachusetts Avenue | | | | | Total | |
|------------------|---------------|-------|-------|--------|-------|-------------------------------|-------|-------|--------|-------|----------------------|-------|-------|--------|-------|---------------|-------|-------|--------|-------|----------------------|-------|-------|--------|-------|-------|-------|
| | from North | | | | | from Northeast | | | | | from East | | | | | from South | | | | | from West | | | | | | |
| | Right | Thru | Left | U-Turn | Total | 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 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 9 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 8 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 6 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 9 | 24 |
| Total Volume | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| % Approach Total | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.750 | 0.000 | 0.750 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.343 | 0.000 | 0.000 | 0.000 | 0.343 | 0.667 |
| Entering Leg | 0 | | | | | 0 | | | | | 15 | | | | | 0 | | | | | 9 | | | | | 24 | |
| Exiting Leg | 0 | | | | | 0 | | | | | 0 | | | | | 0 | | | | | 15 | | | | | 24 | |
| Total | 0 | | | | | 0 | | | | | 24 | | | | | 0 | | | | | 24 | | | | | 48 | |

PDI File #: 207450 8C
 Location: N: Forest Street S: Burton Street NE: Mirak Mill Park West Driveway
 Location: E: Massachusetts Avenue W: Massachusetts Avenue
 City, State: Arlington, MA
 Client: Nitsch Eng/B.Zimolka
 Site Code: TBD
 Count Date: Tuesday, February 4, 2020
 Start Time: 7:00 AM
 End Time: 9:00 AM
 Class



Single-Unit Trucks

| | Forest Street | | | | | Mirak Mill Park West Driveway | | | | | Massachusetts Avenue | | | | | Burton Street | | | | | Massachusetts Avenue | | | | | Total | | | | |
|--------------------|---------------|------|------|------------|--------|-------------------------------|-------------|-------|------|------|----------------------|--------|-------|-------------|-------|---------------|------|--------|-------|-------|----------------------|------|------------|--------|-------|-------|------|------|----|----|
| | from North | | | | | from Northeast | | | | | from East | | | | | from South | | | | | from West | | | | | | | | | |
| | Right | Thru | Left | Stand Left | U-Turn | Total | Stand Right | Right | Thru | Left | Stand Left | U-Turn | Total | Stand Right | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | Stand Left | U-Turn | Total | | | | | |
| 7:00 AM | 2 | 0 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 14 | | |
| 7:15 AM | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 9 | | |
| 7:30 AM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 18 | | |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 8 | | |
| Total | 5 | 0 | 2 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 15 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 50 | | |
| 8:00 AM | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | | |
| 8:15 AM | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 12 | | |
| 8:30 AM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 10 | | |
| 8:45 AM | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 10 | | | |
| Total | 6 | 0 | 3 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 14 | 38 | | |
| Grand Total | 9 | 0 | 5 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 29 | 0 | 0 | 32 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 38 | 88 | | |
| Approach % | 64.3 | 0.0 | 35.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9.4 | 90.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 92.7 | 7.3 | | |
| Percent | 10.2 | 0.0 | 5.7 | 0.0 | 0.0 | 15.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.4 | 33.0 | 0.0 | 0.0 | 36.4 | 0.0 | 0.0 | 0.0 | 1.1 | 0.0 | 1.1 | 0.0 | 48.2 | 51.8 | | |
| Existing Leg Total | | | | | | 6 | | | | | | 0 | | | | | | 0 | | | | | | 0 | 24 | 0 | 2 | 0 | 26 | 50 |

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

| | Forest Street | | | | | Mirak Mill Park West Driveway | | | | | Massachusetts Avenue | | | | | Burton Street | | | | | Massachusetts Avenue | | | | | Total | | | | |
|------------------|---------------|-------|-------|------------|--------|-------------------------------|-------------|-------|-------|-------|----------------------|--------|-------|-------------|-------|---------------|-------|--------|-------|-------|----------------------|-------|------------|--------|-------|-------|-------|-------|----|-----|
| | from North | | | | | from Northeast | | | | | from East | | | | | from South | | | | | from West | | | | | | | | | |
| | Right | Thru | Left | Stand Left | U-Turn | Total | Stand Right | Right | Thru | Left | Stand Left | U-Turn | Total | Stand Right | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | Stand Left | U-Turn | Total | | | | | |
| 7:00 AM | 2 | 0 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 14 | | |
| 7:15 AM | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 9 | | |
| 7:30 AM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 18 | | |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 8 | | |
| Total | 5 | 0 | 2 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 15 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 50 | | |
| % Approach Total | 71.4 | 0.0 | 28.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.8 | 88.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 92.3 | 7.7 | | |
| #/hr | 0.625 | 0.000 | 0.250 | 0.000 | 0.000 | 0.438 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 9.438 | 0.000 | 0.000 | 0.708 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.667 | 0.250 | | |
| Existing Leg | | | | | | 6 | | | | | | 0 | | | | | | 0 | | | | | | 0 | 24 | 0 | 2 | 0 | 26 | 50 |
| Total | | | | | | 11 | | | | | | 0 | | | | | | 0 | | | | | | 0 | 48 | 0 | 2 | 0 | 50 | 100 |

PDI File #: 207450 BC
 Location: N: Forest Street S: Burton Street NE: Mirak Mill Park West Driveway
 Location: E: Massachusetts Avenue W: Massachusetts Avenue
 City, State: Arlington, MA
 Client: Nitsch Eng/B.Zimolka
 Site Code: TBD
 Count Date: Tuesday, February 4, 2020
 Start Time: 7:00 AM
 End Time: 9:00 AM
 Class



Articulated Trucks

| | Forest Street | | | | | Mirak Mill Park West Driveway | | | | | Massachusetts Avenue | | | | | Burton Street | | | | | Massachusetts Avenue | | | | | Total | | | | | |
|-------------------|---------------|------|------|--------|-------|-------------------------------|------|------|--------|-------|----------------------|------|------|--------|-------|---------------|------|------|--------|-------|----------------------|------|------|--------|-------|-------|------|-----|------|-----|-------|
| | from North | | | | | from Northeast | | | | | from East | | | | | from South | | | | | from West | | | | | | | | | | |
| | Right | Thru | Left | U-Turn | Total | 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 | 0 | 0 | 0 | 0 | 1 | 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 | 3 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 6 |
| Approach % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25.0 | 75.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 85.7 | 0.0 | 14.3 | 0.0 | 100.0 |
| Turn % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9.1 | 27.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 54.5 | 0.0 | 9.1 | 0.0 | 100.0 |
| Waiting Leg Total | 0 | | | | | 0 | | | | | 0 | | | | | 0 | | | | | 0 | | | | | 0 | | | | | |

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

| | Forest Street | | | | | Mirak Mill Park West Driveway | | | | | Massachusetts Avenue | | | | | Burton Street | | | | | Massachusetts Avenue | | | | | Total | | | | | |
|------------------|---------------|-------|-------|--------|-------|-------------------------------|-------|-------|--------|-------|----------------------|-------|-------|--------|-------|---------------|-------|-------|--------|-------|----------------------|-------|-------|--------|-------|-------|-------|-------|-------|-------|-------|
| | from North | | | | | from Northeast | | | | | from East | | | | | from South | | | | | from West | | | | | | | | | | |
| | Right | Thru | Left | U-Turn | Total | 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 | 0 | 0 | 0 | 0 | 1 | 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 | 3 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Total vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 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 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 83.3 | 0.0 | 16.7 | 0.0 | 100.0 |
| PHV | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.417 | 0.000 | 0.250 | 0.000 | 0.583 |
| Entering Leg | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 |
| Exiting Leg | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | | | | | 0 | | | | | 0 | | | | | 0 | | | | | 0 | | | | | 5 | | | | | |

PDI File #: 207450 BC
 Location: N: Forest Street S: Burton Street NE: Mirak Mill Park West Driveway
 Location: E: Massachusetts Avenue W: Massachusetts Avenue
 City, State: Arlington, MA
 Client: Nitsch Eng/B. Zimolka
 Site Code: TBD
 Count Date: Tuesday, February 4, 2020
 Start Time: 7:00 AM
 End Time: 9:00 AM
 Class:



Bicycles (on Roadway and Crosswalks)

| | Forest Street | | | | | | | | Mirak Mill Park West Driveway | | | | | | | | Massachusetts Avenue | | | | | | | | Burton Street | | | | | | | | Massachusetts Avenue | | | | | | | | Total |
|--------------------|---------------|------|------|-------|------|------|-------|------|-------------------------------|------|------|-------|------|------|-------|------|----------------------|------|------|-------|------|------|-------|------|---------------|------|------|-------|------|------|-------|------|----------------------|----|----|----|----|----|----|---|-------|
| | from North | | | | | | | | from Northeast | | | | | | | | from East | | | | | | | | from South | | | | | | | | from West | | | | | | | | |
| | Right | Left | Thru | Right | Left | Thru | Right | Left | Right | Left | Thru | Right | Left | Thru | Right | Left | Right | Left | Thru | Right | Left | Thru | Right | Left | Right | Left | Thru | Right | Left | Thru | Right | Left | | | | | | | | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 6 | |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 8 | |
| Approach % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 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% | | |
| Entering Leg Total | 3 | | | | | | | | 0 | | | | | | | | 5 | | | | | | | | 0 | | | | | | | | 4 | | | | | | | | 12 |

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

| | Forest Street | | | | | | | | Mirak Mill Park West Driveway | | | | | | | | Massachusetts Avenue | | | | | | | | Burton Street | | | | | | | | Massachusetts Avenue | | | | | | | | Total | | | | | | | | |
|------------------|---------------|-------|-------|-------|-------|-------|-------|-------|-------------------------------|-------|-------|-------|-------|-------|-------|-------|----------------------|-------|-------|-------|-------|-------|-------|-------|---------------|-------|-------|-------|-------|-------|-------|-------|----------------------|-------|-------|-------|-------|-------|---|---|-------|--|--|--|--|--|--|--|---|
| | from North | | | | | | | | from Northeast | | | | | | | | from East | | | | | | | | from South | | | | | | | | from West | | | | | | | | | | | | | | | | |
| | Right | Left | Thru | Right | Left | Thru | Right | Left | Right | Left | Thru | Right | Left | Thru | Right | Left | Right | Left | Thru | Right | Left | Thru | Right | Left | Right | Left | Thru | Right | Left | Thru | Right | Left | | | | | | | | | | | | | | | | | |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | | | | | | | | | |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | | | | | | | | |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | | | | | | | | | |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | | | | | | | | | |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 6 | | | | | | | | | |
| N 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 | | | | | | | | | | |
| MPH | 1.200 | 1.200 | 1.200 | 1.200 | 1.200 | 1.200 | 1.200 | 1.200 | 1.200 | 1.200 | 1.200 | 1.200 | 1.200 | 1.200 | 1.200 | 1.200 | 1.200 | 1.200 | 1.200 | 1.200 | 1.200 | 1.200 | 1.200 | 1.200 | 1.200 | 1.200 | 1.200 | 1.200 | 1.200 | 1.200 | 1.200 | 1.200 | 1.200 | 1.200 | 1.200 | 1.200 | 1.200 | 1.200 | | | | | | | | | | | |
| Entering Leg | 0 | | | | | | | | 0 | | | | | | | | 1 | | | | | | | | 0 | | | | | | | | 0 | | | | | | | | 0 | | | | | | | | |
| Exiting Leg | 0 | | | | | | | | 0 | | | | | | | | 0 | | | | | | | | 0 | | | | | | | | 0 | | | | | | | | 0 | | | | | | | | 0 |
| Total | 0 | | | | | | | | 0 | | | | | | | | 1 | | | | | | | | 0 | | | | | | | | 0 | | | | | | | | 0 | | | | | | | | 0 |

POI File #: 207450 BC
 Location: N: Forest Street S: Burton Street NE: Mirak Mill Park West Driveway
 Location: E: Massachusetts Avenue W: Massachusetts Avenue
 City, State: Arlington, MA
 Client: Nitsch Eng/B.Zimolka
 Site Code: TBD
 Count Date: Tuesday, February 4, 2020
 Start Time: 7:00 AM
 End Time: 9:00 AM
 Class:

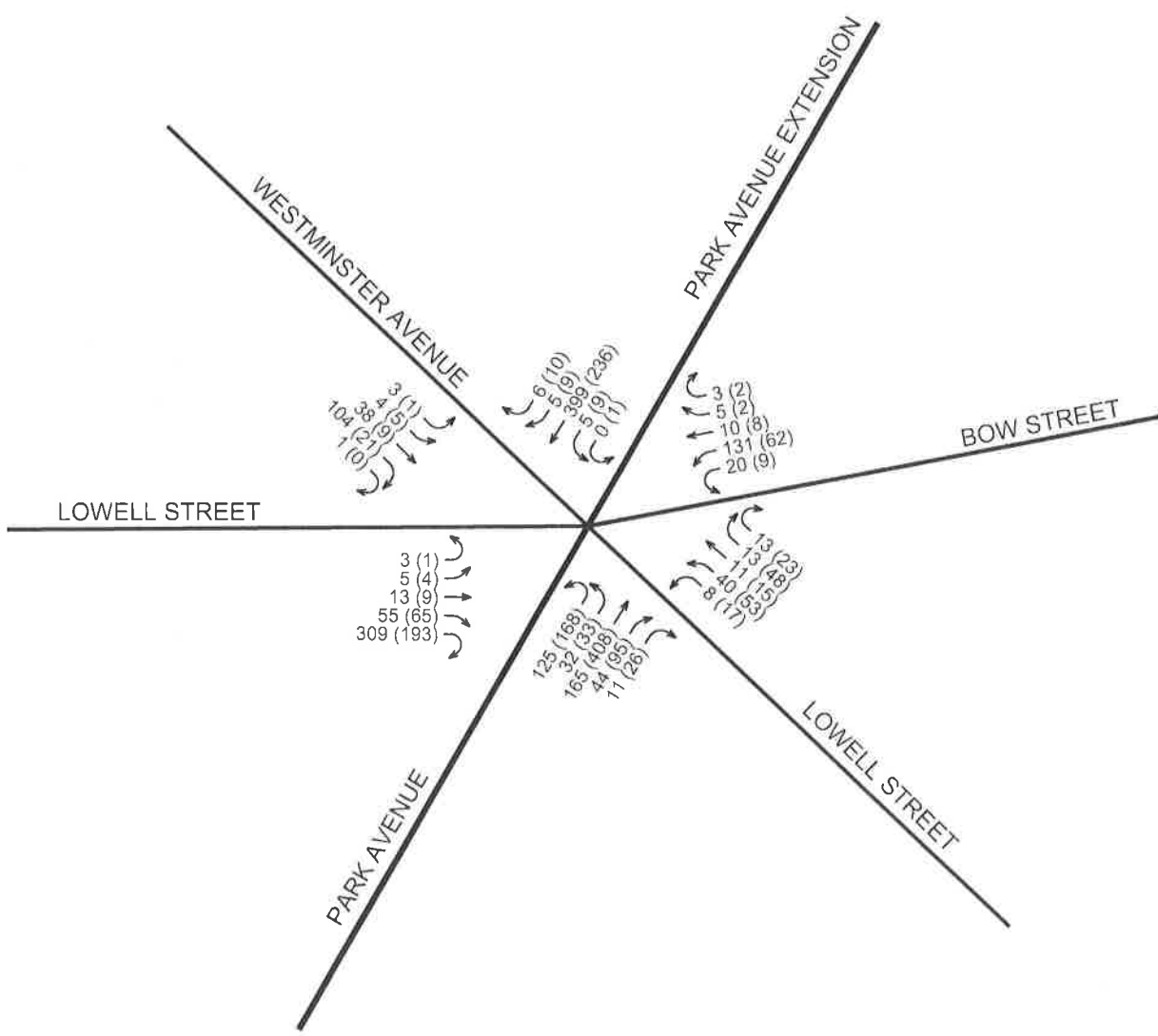


Pedestrians

| | Forest Street | | | | Mirak Mill Park West Driveway | | | | Massachusetts Avenue | | | | Burton Street | | | | Massachusetts Avenue | | | | Total | | | | | | | | | | |
|--------------------|---------------|---|---|---|-------------------------------|------|------|---|----------------------|------|------|------|---------------|---|---|---|----------------------|---|---|----|-------|------|------|------|----|----|----|------|------|------|----|
| | from North | | | | from Northeast | | | | from East | | | | from South | | | | from West | | | | | | | | | | | | | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 6 | | | | | |
| 7:15 AM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 6 | | | | | | |
| 7:30 AM | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 28 | 28 | 38 | | | | | |
| 7:45 AM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 16 | 16 | 23 | | | | |
| Total | 0 | 0 | 0 | 0 | 1 | 3 | 9 | 0 | 0 | 0 | 6 | 2 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 8 | 0 | 0 | 1 | 47 | 48 | 73 | |
| 8:00 AM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | | | |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | | | |
| 8:30 AM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 1 | | | | |
| 8:45 AM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | | | | |
| Total | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 5 | 3 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 1 | 1 | 2 | 15 |
| Grand Total | 0 | 0 | 0 | 0 | 2 | 10 | 12 | 0 | 0 | 0 | 11 | 5 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 6 | 10 | 0 | 0 | 0 | 2 | 48 | 50 | 88 |
| Approach % | 0 | 0 | 0 | 0 | 16.7 | 83.3 | 0 | 0 | 0 | 68.8 | 31.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 60 | 0 | 0 | 0 | 0 | 0 | 4 | 96 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 2.27 | 11.4 | 13.6 | 0 | 0 | 0 | 12.5 | 5.68 | 18.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4.45 | 6.82 | 11.4 | 0 | 0 | 0 | 2.27 | 54.5 | 56.8 | 0 |
| Volume | 12 | | | | 16 | | | | 0 | | | | 10 | | | | 50 | | | | 88 | | | | | | | | | | |

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

| 7:00 AM | Forest Street | | | | Mirak Mill Park West Driveway | | | | Massachusetts Avenue | | | | Burton Street | | | | Massachusetts Avenue | | | | Total | | | | | | | | | | |
|-------------------------|---------------|------|------|------|-------------------------------|------|------|------|----------------------|------|------|------|---------------|------|------|------|----------------------|------|------|------|-------|------|------|------|------|------|------|------|------|------|------|
| | from North | | | | from Northeast | | | | from East | | | | from South | | | | from West | | | | | | | | | | | | | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 6 | |
| 7:15 AM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 6 | | |
| 7:30 AM | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 28 | 28 | 38 | | |
| 7:45 AM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 16 | 16 | 23 | |
| Total Volume | 0 | 0 | 0 | 0 | 1 | 3 | 9 | 0 | 0 | 0 | 6 | 2 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 8 | 0 | 0 | 0 | 1 | 47 | 48 | 73 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| PHF | 0.00 | 0.00 | 0.00 | 0.00 | 0.15 | 0.10 | 0.10 | 0.00 | 0.00 | 0.00 | 0.10 | 0.10 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 | 0.10 | 0.10 | 0.00 | 0.00 | 0.00 | 0.10 | 0.10 | 0.10 | 0.00 |
| Volume | 0 | 0 | 0 | 0 | 1 | 3 | 9 | 0 | 0 | 0 | 6 | 2 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 8 | 0 | 0 | 0 | 1 | 47 | 48 | 73 |
| Leading Leg | 9 | | | | 8 | | | | 0 | | | | 8 | | | | 48 | | | | 73 | | | | | | | | | | |
| Total | 14 | | | | 16 | | | | 0 | | | | 14 | | | | 96 | | | | 146 | | | | | | | | | | |



Legend

Morning (Evening) Volumes

2016 Existing Condition Weekday Peak Hour Traffic Volumes
19R Park Avenue
Arlington, Massachusetts

Figure 2
Not to Scale



Motor Vehicle Crash Data

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Arlington COUNT DATE : February 2020

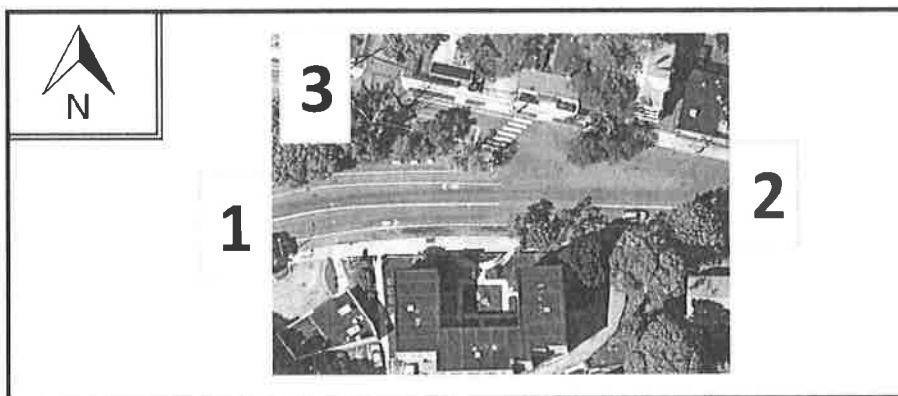
DISTRICT : 4 UNSIGNALIZED : SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : Massachusetts Avenue

MINOR STREET(S) : Lowell Street

INTERSECTION
DIAGRAM



PEAK HOUR VOLUMES

| | | | | | | |
|----------------------------------|-----|-----|-----|---|---|--|
| APPROACH : | 1 | 2 | 3 | 4 | 5 | Total Peak Hourly Approach Volume |
| DIRECTION : | EB | WB | SB | | | |
| PEAK HOURLY VOLUMES (AM/PM) : | 387 | 369 | 118 | | | 874 |

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

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

CRASH RATE CALCULATION :

0.59

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

Comments : _____

Project Title & Date: _____

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Arlington COUNT DATE : February 2020

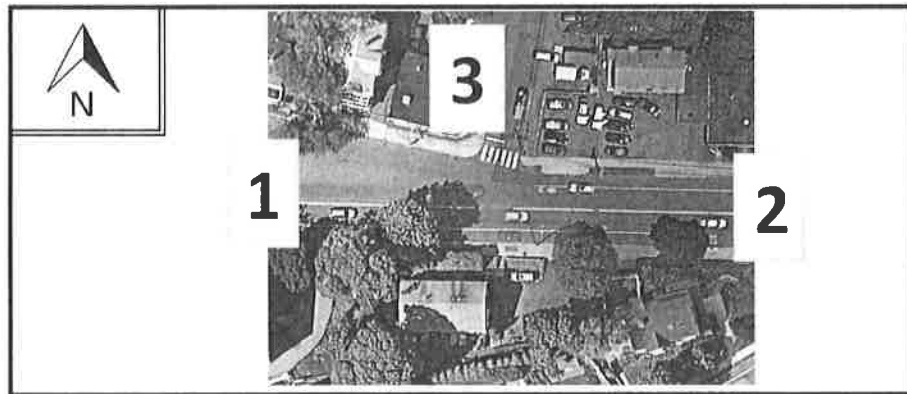
DISTRICT : 4 UNSIGNALIZED : SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : Massachusetts Avenue

MINOR STREET(S) : Clark Street

INTERSECTION
DIAGRAM



PEAK HOUR VOLUMES

| APPROACH : | 1 | 2 | 3 | 4 | 5 | Total Peak Hourly Approach Volume |
|-------------------------------|-----|-----|----|---|---|-----------------------------------|
| DIRECTION : | EB | WB | SB | | | |
| PEAK HOURLY VOLUMES (AM/PM) : | 495 | 374 | 10 | | | 879 |

| | | | |
|--------------|--------------|--|---------------|
| "K" FACTOR : | 0.082 | INTERSECTION ADT (V) = TOTAL DAILY APPROACH VOLUME : | 10,720 |
|--------------|--------------|--|---------------|

| | | | | | |
|----------------------|---|--------------|---|---------------------------------------|-------------|
| TOTAL # OF CRASHES : | 1 | # OF YEARS : | 3 | AVERAGE # OF CRASHES PER YEAR (A) : | 0.33 |
|----------------------|---|--------------|---|---------------------------------------|-------------|

CRASH RATE CALCULATION : **0.09** RATE = $\frac{(A * 1,000,000)}{(V * 365)}$

Comments : _____

Project Title & Date: _____

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Arlington COUNT DATE : February 2020

DISTRICT : 4 UNSIGNALIZED : SIGNALIZED :

~ INTERSECTION DATA ~

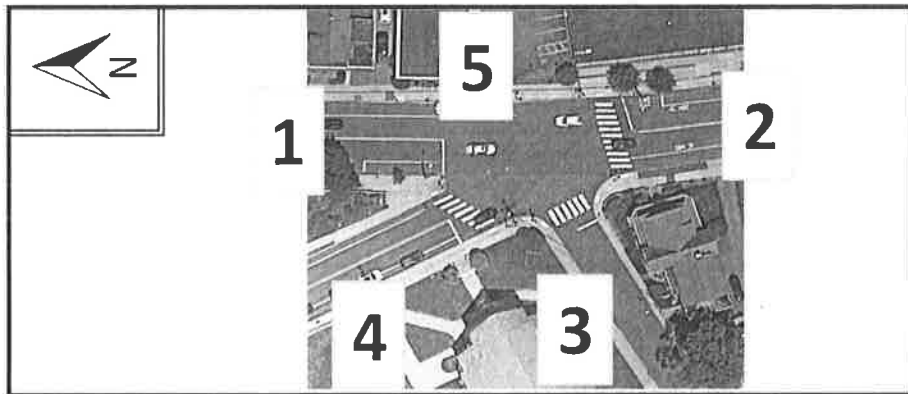
MAJOR STREET : Massachusetts Avenue

MINOR STREET(S) : Appleton Street

Appleton Place

Driveway

INTERSECTION
DIAGRAM



PEAK HOUR VOLUMES

| | | | | | | |
|----------------------------------|-----|-----|----|-----|----|--|
| APPROACH : | 1 | 2 | 3 | 4 | 5 | Total Peak Hourly Approach Volume |
| DIRECTION : | EB | WB | NB | NEB | SB | |
| PEAK HOURLY VOLUMES (AM/PM) : | 376 | 625 | 64 | 159 | 0 | 1,224 |

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

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

CRASH RATE CALCULATION :

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

Comments : _____

Project Title & Date: _____

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Arlington COUNT DATE : February 2020

DISTRICT : 4 UNSIGNALIZED : SIGNALIZED :

~ INTERSECTION DATA ~

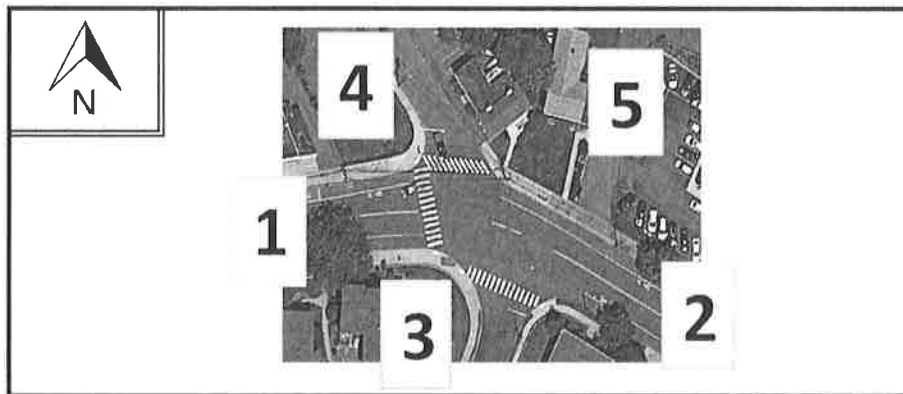
MAJOR STREET : Massachusetts Avenue

MINOR STREET(S) : Forest Street

Burton Street

Driveway

INTERSECTION
DIAGRAM



PEAK HOUR VOLUMES

| APPROACH : | 1 | 2 | 3 | 4 | 5 | Total Peak Hourly Approach Volume |
|-------------------------------|-----|-----|----|-----|----|-----------------------------------|
| DIRECTION : | EB | WB | NB | SEB | SB | |
| PEAK HOURLY VOLUMES (AM/PM) : | 492 | 541 | 28 | 281 | 1 | 1,343 |

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

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

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

Comments : _____

Project Title & Date : _____

Traffic Operations Analysis

28424.01 :: 1207-1211 Massachusetts Avenue CM Unsignalized Intersection Capacity Analysis
 2020 Existing Weekday Morning Peak Hour 3: Massachusetts Avenue & Lowell Street



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|------------------------|------|------|------|------|------|------|
| Lane Configurations | | ↔ | ↔ | | ↔ | |
| Traffic Volume (veh/h) | 5 | 308 | 395 | 80 | 124 | 5 |
| Future Volume (Veh/h) | 5 | 308 | 395 | 80 | 124 | 5 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.75 | 0.75 | 0.84 | 0.84 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 7 | 411 | 470 | 95 | 135 | 5 |
| Pedestrians | | 30 | 30 | | 30 | |
| Lane Width (ft) | | 12.0 | 12.0 | | 12.0 | |
| Walking Speed (ft/s) | | 3.5 | 3.5 | | 3.5 | |
| Percent Blockage | | 3 | 3 | | 3 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 595 | | | | 1002 | 578 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 595 | | | | 1002 | 578 |
| tC, single (s) | 4.1 | | | | *5.0 | *5.0 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | *3.0 | *3.0 |
| p0 queue free % | 99 | | | | 67 | 99 |
| cM capacity (veh/h) | 963 | | | | 412 | 640 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|------------------------|------|------|------|
| Volume Total | 418 | 565 | 140 |
| Volume Left | 7 | 0 | 135 |
| Volume Right | 0 | 95 | 5 |
| cSH | 963 | 1700 | 417 |
| Volume to Capacity | 0.01 | 0.33 | 0.34 |
| Queue Length 95th (ft) | 1 | 0 | 36 |
| Control Delay (s) | 0.2 | 0.0 | 17.9 |
| Lane LOS | A | | C |
| Approach Delay (s) | 0.2 | 0.0 | 17.9 |
| Approach LOS | | | C |

| Intersection Summary | | | |
|-----------------------------------|--|-------|----------------------|
| Average Delay | | 2.3 | |
| Intersection Capacity Utilization | | 43.9% | ICU Level of Service |
| Analysis Period (min) | | 15 | A |

* User Entered Value

28424.01 :: 1207-1211 Massachusetts Avenue CM Unsignalized Intersection Capacity Analysis
 2020 Existing Weekday Morning Peak Hour 5: Massachusetts Avenue & Clark Street



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|------------------------|------|------|------|------|------|------|
| Lane Configurations | | ← | → | | ↘ | |
| Traffic Volume (veh/h) | 10 | 422 | 405 | 10 | 5 | 70 |
| Future Volume (Veh/h) | 10 | 422 | 405 | 10 | 5 | 70 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.75 | 0.75 | 0.84 | 0.84 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 13 | 563 | 482 | 12 | 5 | 76 |
| Pedestrians | | 30 | 30 | | 30 | |
| Lane Width (ft) | | 12.0 | 12.0 | | 12.0 | |
| Walking Speed (ft/s) | | 3.5 | 3.5 | | 3.5 | |
| Percent Blockage | | 3 | 3 | | 3 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 524 | | | | 1137 | 548 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 524 | | | | 1137 | 548 |
| tC, single (s) | 4.1 | | | | *5.0 | *5.0 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | *3.0 | *3.0 |
| p0 queue free % | 99 | | | | 99 | 88 |
| cM capacity (veh/h) | 1023 | | | | 357 | 659 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|------------------------|------|------|------|
| Volume Total | 576 | 494 | 81 |
| Volume Left | 13 | 0 | 5 |
| Volume Right | 0 | 12 | 76 |
| cSH | 1023 | 1700 | 626 |
| Volume to Capacity | 0.01 | 0.29 | 0.13 |
| Queue Length 95th (ft) | 1 | 0 | 11 |
| Control Delay (s) | 0.4 | 0.0 | 11.6 |
| Lane LOS | A | | B |
| Approach Delay (s) | 0.4 | 0.0 | 11.6 |
| Approach LOS | | | B |

| Intersection Summary | | | |
|-----------------------------------|--|-------|----------------------|
| Average Delay | | 1.0 | |
| Intersection Capacity Utilization | | 48.0% | ICU Level of Service |
| Analysis Period (min) | | 15 | A |

* User Entered Value

28424.01 :: 1207-1211 Massachusetts Avenue HCM Unsignalized Intersection Capacity Analysis
 2020 Existing Weekday Morning Peak Hour 13: Appleton Street/Driveway & Massachusetts Avenue

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 0 | 341 | 46 | 284 | 359 | 0 | 17 | 0 | 163 | 1 | 0 | 0 |
| Future Volume (Veh/h) | 0 | 341 | 46 | 284 | 359 | 0 | 17 | 0 | 163 | 1 | 0 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | -4% | | | 0% | |
| Peak Hour Factor | 0.75 | 0.75 | 0.75 | 0.84 | 0.84 | 0.84 | 0.85 | 0.85 | 0.85 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 455 | 61 | 338 | 427 | 0 | 20 | 0 | 192 | 1 | 0 | 0 |
| Pedestrians | | 109 | | | 215 | | | 118 | | | 215 | |
| Lane Width (ft) | | 14.0 | | | 14.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 3.5 | | | 3.5 | | | 3.5 | | | 3.5 | |
| Percent Blockage | | 12 | | | 24 | | | 11 | | | 20 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 642 | | | 634 | | | 1816 | 1922 | 818 | 2210 | 1952 | 751 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 642 | | | 634 | | | 1816 | 1922 | 818 | 2210 | 1952 | 751 |
| tC, single (s) | 4.1 | | | 4.1 | | | *4.0 | 6.5 | *3.0 | *3.0 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| IF (s) | 2.2 | | | 2.2 | | | *3.0 | 4.0 | *3.0 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 60 | | | 85 | 100 | 66 | 99 | 100 | 100 |
| cM capacity (veh/h) | 757 | | | 842 | | | 131 | 29 | 565 | 86 | 27 | 287 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|------------------------|------|------|------|------|
| Volume Total | 516 | 765 | 212 | 1 |
| Volume Left | 0 | 338 | 20 | 1 |
| Volume Right | 61 | 0 | 192 | 0 |
| cSH | 757 | 842 | 430 | 86 |
| Volume to Capacity | 0.00 | 0.40 | 0.49 | 0.01 |
| Queue Length 95th (ft) | 0 | 49 | 66 | 1 |
| Control Delay (s) | 0.0 | 9.0 | 21.2 | 47.5 |
| Lane LOS | | A | C | E |
| Approach Delay (s) | 0.0 | 9.0 | 21.2 | 47.5 |
| Approach LOS | | | C | E |

| Intersection Summary | | | |
|-----------------------------------|-------|-----|------------------------|
| Average Delay | | 7.6 | |
| Intersection Capacity Utilization | 81.9% | | ICU Level of Service D |
| Analysis Period (min) | 15 | | |

* User Entered Value

28424.01 :: 1207-1211 Massachusetts Avenue HCM Unsignalized Intersection Capacity Analysis
 2020 Existing Weekday Morning Peak Hour 16: Burton Street/Forest Street & Massachusetts Avenue

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 91 | 415 | 1 | 10 | 445 | 98 | 0 | 9 | 19 | 65 | 22 | 194 |
| Future Volume (Veh/h) | 91 | 415 | 1 | 10 | 445 | 98 | 0 | 9 | 19 | 65 | 22 | 194 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.44 | 0.44 | 0.44 | 0.89 | 0.89 | 0.89 |
| Hourly flow rate (vph) | 105 | 477 | 1 | 11 | 511 | 113 | 0 | 20 | 43 | 73 | 25 | 218 |
| Pedestrians | | 57 | | | 9 | | | 56 | | | 57 | |
| Lane Width (ft) | | 14.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 3.5 | | | 3.5 | | | 3.5 | | | 3.5 | |
| Percent Blockage | | 6 | | | 1 | | | 5 | | | 5 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage (veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 681 | | | 534 | | | 1620 | 1446 | 542 | 1396 | 1390 | 682 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 681 | | | 534 | | | 1620 | 1446 | 542 | 1396 | 1390 | 682 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | *5.0 | *5.0 | *5.0 | *5.0 | *5.0 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | *3.0 | *3.0 | *3.0 | *3.0 | *3.0 |
| p0 queue free % | 88 | | | 99 | | | 100 | 91 | 93 | 63 | 89 | 60 |
| cM capacity (veh/h) | 858 | | | 988 | | | 34 | 215 | 659 | 198 | 228 | 541 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|------------------------|------|------|------|------|
| Volume Total | 583 | 635 | 63 | 316 |
| Volume Left | 105 | 11 | 0 | 73 |
| Volume Right | 1 | 113 | 43 | 218 |
| cSH | 858 | 988 | 398 | 358 |
| Volume to Capacity | 0.12 | 0.01 | 0.16 | 0.88 |
| Queue Length 95th (ft) | 10 | 1 | 14 | 214 |
| Control Delay (s) | 3.1 | 0.3 | 15.7 | 57.1 |
| Lane LOS | A | A | C | F |
| Approach Delay (s) | 3.1 | 0.3 | 15.7 | 57.1 |
| Approach LOS | | | C | F |

| Intersection Summary | | | |
|-----------------------------------|--|-------|------------------------|
| Average Delay | | 13.2 | |
| Intersection Capacity Utilization | | 93.4% | ICU Level of Service F |
| Analysis Period (min) | | 15 | |

* User Entered Value

28424.01 :: 1207-1211 Massachusetts Avenue CM Unsignalized Intersection Capacity Analysis
 2020 Existing Weekday Morning Peak Hour 19: Massachusetts Avenue & Driveway

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|------------------------|------|------|------|------|------|------|
| Lane Configurations | | ← | → | | ↙ | ↘ |
| Traffic Volume (veh/h) | 22 | 477 | 552 | 6 | 1 | 1 |
| Future Volume (Veh/h) | 22 | 477 | 552 | 6 | 1 | 1 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.25 | 0.25 |
| Hourly flow rate (vph) | 25 | 548 | 634 | 7 | 4 | 4 |
| Pedestrians | | 8 | 8 | | 8 | |
| Lane Width (ft) | | 12.0 | 14.0 | | 10.0 | |
| Walking Speed (ft/s) | | 3.5 | 3.5 | | 3.5 | |
| Percent Blockage | | 1 | 1 | | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 649 | | | | 1252 | 654 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 649 | | | | 1252 | 654 |
| tC, single (s) | 4.1 | | | | *5.0 | *5.0 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | *3.0 | *3.0 |
| p0 queue free % | 97 | | | | 99 | 99 |
| cM capacity (veh/h) | 941 | | | | 326 | 619 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|------------------------|------|------|------|
| Volume Total | 573 | 641 | 8 |
| Volume Left | 25 | 0 | 4 |
| Volume Right | 0 | 7 | 4 |
| cSH | 941 | 1700 | 427 |
| Volume to Capacity | 0.03 | 0.38 | 0.02 |
| Queue Length 95th (ft) | 2 | 0 | 1 |
| Control Delay (s) | 0.7 | 0.0 | 13.6 |
| Lane LOS | A | | B |
| Approach Delay (s) | 0.7 | 0.0 | 13.6 |
| Approach LOS | | | B |

| Intersection Summary | | | |
|-----------------------------------|--|-------|------------------------|
| Average Delay | | 0.4 | |
| Intersection Capacity Utilization | | 55.3% | ICU Level of Service B |
| Analysis Period (min) | | 15 | |

* User Entered Value

28424.01 :: 1207-1211 Massachusetts Avenue CM Unsignalized Intersection Capacity Analysis
 2020 Existing Weekday Morning Peak Hour 22: Appleton Street & Appleton Place

| Movement | WBL | WBR | SBL | SBR | NEL | NER |
|-----------------------------------|------|------|-------|----------------------|------|------|
| Lane Configurations | ↔ | | ↔ | | ↔ | |
| Traffic Volume (veh/h) | 35 | 29 | 26 | 304 | 151 | 8 |
| Future Volume (Veh/h) | 35 | 29 | 26 | 304 | 151 | 8 |
| Sign Control | Stop | | Free | | Free | |
| Grade | -4% | | 0% | | -4% | |
| Peak Hour Factor | 0.38 | 0.38 | 0.84 | 0.84 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 92 | 76 | 31 | 362 | 178 | 9 |
| Pedestrians | 109 | | 91 | | 109 | |
| Lane Width (ft) | 11.0 | | 12.0 | | 12.0 | |
| Walking Speed (ft/s) | 3.5 | | 3.5 | | 3.5 | |
| Percent Blockage | 10 | | 9 | | 10 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | None | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 824 | 382 | 296 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 824 | 382 | 296 | | | |
| tC, single (s) | *5.0 | *5.0 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.6 | 3.3 | 2.2 | | | |
| p0 queue free % | 75 | 88 | 97 | | | |
| cM capacity (veh/h) | 372 | 628 | 1155 | | | |
| Direction, Lane # | WB 1 | SB 1 | NE 1 | | | |
| Volume Total | 168 | 393 | 187 | | | |
| Volume Left | 92 | 31 | 0 | | | |
| Volume Right | 76 | 0 | 9 | | | |
| cSH | 456 | 1155 | 1700 | | | |
| Volume to Capacity | 0.37 | 0.03 | 0.11 | | | |
| Queue Length 95th (ft) | 42 | 2 | 0 | | | |
| Control Delay (s) | 17.4 | 0.9 | 0.0 | | | |
| Lane LOS | C | A | | | | |
| Approach Delay (s) | 17.4 | 0.9 | 0.0 | | | |
| Approach LOS | C | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 4.4 | | | |
| Intersection Capacity Utilization | | | 58.1% | ICU Level of Service | B | |
| Analysis Period (min) | | | 15 | | | |

* User Entered Value

28424.01 :: 1207-1211 Massachusetts Avenue HCM Unsignalized Intersection Capacity Analysis
 2020 Existing Weekday Evening Peak Hour 3: Massachusetts Avenue & Lowell Street



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|------------------------|------|------|------|------|------|------|
| Lane Configurations | | ← | ← | | ← | |
| Traffic Volume (veh/h) | 5 | 382 | 218 | 151 | 113 | 5 |
| Future Volume (Veh/h) | 5 | 382 | 218 | 151 | 113 | 5 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.75 | 0.75 | 0.84 | 0.84 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 7 | 509 | 260 | 180 | 123 | 5 |
| Pedestrians | | 30 | 30 | | 30 | |
| Lane Width (ft) | | 12.0 | 12.0 | | 12.0 | |
| Walking Speed (ft/s) | | 3.5 | 3.5 | | 3.5 | |
| Percent Blockage | | 3 | 3 | | 3 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 470 | | | | 933 | 410 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 470 | | | | 933 | 410 |
| tC, single (s) | 4.1 | | | | *5.0 | *5.0 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | *3.0 | *3.0 |
| p0 queue free % | 99 | | | | 72 | 99 |
| cM capacity (veh/h) | 1071 | | | | 443 | 756 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|------------------------|------|------|------|
| Volume Total | 516 | 440 | 128 |
| Volume Left | 7 | 0 | 123 |
| Volume Right | 0 | 180 | 5 |
| cSH | 1071 | 1700 | 450 |
| Volume to Capacity | 0.01 | 0.26 | 0.28 |
| Queue Length 95th (ft) | 0 | 0 | 29 |
| Control Delay (s) | 0.2 | 0.0 | 16.1 |
| Lane LOS | A | | C |
| Approach Delay (s) | 0.2 | 0.0 | 16.1 |
| Approach LOS | | | C |

| Intersection Summary | | | |
|-----------------------------------|--|-------|----------------------|
| Average Delay | | 2.0 | |
| Intersection Capacity Utilization | | 41.7% | ICU Level of Service |
| Analysis Period (min) | | 15 | A |

* User Entered Value

28424.01 :: 1207-1211 Massachusetts Avenue TCM Unsignalized Intersection Capacity Analysis
 2020 Existing Weekday Evening Peak Hour 5: Massachusetts Avenue & Clark Street



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|------------------------|------|------|------|------|------|------|
| Lane Configurations | | ← | → | | ← | → |
| Traffic Volume (veh/h) | 10 | 485 | 364 | 10 | 5 | 5 |
| Future Volume (Veh/h) | 10 | 485 | 364 | 10 | 5 | 5 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.75 | 0.75 | 0.84 | 0.84 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 13 | 647 | 433 | 12 | 5 | 5 |
| Pedestrians | | 30 | 30 | | 30 | |
| Lane Width (ft) | | 12.0 | 12.0 | | 12.0 | |
| Walking Speed (ft/s) | | 3.5 | 3.5 | | 3.5 | |
| Percent Blockage | | 3 | 3 | | 3 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 475 | | | | 1172 | 499 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 475 | | | | 1172 | 499 |
| tC, single (s) | 4.1 | | | | *5.0 | *5.0 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | *3.0 | *3.0 |
| p0 queue free % | 99 | | | | 99 | 99 |
| cM capacity (veh/h) | 1066 | | | | 344 | 692 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|------------------------|------|------|------|
| Volume Total | 660 | 445 | 10 |
| Volume Left | 13 | 0 | 5 |
| Volume Right | 0 | 12 | 5 |
| cSH | 1066 | 1700 | 460 |
| Volume to Capacity | 0.01 | 0.26 | 0.02 |
| Queue Length 95th (ft) | 1 | 0 | 2 |
| Control Delay (s) | 0.3 | 0.0 | 13.0 |
| Lane LOS | A | | B |
| Approach Delay (s) | 0.3 | 0.0 | 13.0 |
| Approach LOS | | | B |

| Intersection Summary | | | |
|-----------------------------------|--|-------|----------------------|
| Average Delay | | 0.3 | |
| Intersection Capacity Utilization | | 49.9% | ICU Level of Service |
| Analysis Period (min) | | 15 | A |

* User Entered Value

28424.01 :: 1207-1211 Massachusetts Avenue CM Unsignalized Intersection Capacity Analysis
 2020 Existing Weekday Evening Peak Hour 13: Appleton Street/Driveway & Massachusetts Avenue

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 3 | 423 | 18 | 114 | 318 | 2 | 18 | 1 | 331 | 1 | 1 | 3 |
| Future Volume (Veh/h) | 3 | 423 | 18 | 114 | 318 | 2 | 18 | 1 | 331 | 1 | 1 | 3 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.88 | 0.88 | 0.88 | 0.90 | 0.90 | 0.90 | 0.62 | 0.62 | 0.62 |
| Hourly flow rate (vph) | 3 | 455 | 19 | 130 | 361 | 2 | 20 | 1 | 368 | 2 | 2 | 5 |
| Pedestrians | | 21 | | | 27 | | | 7 | | | 27 | |
| Lane Width (ft) | | 14.0 | | | 14.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 3.5 | | | 3.5 | | | 3.5 | | | 3.5 | |
| Percent Blockage | | 2 | | | 3 | | | 1 | | | 3 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage (veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 390 | | | 481 | | | 1126 | 1128 | 498 | 1515 | 1136 | 410 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 390 | | | 481 | | | 1126 | 1128 | 498 | 1515 | 1136 | 410 |
| tC, single (s) | 4.1 | | | 4.1 | | | *5.0 | *5.0 | *5.0 | *5.0 | *5.0 | *5.0 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | *3.0 | *3.0 | *3.0 | *3.0 | *3.0 | *3.0 |
| p0 queue free % | 100 | | | 88 | | | 94 | 100 | 48 | 98 | 99 | 99 |
| cM capacity (veh/h) | 1149 | | | 1080 | | | 328 | 328 | 707 | 103 | 325 | 763 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|------------------------|------|------|------|------|
| Volume Total | 477 | 493 | 389 | 9 |
| Volume Left | 3 | 130 | 20 | 2 |
| Volume Right | 19 | 2 | 368 | 5 |
| cSH | 1149 | 1080 | 666 | 280 |
| Volume to Capacity | 0.00 | 0.12 | 0.58 | 0.03 |
| Queue Length 95th (ft) | 0 | 10 | 95 | 2 |
| Control Delay (s) | 0.1 | 3.3 | 17.7 | 18.3 |
| Lane LOS | A | A | C | C |
| Approach Delay (s) | 0.1 | 3.3 | 17.7 | 18.3 |
| Approach LOS | | | C | C |

| Intersection Summary | | | |
|-----------------------------------|--|-------|------------------------|
| Average Delay | | 6.4 | |
| Intersection Capacity Utilization | | 80.4% | ICU Level of Service D |
| Analysis Period (min) | | 15 | |

* User Entered Value

28424.01 :: 1207-1211 Massachusetts Avenue CM Unsignalized Intersection Capacity Analysis
 2020 Existing Weekday Evening Peak Hour 16: Burton Street/Forest Street & Massachusetts Avenue

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 201 | 562 | 2 | 3 | 375 | 92 | 1 | 3 | 8 | 38 | 4 | 65 |
| Future Volume (Veh/h) | 201 | 562 | 2 | 3 | 375 | 92 | 1 | 3 | 8 | 38 | 4 | 65 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.88 | 0.88 | 0.88 | 0.60 | 0.60 | 0.60 | 0.81 | 0.81 | 0.81 |
| Hourly flow rate (vph) | 216 | 604 | 2 | 3 | 426 | 105 | 2 | 5 | 13 | 47 | 5 | 80 |
| Pedestrians | | 21 | | | 16 | | | 21 | | | 19 | |
| Lane Width (ft) | | 14.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 3.5 | | | 3.5 | | | 3.5 | | | 3.5 | |
| Percent Blockage | | 2 | | | 2 | | | 2 | | | 2 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage (veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 550 | | | 627 | | | 1646 | 1614 | 642 | 1572 | 1562 | 518 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 550 | | | 627 | | | 1646 | 1614 | 642 | 1572 | 1562 | 518 |
| tC, single (s) | 4.1 | | | 4.1 | | | *5.0 | *5.0 | *5.0 | *5.0 | *5.0 | *5.0 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | *3.0 | *3.0 | *3.0 | *3.0 | *3.0 | *3.0 |
| p0 queue free % | 78 | | | 100 | | | 99 | 97 | 98 | 74 | 97 | 88 |
| cM capacity (veh/h) | 996 | | | 945 | | | 150 | 174 | 613 | 182 | 184 | 690 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|------------------------|------|------|------|------|
| Volume Total | 822 | 534 | 20 | 132 |
| Volume Left | 216 | 3 | 2 | 47 |
| Volume Right | 2 | 105 | 13 | 80 |
| cSH | 996 | 945 | 316 | 328 |
| Volume to Capacity | 0.22 | 0.00 | 0.06 | 0.40 |
| Queue Length 95th (ft) | 21 | 0 | 5 | 47 |
| Control Delay (s) | 4.9 | 0.1 | 17.1 | 23.1 |
| Lane LOS | A | A | C | C |
| Approach Delay (s) | 4.9 | 0.1 | 17.1 | 23.1 |
| Approach LOS | | | C | C |

| Intersection Summary | | | |
|-----------------------------------|--|-------|------------------------|
| Average Delay | | 5.0 | |
| Intersection Capacity Utilization | | 90.6% | ICU Level of Service E |
| Analysis Period (min) | | 15 | |

* User Entered Value

28424.01 :: 1207-1211 Massachusetts Avenue CM Unsignalized Intersection Capacity Analysis
 2020 Existing Weekday Evening Peak Hour 19: Massachusetts Avenue & Driveway



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|------------------------|------|------|------|------|------|------|
| Lane Configurations | | ↔ | ↔ | | ↔ | |
| Traffic Volume (veh/h) | 6 | 602 | 453 | 2 | 6 | 17 |
| Future Volume (Veh/h) | 6 | 602 | 453 | 2 | 6 | 17 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.93 | 0.93 | 0.88 | 0.88 | 0.64 | 0.64 |
| Hourly flow rate (vph) | 6 | 647 | 515 | 2 | 9 | 27 |
| Pedestrians | | 19 | 19 | | | |
| Lane Width (ft) | | 12.0 | 14.0 | | | |
| Walking Speed (ft/s) | | 3.5 | 3.5 | | | |
| Percent Blockage | | 2 | 2 | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 517 | | | | 1194 | 535 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 517 | | | | 1194 | 535 |
| tC, single (s) | 4.1 | | | | *5.0 | *5.0 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | *3.0 | *3.0 |
| p0 queue free % | 99 | | | | 97 | 96 |
| cM capacity (veh/h) | 1059 | | | | 351 | 695 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|------------------------|------|------|------|
| Volume Total | 653 | 517 | 36 |
| Volume Left | 6 | 0 | 9 |
| Volume Right | 0 | 2 | 27 |
| cSH | 1059 | 1700 | 558 |
| Volume to Capacity | 0.01 | 0.30 | 0.06 |
| Queue Length 95th (ft) | 0 | 0 | 5 |
| Control Delay (s) | 0.2 | 0.0 | 11.9 |
| Lane LOS | A | | B |
| Approach Delay (s) | 0.2 | 0.0 | 11.9 |
| Approach LOS | | | B |

| Intersection Summary | | | |
|-----------------------------------|--|-------|------------------------|
| Average Delay | | 0.4 | |
| Intersection Capacity Utilization | | 51.2% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |

* User Entered Value

28424.01 :: 1207-1211 Massachusetts Avenue CM Unsignalized Intersection Capacity Analysis
 2020 Existing Weekday Evening Peak Hour 22: Appleton Street & Appleton Place



| Movement | WBL | WBR | SBL | SBR | NEL | NER |
|------------------------|------|------|------|------|------|------|
| Lane Configurations | Y | | Y | | Y | |
| Traffic Volume (veh/h) | 3 | 23 | 10 | 123 | 327 | 5 |
| Future Volume (Veh/h) | 3 | 23 | 10 | 123 | 327 | 5 |
| Sign Control | Stop | | Free | | Free | |
| Grade | -4% | | 0% | | -4% | |
| Peak Hour Factor | 0.65 | 0.65 | 0.84 | 0.84 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 5 | 35 | 12 | 146 | 363 | 6 |
| Pedestrians | 20 | | 18 | | 20 | |
| Lane Width (ft) | 11.0 | | 12.0 | | 12.0 | |
| Walking Speed (ft/s) | 3.5 | | 3.5 | | 3.5 | |
| Percent Blockage | 2 | | 2 | | 2 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | None | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 576 | 404 | 389 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 576 | 404 | 389 | | | |
| tC, single (s) | *5.0 | *5.0 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | *3.0 | *3.0 | 2.2 | | | |
| p0 queue free % | 99 | 96 | 99 | | | |
| cM capacity (veh/h) | 648 | 779 | 1160 | | | |

| Direction, Lane # | WB 1 | SB 1 | NE 1 |
|------------------------|------|------|------|
| Volume Total | 40 | 158 | 369 |
| Volume Left | 5 | 12 | 0 |
| Volume Right | 35 | 0 | 6 |
| cSH | 760 | 1160 | 1700 |
| Volume to Capacity | 0.05 | 0.01 | 0.22 |
| Queue Length 95th (ft) | 4 | 1 | 0 |
| Control Delay (s) | 10.0 | 0.7 | 0.0 |
| Lane LOS | B | A | |
| Approach Delay (s) | 10.0 | 0.7 | 0.0 |
| Approach LOS | B | | |

| Intersection Summary | | | |
|-----------------------------------|--|-------|----------------------|
| Average Delay | | 0.9 | |
| Intersection Capacity Utilization | | 46.8% | ICU Level of Service |
| Analysis Period (min) | | 15 | A |

* User Entered Value

28424.01 :: 1207-1211 Massachusetts Avenue TCM Unsignalized Intersection Capacity Analysis
 2025 No-Build Weekday Morning Peak Hour 3: Massachusetts Avenue & Lowell Street



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|------------------------|------|------|------|------|------|------|
| Lane Configurations | | ↔ | ↔ | | ↔ | |
| Traffic Volume (veh/h) | 6 | 337 | 437 | 88 | 137 | 6 |
| Future Volume (Veh/h) | 6 | 337 | 437 | 88 | 137 | 6 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.75 | 0.75 | 0.84 | 0.84 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 8 | 449 | 520 | 105 | 149 | 7 |
| Pedestrians | | 30 | 30 | | 30 | |
| Lane Width (ft) | | 12.0 | 12.0 | | 12.0 | |
| Walking Speed (ft/s) | | 3.5 | 3.5 | | 3.5 | |
| Percent Blockage | | 3 | 3 | | 3 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 655 | | | | 1098 | 632 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 655 | | | | 1098 | 632 |
| tC, single (s) | 4.1 | | | | *5.0 | *5.0 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | *3.0 | *3.0 |
| p0 queue free % | 99 | | | | 60 | 99 |
| cM capacity (veh/h) | 915 | | | | 373 | 605 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|------------------------|------|------|------|
| Volume Total | 457 | 625 | 156 |
| Volume Left | 8 | 0 | 149 |
| Volume Right | 0 | 105 | 7 |
| cSH | 915 | 1700 | 380 |
| Volume to Capacity | 0.01 | 0.37 | 0.41 |
| Queue Length 95th (ft) | 1 | 0 | 49 |
| Control Delay (s) | 0.3 | 0.0 | 20.9 |
| Lane LOS | A | | C |
| Approach Delay (s) | 0.3 | 0.0 | 20.9 |
| Approach LOS | | | C |

| Intersection Summary | | | |
|-----------------------------------|--|-------|----------------------|
| Average Delay | | 2.7 | |
| Intersection Capacity Utilization | | 46.9% | ICU Level of Service |
| Analysis Period (min) | | 15 | A |

* User Entered Value

28424.01 :: 1207-1211 Massachusetts Avenue HCM Unsignalized Intersection Capacity Analysis
 2025 No-Build Weekday Morning Peak Hour 5: Massachusetts Avenue & Clark Street



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|------------------------|------|------|------|------|------|------|
| Lane Configurations | | ↔ | ↔ | | ↔ | |
| Traffic Volume (veh/h) | 11 | 463 | 448 | 11 | 6 | 77 |
| Future Volume (Veh/h) | 11 | 463 | 448 | 11 | 6 | 77 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.75 | 0.75 | 0.84 | 0.84 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 15 | 617 | 533 | 13 | 7 | 84 |
| Pedestrians | | 30 | 30 | | 30 | |
| Lane Width (ft) | | 12.0 | 12.0 | | 12.0 | |
| Walking Speed (ft/s) | | 3.5 | 3.5 | | 3.5 | |
| Percent Blockage | | 3 | 3 | | 3 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 576 | | | | 1246 | 600 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 576 | | | | 1246 | 600 |
| tC, single (s) | 4.1 | | | | *5.0 | *5.0 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | *3.0 | *3.0 |
| p0 queue free % | 98 | | | | 98 | 87 |
| cM capacity (veh/h) | 979 | | | | 317 | 626 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|------------------------|------|------|------|
| Volume Total | 632 | 546 | 91 |
| Volume Left | 15 | 0 | 7 |
| Volume Right | 0 | 13 | 84 |
| cSH | 979 | 1700 | 582 |
| Volume to Capacity | 0.02 | 0.32 | 0.16 |
| Queue Length 95th (ft) | 1 | 0 | 14 |
| Control Delay (s) | 0.4 | 0.0 | 12.3 |
| Lane LOS | A | | B |
| Approach Delay (s) | 0.4 | 0.0 | 12.3 |
| Approach LOS | | | B |

| Intersection Summary | | | |
|-----------------------------------|--|-------|----------------------|
| Average Delay | | 1.1 | |
| Intersection Capacity Utilization | | 51.1% | ICU Level of Service |
| Analysis Period (min) | | 15 | A |

* User Entered Value

28424.01 :: 1207-1211 Massachusetts Avenue HCM Unsignalized Intersection Capacity Analysis
 2025 No-Build Weekday Morning Peak Hour 13: Appleton Street/Driveway & Massachusetts Avenue

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|------|------|-------|----------------------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 0 | 373 | 51 | 315 | 402 | 0 | 19 | 0 | 177 | 1 | 0 | 0 |
| Future Volume (Veh/h) | 0 | 373 | 51 | 315 | 402 | 0 | 19 | 0 | 177 | 1 | 0 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | -4% | | | 0% | |
| Peak Hour Factor | 0.75 | 0.75 | 0.75 | 0.84 | 0.84 | 0.84 | 0.85 | 0.85 | 0.85 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 497 | 68 | 375 | 479 | 0 | 22 | 0 | 208 | 1 | 0 | 0 |
| Pedestrians | | 109 | | | 215 | | | 118 | | | 215 | |
| Lane Width (ft) | | 14.0 | | | 14.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 3.5 | | | 3.5 | | | 3.5 | | | 3.5 | |
| Percent Blockage | | 12 | | | 24 | | | 11 | | | 20 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage (veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 694 | | | 683 | | | 1987 | 2093 | 864 | 2398 | 2127 | 803 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 694 | | | 683 | | | 1987 | 2093 | 864 | 2398 | 2127 | 803 |
| tC, single (s) | 4.1 | | | 4.1 | | | *4.0 | 6.5 | *3.0 | *3.0 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | *3.0 | 4.0 | *3.0 | *3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 54 | | | 79 | 100 | 62 | 99 | 100 | 100 |
| cM capacity (veh/h) | 724 | | | 808 | | | 106 | 20 | 554 | 68 | 19 | 268 |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | | | | | | | | |
| Volume Total | 565 | 854 | 230 | 1 | | | | | | | | |
| Volume Left | 0 | 375 | 22 | 1 | | | | | | | | |
| Volume Right | 68 | 0 | 208 | 0 | | | | | | | | |
| cSH | 724 | 808 | 394 | 68 | | | | | | | | |
| Volume to Capacity | 0.00 | 0.46 | 0.58 | 0.01 | | | | | | | | |
| Queue Length 95th (ft) | 0 | 62 | 89 | 1 | | | | | | | | |
| Control Delay (s) | 0.0 | 10.6 | 26.2 | 58.4 | | | | | | | | |
| Lane LOS | | B | D | F | | | | | | | | |
| Approach Delay (s) | 0.0 | 10.6 | 26.2 | 58.4 | | | | | | | | |
| Approach LOS | | | D | F | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 9.2 | | | | | | | | | |
| Intersection Capacity Utilization | | | 88.7% | ICU Level of Service | E | | | | | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

* User Entered Value

28424.01 :: 1207-1211 Massachusetts Avenue TCM Unsignalized Intersection Capacity Analysis
 2025 No-Build Weekday Morning Peak Hour 16: Burton Street/Forest Street & Massachusetts Avenue

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 95 | 456 | 1 | 10 | 491 | 108 | 0 | 10 | 21 | 72 | 24 | 223 |
| Future Volume (Veh/h) | 95 | 456 | 1 | 10 | 491 | 108 | 0 | 10 | 21 | 72 | 24 | 223 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.44 | 0.44 | 0.44 | 0.89 | 0.89 | 0.89 |
| Hourly flow rate (vph) | 109 | 524 | 1 | 11 | 564 | 124 | 0 | 23 | 48 | 81 | 27 | 251 |
| Pedestrians | | 57 | | | 9 | | | 56 | | | 57 | |
| Lane Width (ft) | | 14.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 3.5 | | | 3.5 | | | 3.5 | | | 3.5 | |
| Percent Blockage | | 6 | | | 1 | | | 5 | | | 5 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage (veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 745 | | | 581 | | | 1768 | 1566 | 590 | 1516 | 1504 | 740 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 745 | | | 581 | | | 1768 | 1566 | 590 | 1516 | 1504 | 740 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | *5.0 | *5.0 | *5.0 | *5.0 | *5.0 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | *3.0 | *3.0 | *3.0 | *3.0 | *3.0 |
| p0 queue free % | 87 | | | 99 | | | 100 | 88 | 92 | 51 | 86 | 51 |
| cM capacity (veh/h) | 812 | | | 950 | | | 22 | 187 | 629 | 166 | 200 | 510 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|------------------------|------|------|------|-------|
| Volume Total | 634 | 699 | 71 | 359 |
| Volume Left | 109 | 11 | 0 | 81 |
| Volume Right | 1 | 124 | 48 | 251 |
| cSH | 812 | 950 | 356 | 322 |
| Volume to Capacity | 0.13 | 0.01 | 0.20 | 1.12 |
| Queue Length 95th (ft) | 12 | 1 | 18 | 354 |
| Control Delay (s) | 3.4 | 0.3 | 17.6 | 121.4 |
| Lane LOS | A | A | C | F |
| Approach Delay (s) | 3.4 | 0.3 | 17.6 | 121.4 |
| Approach LOS | | | C | F |

| Intersection Summary | | | |
|-----------------------------------|--|--------|----------------------|
| Average Delay | | 26.8 | |
| Intersection Capacity Utilization | | 101.1% | ICU Level of Service |
| Analysis Period (min) | | 15 | G |

* User Entered Value

28424.01 :: 1207-1211 Massachusetts Avenue CM Unsignalized Intersection Capacity Analysis
 2025 No-Build Weekday Morning Peak Hour 19: Massachusetts Avenue & Driveway



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|------------------------|------|------|------|------|------|------|
| Lane Configurations | | ← | → | | ↘ | |
| Traffic Volume (veh/h) | 22 | 527 | 608 | 8 | 1 | 1 |
| Future Volume (Veh/h) | 22 | 527 | 608 | 8 | 1 | 1 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.25 | 0.25 |
| Hourly flow rate (vph) | 25 | 606 | 699 | 9 | 4 | 4 |
| Pedestrians | | 8 | 8 | | 8 | |
| Lane Width (ft) | | 12.0 | 14.0 | | 10.0 | |
| Walking Speed (ft/s) | | 3.5 | 3.5 | | 3.5 | |
| Percent Blockage | | 1 | 1 | | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 716 | | | | 1376 | 720 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 716 | | | | 1376 | 720 |
| tC, single (s) | 4.1 | | | | *5.0 | *5.0 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | *3.0 | *3.0 |
| p0 queue free % | 97 | | | | 99 | 99 |
| cM capacity (veh/h) | 888 | | | | 286 | 579 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|------------------------|------|------|------|
| Volume Total | 631 | 708 | 8 |
| Volume Left | 25 | 0 | 4 |
| Volume Right | 0 | 9 | 4 |
| cSH | 888 | 1700 | 383 |
| Volume to Capacity | 0.03 | 0.42 | 0.02 |
| Queue Length 95th (ft) | 2 | 0 | 2 |
| Control Delay (s) | 0.7 | 0.0 | 14.6 |
| Lane LOS | A | | B |
| Approach Delay (s) | 0.7 | 0.0 | 14.6 |
| Approach LOS | | | B |

| Intersection Summary | | | |
|-----------------------------------|--|-------|------------------------|
| Average Delay | | 0.4 | |
| Intersection Capacity Utilization | | 57.9% | ICU Level of Service B |
| Analysis Period (min) | | 15 | |

* User Entered Value

28424.01 :: 1207-1211 Massachusetts Avenue CM Unsignalized Intersection Capacity Analysis
 2025 No-Build Weekday Morning Peak Hour 22: Appleton Street & Appleton Place



| Movement | WBL | WBR | SBL | SBR | NEL | NER |
|------------------------|------|------|------|------|------|------|
| Lane Configurations | Y | | Y | | Y | |
| Traffic Volume (veh/h) | 39 | 32 | 29 | 337 | 164 | 9 |
| Future Volume (Veh/h) | 39 | 32 | 29 | 337 | 164 | 9 |
| Sign Control | Stop | | Free | | Free | |
| Grade | -4% | | 0% | | -4% | |
| Peak Hour Factor | 0.38 | 0.38 | 0.84 | 0.84 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 103 | 84 | 35 | 401 | 193 | 11 |
| Pedestrians | 109 | | 91 | | 109 | |
| Lane Width (ft) | 11.0 | | 12.0 | | 12.0 | |
| Walking Speed (ft/s) | 3.5 | | 3.5 | | 3.5 | |
| Percent Blockage | 10 | | 9 | | 10 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | None | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 888 | 398 | 313 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 888 | 398 | 313 | | | |
| tC, single (s) | *5.0 | *5.0 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.6 | 3.3 | 2.2 | | | |
| p0 queue free % | 70 | 86 | 97 | | | |
| cM capacity (veh/h) | 348 | 619 | 1139 | | | |

| Direction, Lane # | WB 1 | SB 1 | NE 1 |
|------------------------|------|------|------|
| Volume Total | 187 | 436 | 204 |
| Volume Left | 103 | 35 | 0 |
| Volume Right | 84 | 0 | 11 |
| cSH | 434 | 1139 | 1700 |
| Volume to Capacity | 0.43 | 0.03 | 0.12 |
| Queue Length 95th (ft) | 53 | 2 | 0 |
| Control Delay (s) | 19.5 | 1.0 | 0.0 |
| Lane LOS | C | A | |
| Approach Delay (s) | 19.5 | 1.0 | 0.0 |
| Approach LOS | C | | |

| Intersection Summary | | | |
|-----------------------------------|--|-------|----------------------|
| Average Delay | | 4.9 | |
| Intersection Capacity Utilization | | 60.3% | ICU Level of Service |
| Analysis Period (min) | | 15 | B |

* User Entered Value

28424.01 :: 1207-1211 Massachusetts Avenue HCM Unsignalized Intersection Capacity Analysis
 2025 No-Build Weekday Evening Peak Hour 3: Massachusetts Avenue & Lowell Street



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|------------------------|------|------|------|------|------|------|
| Lane Configurations | | ↔ | ↔ | | ↔ | |
| Traffic Volume (veh/h) | 6 | 430 | 241 | 167 | 125 | 6 |
| Future Volume (Veh/h) | 6 | 430 | 241 | 167 | 125 | 6 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.75 | 0.75 | 0.84 | 0.84 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 8 | 573 | 287 | 199 | 136 | 7 |
| Pedestrians | | 30 | 30 | | 30 | |
| Lane Width (ft) | | 12.0 | 12.0 | | 12.0 | |
| Walking Speed (ft/s) | | 3.5 | 3.5 | | 3.5 | |
| Percent Blockage | | 3 | 3 | | 3 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 516 | | | | 1036 | 446 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 516 | | | | 1036 | 446 |
| tC, single (s) | 4.1 | | | | *5.0 | *5.0 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | *3.0 | *3.0 |
| p0 queue free % | 99 | | | | 66 | 99 |
| cM capacity (veh/h) | 1030 | | | | 398 | 729 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|------------------------|------|------|------|
| Volume Total | 581 | 486 | 143 |
| Volume Left | 8 | 0 | 136 |
| Volume Right | 0 | 199 | 7 |
| cSH | 1030 | 1700 | 407 |
| Volume to Capacity | 0.01 | 0.29 | 0.35 |
| Queue Length 95th (ft) | 1 | 0 | 39 |
| Control Delay (s) | 0.2 | 0.0 | 18.6 |
| Lane LOS | A | | C |
| Approach Delay (s) | 0.2 | 0.0 | 18.6 |
| Approach LOS | | | C |

| Intersection Summary | | | |
|-----------------------------------|--|-------|------------------------|
| Average Delay | | 2.3 | |
| Intersection Capacity Utilization | | 45.2% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |

* User Entered Value

28424.01 :: 1207-1211 Massachusetts Avenue CM Unsignalized Intersection Capacity Analysis
 2025 No-Build Weekday Evening Peak Hour 5: Massachusetts Avenue & Clark Street



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|------------------------|------|------|------|------|------|------|
| Lane Configurations | | ↔ | ↔ | | ↔ | |
| Traffic Volume (veh/h) | 11 | 543 | 402 | 11 | 6 | 6 |
| Future Volume (Veh/h) | 11 | 543 | 402 | 11 | 6 | 6 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.75 | 0.75 | 0.84 | 0.84 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 15 | 724 | 479 | 13 | 7 | 7 |
| Pedestrians | | 30 | 30 | | 30 | |
| Lane Width (ft) | | 12.0 | 12.0 | | 12.0 | |
| Walking Speed (ft/s) | | 3.5 | 3.5 | | 3.5 | |
| Percent Blockage | | 3 | 3 | | 3 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 522 | | | | 1300 | 546 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 522 | | | | 1300 | 546 |
| tC, single (s) | 4.1 | | | | *5.0 | *5.0 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | *3.0 | *3.0 |
| p0 queue free % | 99 | | | | 98 | 99 |
| cM capacity (veh/h) | 1025 | | | | 301 | 661 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|------------------------|------|------|------|
| Volume Total | 739 | 492 | 14 |
| Volume Left | 15 | 0 | 7 |
| Volume Right | 0 | 13 | 7 |
| cSH | 1025 | 1700 | 413 |
| Volume to Capacity | 0.01 | 0.29 | 0.03 |
| Queue Length 95th (ft) | 1 | 0 | 3 |
| Control Delay (s) | 0.4 | 0.0 | 14.0 |
| Lane LOS | A | | B |
| Approach Delay (s) | 0.4 | 0.0 | 14.0 |
| Approach LOS | | | B |

| Intersection Summary | | | |
|-----------------------------------|--|-------|------------------------|
| Average Delay | | 0.4 | |
| Intersection Capacity Utilization | | 53.7% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |

* User Entered Value

28424.01 :: 1207-1211 Massachusetts Avenue CM Unsignalized Intersection Capacity Analysis
 2025 No-Build Weekday Evening Peak Hour 13: Appleton Street/Driveway & Massachusetts Avenue

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 3 | 475 | 20 | 126 | 352 | 2 | 20 | 1 | 368 | 1 | 1 | 3 |
| Future Volume (Veh/h) | 3 | 475 | 20 | 126 | 352 | 2 | 20 | 1 | 368 | 1 | 1 | 3 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.88 | 0.88 | 0.88 | 0.90 | 0.90 | 0.90 | 0.62 | 0.62 | 0.62 |
| Hourly flow rate (vph) | 3 | 511 | 22 | 143 | 400 | 2 | 22 | 1 | 409 | 2 | 2 | 5 |
| Pedestrians | | 21 | | | 27 | | | 7 | | | 27 | |
| Lane Width (ft) | | 14.0 | | | 14.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 3.5 | | | 3.5 | | | 3.5 | | | 3.5 | |
| Percent Blockage | | 2 | | | 3 | | | 1 | | | 3 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage (veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 429 | | | 540 | | | 1249 | 1250 | 556 | 1678 | 1260 | 449 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 429 | | | 540 | | | 1249 | 1250 | 556 | 1678 | 1260 | 449 |
| tC, single (s) | 4.1 | | | 4.1 | | | *5.0 | *5.0 | *5.0 | *5.0 | *5.0 | *5.0 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | *3.0 | *3.0 | *3.0 | *3.0 | *3.0 | *3.0 |
| p0 queue free % | 100 | | | 86 | | | 92 | 100 | 39 | 97 | 99 | 99 |
| cM capacity (veh/h) | 1112 | | | 1027 | | | 284 | 283 | 667 | 69 | 280 | 734 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|------------------------|------|------|------|------|
| Volume Total | 536 | 545 | 432 | 9 |
| Volume Left | 3 | 143 | 22 | 2 |
| Volume Right | 22 | 2 | 409 | 5 |
| cSH | 1112 | 1027 | 623 | 209 |
| Volume to Capacity | 0.00 | 0.14 | 0.69 | 0.04 |
| Queue Length 95th (ft) | 0 | 12 | 138 | 3 |
| Control Delay (s) | 0.1 | 3.6 | 22.8 | 23.0 |
| Lane LOS | A | A | C | C |
| Approach Delay (s) | 0.1 | 3.6 | 22.8 | 23.0 |
| Approach LOS | | | C | C |

| Intersection Summary | | | |
|-----------------------------------|--|-------|------------------------|
| Average Delay | | 7.9 | |
| Intersection Capacity Utilization | | 88.2% | ICU Level of Service E |
| Analysis Period (min) | | 15 | |

* User Entered Value

28424.01 :: 1207-1211 Massachusetts Avenue HCM Unsignalized Intersection Capacity Analysis
 2025 No-Build Weekday Evening Peak Hour 16: Burton Street/Forest Street & Massachusetts Avenue

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 221 | 631 | 2 | 3 | 412 | 101 | 1 | 3 | 9 | 42 | 4 | 74 |
| Future Volume (Veh/h) | 221 | 631 | 2 | 3 | 412 | 101 | 1 | 3 | 9 | 42 | 4 | 74 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.88 | 0.88 | 0.88 | 0.60 | 0.60 | 0.60 | 0.81 | 0.81 | 0.81 |
| Hourly flow rate (vph) | 238 | 678 | 2 | 3 | 468 | 115 | 2 | 5 | 15 | 52 | 5 | 91 |
| Pedestrians | | 21 | | | 16 | | | 21 | | | 19 | |
| Lane Width (ft) | | 14.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 3.5 | | | 3.5 | | | 3.5 | | | 3.5 | |
| Percent Blockage | | 2 | | | 2 | | | 2 | | | 2 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage (veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 602 | | | 701 | | | 1822 | 1784 | 716 | 1739 | 1728 | 566 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 602 | | | 701 | | | 1822 | 1784 | 716 | 1739 | 1728 | 566 |
| tC, single (s) | 4.1 | | | 4.1 | | | *5.0 | *5.0 | *5.0 | *5.0 | *5.0 | *5.0 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | *3.0 | *3.0 | *3.0 | *3.0 | *3.0 | *3.0 |
| p0 queue free % | 75 | | | 100 | | | 98 | 96 | 97 | 64 | 97 | 86 |
| cM capacity (veh/h) | 953 | | | 887 | | | 117 | 139 | 569 | 146 | 148 | 658 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|------------------------|------|------|------|------|
| Volume Total | 918 | 586 | 22 | 148 |
| Volume Left | 238 | 3 | 2 | 52 |
| Volume Right | 2 | 115 | 15 | 91 |
| cSH | 953 | 887 | 277 | 280 |
| Volume to Capacity | 0.25 | 0.00 | 0.08 | 0.53 |
| Queue Length 95th (ft) | 25 | 0 | 6 | 72 |
| Control Delay (s) | 5.7 | 0.1 | 19.1 | 31.4 |
| Lane LOS | A | A | C | D |
| Approach Delay (s) | 5.7 | 0.1 | 19.1 | 31.4 |
| Approach LOS | | | C | D |

| Intersection Summary | | | |
|-----------------------------------|--|-------|------------------------|
| Average Delay | | 6.2 | |
| Intersection Capacity Utilization | | 98.6% | ICU Level of Service F |
| Analysis Period (min) | | 15 | |

* User Entered Value

28424.01 :: 1207-1211 Massachusetts Avenue HCM Unsignalized Intersection Capacity Analysis
 2025 No-Build Weekday Evening Peak Hour 19: Massachusetts Avenue & Driveway



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|------------------------|------|------|------|------|------|------|
| Lane Configurations | | ↔ | ↔ | | ↔ | |
| Traffic Volume (veh/h) | 18 | 664 | 497 | 17 | 7 | 19 |
| Future Volume (Veh/h) | 18 | 664 | 497 | 17 | 7 | 19 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.93 | 0.93 | 0.88 | 0.88 | 0.64 | 0.64 |
| Hourly flow rate (vph) | 19 | 714 | 565 | 19 | 11 | 30 |
| Pedestrians | | 19 | 19 | | | |
| Lane Width (ft) | | 12.0 | 14.0 | | | |
| Walking Speed (ft/s) | | 3.5 | 3.5 | | | |
| Percent Blockage | | 2 | 2 | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 584 | | | | 1346 | 594 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 584 | | | | 1346 | 594 |
| tC, single (s) | 4.1 | | | | *5.0 | *5.0 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | *3.0 | *3.0 |
| p0 queue free % | 98 | | | | 96 | 95 |
| cM capacity (veh/h) | 1001 | | | | 296 | 655 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|------------------------|------|------|------|
| Volume Total | 733 | 584 | 41 |
| Volume Left | 19 | 0 | 11 |
| Volume Right | 0 | 19 | 30 |
| cSH | 1001 | 1700 | 494 |
| Volume to Capacity | 0.02 | 0.34 | 0.08 |
| Queue Length 95th (ft) | 1 | 0 | 7 |
| Control Delay (s) | 0.5 | 0.0 | 12.9 |
| Lane LOS | A | | B |
| Approach Delay (s) | 0.5 | 0.0 | 12.9 |
| Approach LOS | | | B |

| Intersection Summary | | | |
|-----------------------------------|--|-------|------------------------|
| Average Delay | | 0.7 | |
| Intersection Capacity Utilization | | 64.1% | ICU Level of Service C |
| Analysis Period (min) | | 15 | |

* User Entered Value

28424.01 :: 1207-1211 Massachusetts Avenue CM Unsignalized Intersection Capacity Analysis
 2025 No-Build Weekday Evening Peak Hour 22: Appleton Street & Appleton Place



| Movement | WBL | WBR | SBL | SBR | NEL | NER |
|------------------------|------|------|------|------|------|------|
| Lane Configurations | Y | | Y | | Y | |
| Traffic Volume (veh/h) | 3 | 25 | 11 | 136 | 364 | 6 |
| Future Volume (Veh/h) | 3 | 25 | 11 | 136 | 364 | 6 |
| Sign Control | Stop | | Free | | Free | |
| Grade | -4% | | 0% | | -4% | |
| Peak Hour Factor | 0.65 | 0.65 | 0.84 | 0.84 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 5 | 38 | 13 | 162 | 404 | 7 |
| Pedestrians | 20 | | 18 | | 20 | |
| Lane Width (ft) | 11.0 | | 12.0 | | 12.0 | |
| Walking Speed (ft/s) | 3.5 | | 3.5 | | 3.5 | |
| Percent Blockage | 2 | | 2 | | 2 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | None | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 636 | 446 | 431 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 636 | 446 | 431 | | | |
| tC, single (s) | *5.0 | *5.0 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | *3.0 | *3.0 | 2.2 | | | |
| p0 queue free % | 99 | 95 | 99 | | | |
| cM capacity (veh/h) | 609 | 747 | 1119 | | | |

| Direction, Lane # | WB 1 | SB 1 | NE 1 |
|------------------------|------|------|------|
| Volume Total | 43 | 175 | 411 |
| Volume Left | 5 | 13 | 0 |
| Volume Right | 38 | 0 | 7 |
| cSH | 728 | 1119 | 1700 |
| Volume to Capacity | 0.06 | 0.01 | 0.24 |
| Queue Length 95th (ft) | 5 | 1 | 0 |
| Control Delay (s) | 10.3 | 0.7 | 0.0 |
| Lane LOS | B | A | |
| Approach Delay (s) | 10.3 | 0.7 | 0.0 |
| Approach LOS | B | | |

| Intersection Summary | | | |
|-----------------------------------|--|-------|----------------------|
| Average Delay | | 0.9 | |
| Intersection Capacity Utilization | | 49.5% | ICU Level of Service |
| Analysis Period (min) | | 15 | A |

* User Entered Value

28424.01 :: 1207-1211 Massachusetts Avenue TCM Unsignalized Intersection Capacity Analysis
 2025 Build Weekday Morning Peak Hour 3: Massachusetts Avenue & Lowell Street



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|------------------------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | ↕ | | ↕ | |
| Traffic Volume (veh/h) | 6 | 347 | 446 | 88 | 137 | 6 |
| Future Volume (Veh/h) | 6 | 347 | 446 | 88 | 137 | 6 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.75 | 0.75 | 0.84 | 0.84 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 8 | 463 | 531 | 105 | 149 | 7 |
| Pedestrians | | 30 | 30 | | 30 | |
| Lane Width (ft) | | 12.0 | 12.0 | | 12.0 | |
| Walking Speed (ft/s) | | 3.5 | 3.5 | | 3.5 | |
| Percent Blockage | | 3 | 3 | | 3 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 666 | | | | 1122 | 644 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 666 | | | | 1122 | 644 |
| tC, single (s) | 4.1 | | | | *5.0 | *5.0 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | *3.0 | *3.0 |
| p0 queue free % | 99 | | | | 59 | 99 |
| cM capacity (veh/h) | 906 | | | | 363 | 599 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|------------------------|------|------|------|
| Volume Total | 471 | 636 | 156 |
| Volume Left | 8 | 0 | 149 |
| Volume Right | 0 | 105 | 7 |
| cSH | 906 | 1700 | 370 |
| Volume to Capacity | 0.01 | 0.37 | 0.42 |
| Queue Length 95th (ft) | 1 | 0 | 51 |
| Control Delay (s) | 0.3 | 0.0 | 21.6 |
| Lane LOS | A | | C |
| Approach Delay (s) | 0.3 | 0.0 | 21.6 |
| Approach LOS | | | C |

| Intersection Summary | | | |
|-----------------------------------|--|-------|------------------------|
| Average Delay | | 2.8 | |
| Intersection Capacity Utilization | | 47.3% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |

* User Entered Value

28424.01 :: 1207-1211 Massachusetts Avenue HCM Unsignalized Intersection Capacity Analysis
 2025 Build Weekday Morning Peak Hour 5: Massachusetts Avenue & Clark Street



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|------------------------|------|------|------|------|------|------|
| Lane Configurations | | ↔ | ↔ | | ↔ | |
| Traffic Volume (veh/h) | 11 | 473 | 457 | 25 | 16 | 77 |
| Future Volume (Veh/h) | 11 | 473 | 457 | 25 | 16 | 77 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.75 | 0.75 | 0.84 | 0.84 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 15 | 631 | 544 | 30 | 17 | 84 |
| Pedestrians | | 30 | 30 | | 30 | |
| Lane Width (ft) | | 12.0 | 12.0 | | 12.0 | |
| Walking Speed (ft/s) | | 3.5 | 3.5 | | 3.5 | |
| Percent Blockage | | 3 | 3 | | 3 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 604 | | | | 1280 | 619 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 604 | | | | 1280 | 619 |
| tC, single (s) | 4.1 | | | | *5.0 | *5.0 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | *3.0 | *3.0 |
| p0 queue free % | 98 | | | | 94 | 86 |
| cM capacity (veh/h) | 956 | | | | 306 | 614 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|------------------------|------|------|------|
| Volume Total | 646 | 574 | 101 |
| Volume Left | 15 | 0 | 17 |
| Volume Right | 0 | 30 | 84 |
| cSH | 956 | 1700 | 525 |
| Volume to Capacity | 0.02 | 0.34 | 0.19 |
| Queue Length 95th (ft) | 1 | 0 | 18 |
| Control Delay (s) | 0.4 | 0.0 | 13.5 |
| Lane LOS | A | | B |
| Approach Delay (s) | 0.4 | 0.0 | 13.5 |
| Approach LOS | | | B |

| Intersection Summary | | | |
|-----------------------------------|--|-------|------------------------|
| Average Delay | | 1.2 | |
| Intersection Capacity Utilization | | 51.7% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |

* User Entered Value

28424.01 :: 1207-1211 Massachusetts Avenue HCM Unsignalized Intersection Capacity Analysis
 2025 Build Weekday Morning Peak Hour 7: Clark Street & Rear Driveway



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|------------------------|------|------|------|------|------|------|
| Lane Configurations | Y | | ↑ | | | ↓ |
| Traffic Volume (veh/h) | 15 | 0 | 21 | 15 | 0 | 78 |
| Future Volume (Veh/h) | 15 | 0 | 21 | 15 | 0 | 78 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 16 | 0 | 23 | 16 | 0 | 85 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 116 | 31 | | | 39 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 116 | 31 | | | 39 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| pD queue free % | 98 | 100 | | | 100 | |
| cM capacity (veh/h) | 880 | 1043 | | | 1571 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|------------------------|------|------|------|
| Volume Total | 16 | 39 | 85 |
| Volume Left | 16 | 0 | 0 |
| Volume Right | 0 | 16 | 0 |
| cSH | 880 | 1700 | 1571 |
| Volume to Capacity | 0.02 | 0.02 | 0.00 |
| Queue Length 95th (ft) | 1 | 0 | 0 |
| Control Delay (s) | 9.2 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 9.2 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|-----------------------------------|--|-------|----------------------|
| Average Delay | | 1.0 | |
| Intersection Capacity Utilization | | 14.1% | ICU Level of Service |
| Analysis Period (min) | | 15 | A |

28424.01 :: 1207-1211 Massachusetts Avenue CM Unsignalized Intersection Capacity Analysis
 2025 Build Weekday Morning Peak Hour 9: Massachusetts Avenue & West Driveway



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|------------------------|------|------|------|------|------|------|
| Lane Configurations | | ↑ | ↑ | | ↘ | |
| Traffic Volume (veh/h) | 0 | 489 | 462 | 0 | 10 | 20 |
| Future Volume (Veh/h) | 0 | 489 | 462 | 0 | 10 | 20 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.75 | 0.75 | 0.84 | 0.84 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 652 | 550 | 0 | 11 | 22 |
| Pedestrians | | 30 | 30 | | 30 | |
| Lane Width (ft) | | 12.0 | 12.0 | | 12.0 | |
| Walking Speed (ft/s) | | 3.5 | 3.5 | | 3.5 | |
| Percent Blockage | | 3 | 3 | | 3 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 580 | | | | 1262 | 610 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 580 | | | | 1262 | 610 |
| tC, single (s) | 4.1 | | | | *5.0 | *5.0 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | *3.0 | *3.0 |
| p0 queue free % | 100 | | | | 97 | 96 |
| cM capacity (veh/h) | 975 | | | | 317 | 619 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|------------------------|------|------|------|
| Volume Total | 652 | 550 | 33 |
| Volume Left | 0 | 0 | 11 |
| Volume Right | 0 | 0 | 22 |
| cSH | 1700 | 1700 | 470 |
| Volume to Capacity | 0.38 | 0.32 | 0.07 |
| Queue Length 95th (ft) | 0 | 0 | 6 |
| Control Delay (s) | 0.0 | 0.0 | 13.2 |
| Lane LOS | | | B |
| Approach Delay (s) | 0.0 | 0.0 | 13.2 |
| Approach LOS | | | B |

Intersection Summary

| | | | |
|-----------------------------------|--|-------|------------------------|
| Average Delay | | 0.4 | |
| Intersection Capacity Utilization | | 42.2% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |

* User Entered Value

28424.01 :: 1207-1211 Massachusetts Avenue CM Unsignalized Intersection Capacity Analysis
 2025 Build Weekday Morning Peak Hour 11: Massachusetts Avenue & East Driveway



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|------------------------|------|------|------|------|------|------|
| Lane Configurations | | ↔ | ↔ | | | |
| Traffic Volume (veh/h) | 20 | 479 | 462 | 10 | 0 | 0 |
| Future Volume (Veh/h) | 20 | 479 | 462 | 10 | 0 | 0 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.75 | 0.75 | 0.84 | 0.84 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 27 | 639 | 550 | 12 | 0 | 0 |
| Pedestrians | | 30 | 30 | | 30 | |
| Lane Width (ft) | | 12.0 | 12.0 | | 0.0 | |
| Walking Speed (ft/s) | | 3.5 | 3.5 | | 3.5 | |
| Percent Blockage | | 3 | 3 | | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 592 | | | | 1309 | 616 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 592 | | | | 1309 | 616 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 97 | | | | 100 | 100 |
| cM capacity (veh/h) | 994 | | | | 168 | 480 |

| Direction, Lane # | EB 1 | WB 1 |
|------------------------|------|------|
| Volume Total | 666 | 562 |
| Volume Left | 27 | 0 |
| Volume Right | 0 | 12 |
| cSH | 994 | 1700 |
| Volume to Capacity | 0.03 | 0.33 |
| Queue Length 95th (ft) | 2 | 0 |
| Control Delay (s) | 0.7 | 0.0 |
| Lane LOS | A | |
| Approach Delay (s) | 0.7 | 0.0 |
| Approach LOS | | |

| Intersection Summary | | |
|-----------------------------------|-------|------------------------|
| Average Delay | 0.4 | |
| Intersection Capacity Utilization | 57.8% | ICU Level of Service B |
| Analysis Period (min) | 15 | |

28424.01 :: 1207-1211 Massachusetts Avenue HCM Unsignalized Intersection Capacity Analysis
 2025 Build Weekday Morning Peak Hour 13: Appleton Street/Driveway & Massachusetts Avenue

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|-------------|-------------|-------------|-------------|----------------------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 0 | 387 | 53 | 315 | 419 | 0 | 21 | 0 | 177 | 1 | 0 | 0 |
| Future Volume (Veh/h) | 0 | 387 | 53 | 315 | 419 | 0 | 21 | 0 | 177 | 1 | 0 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | -4% | | | 0% | |
| Peak Hour Factor | 0.75 | 0.75 | 0.75 | 0.84 | 0.84 | 0.84 | 0.85 | 0.85 | 0.85 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 516 | 71 | 375 | 499 | 0 | 25 | 0 | 208 | 1 | 0 | 0 |
| Pedestrians | | 109 | | | 215 | | | 118 | | | 215 | |
| Lane Width (ft) | | 14.0 | | | 14.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 3.5 | | | 3.5 | | | 3.5 | | | 3.5 | |
| Percent Blockage | | 12 | | | 24 | | | 11 | | | 20 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage (veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 714 | | | 705 | | | 2028 | 2134 | 884 | 2438 | 2169 | 823 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 714 | | | 705 | | | 2028 | 2134 | 884 | 2438 | 2169 | 823 |
| tC, single (s) | 4.1 | | | 4.1 | | | *4.0 | 6.5 | *3.0 | *3.0 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | *3.0 | 4.0 | *3.0 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 53 | | | 75 | 100 | 62 | 98 | 100 | 100 |
| cM capacity (veh/h) | 712 | | | 793 | | | 101 | 19 | 548 | 66 | 17 | 261 |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | | | | | | | | |
| Volume Total | 587 | 874 | 233 | 1 | | | | | | | | |
| Volume Left | 0 | 375 | 25 | 1 | | | | | | | | |
| Volume Right | 71 | 0 | 208 | 0 | | | | | | | | |
| cSH | 712 | 793 | 372 | 66 | | | | | | | | |
| Volume to Capacity | 0.00 | 0.47 | 0.63 | 0.02 | | | | | | | | |
| Queue Length 95th (ft) | 0 | 64 | 102 | 1 | | | | | | | | |
| Control Delay (s) | 0.0 | 11.0 | 29.5 | 60.6 | | | | | | | | |
| Lane LOS | | B | D | F | | | | | | | | |
| Approach Delay (s) | 0.0 | 11.0 | 29.5 | 60.6 | | | | | | | | |
| Approach LOS | | | D | F | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 9.8 | | | | | | | | | |
| Intersection Capacity Utilization | | | 90.5% | | ICU Level of Service | | | | E | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

* User Entered Value

28424.01 :: 1207-1211 Massachusetts Avenue HCM Unsignalized Intersection Capacity Analysis
 2025 Build Weekday Morning Peak Hour 16: Burton Street/Forest Street & Massachusetts Avenue

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 95 | 470 | 1 | 10 | 508 | 108 | 0 | 10 | 21 | 72 | 24 | 223 |
| Future Volume (Veh/h) | 95 | 470 | 1 | 10 | 508 | 108 | 0 | 10 | 21 | 72 | 24 | 223 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.44 | 0.44 | 0.44 | 0.89 | 0.89 | 0.89 |
| Hourly flow rate (vph) | 109 | 540 | 1 | 11 | 584 | 124 | 0 | 23 | 48 | 81 | 27 | 251 |
| Pedestrians | | 57 | | | 9 | | | 56 | | | 57 | |
| Lane Width (ft) | | 14.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 3.5 | | | 3.5 | | | 3.5 | | | 3.5 | |
| Percent Blockage | | 6 | | | 1 | | | 5 | | | 5 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage (veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 765 | | | 597 | | | 1804 | 1602 | 606 | 1552 | 1540 | 760 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 765 | | | 597 | | | 1804 | 1602 | 606 | 1552 | 1540 | 760 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | *5.0 | *5.0 | *5.0 | *5.0 | *5.0 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | *3.0 | *3.0 | *3.0 | *3.0 | *3.0 |
| p0 queue free % | 86 | | | 99 | | | 100 | 87 | 92 | 49 | 86 | 50 |
| cM capacity (veh/h) | 798 | | | 937 | | | 20 | 180 | 619 | 159 | 192 | 499 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|------------------------|------|------|------|-------|
| Volume Total | 650 | 719 | 71 | 359 |
| Volume Left | 109 | 11 | 0 | 81 |
| Volume Right | 1 | 124 | 48 | 251 |
| cSH | 798 | 937 | 345 | 311 |
| Volume to Capacity | 0.14 | 0.01 | 0.21 | 1.15 |
| Queue Length 95th (ft) | 12 | 1 | 19 | 374 |
| Control Delay (s) | 3.4 | 0.3 | 18.1 | 136.0 |
| Lane LOS | A | A | C | F |
| Approach Delay (s) | 3.4 | 0.3 | 18.1 | 136.0 |
| Approach LOS | | | C | F |

| Intersection Summary | | | |
|-----------------------------------|--|--------|----------------------|
| Average Delay | | 29.2 | |
| Intersection Capacity Utilization | | 102.7% | ICU Level of Service |
| Analysis Period (min) | | 15 | G |

* User Entered Value

28424.01 :: 1207-1211 Massachusetts Avenue HCM Unsignalized Intersection Capacity Analysis
 2025 Build Weekday Morning Peak Hour 19: Massachusetts Avenue & Driveway



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|------------------------|------|------|------|------|------|------|
| Lane Configurations | | ↖ | ↗ | | ↘ | |
| Traffic Volume (veh/h) | 22 | 541 | 625 | 8 | 1 | 1 |
| Future Volume (Veh/h) | 22 | 541 | 625 | 8 | 1 | 1 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.25 | 0.25 |
| Hourly flow rate (vph) | 25 | 622 | 718 | 9 | 4 | 4 |
| Pedestrians | | 8 | 8 | | 8 | |
| Lane Width (ft) | | 12.0 | 14.0 | | 10.0 | |
| Walking Speed (ft/s) | | 3.5 | 3.5 | | 3.5 | |
| Percent Blockage | | 1 | 1 | | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 735 | | | | 1410 | 738 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 735 | | | | 1410 | 738 |
| tC, single (s) | 4.1 | | | | *5.0 | *5.0 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | *3.0 | *3.0 |
| p0 queue free % | 97 | | | | 99 | 99 |
| cM capacity (veh/h) | 874 | | | | 275 | 568 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|------------------------|------|------|------|
| Volume Total | 647 | 727 | 8 |
| Volume Left | 25 | 0 | 4 |
| Volume Right | 0 | 9 | 4 |
| cSH | 874 | 1700 | 371 |
| Volume to Capacity | 0.03 | 0.43 | 0.02 |
| Queue Length 95th (ft) | 2 | 0 | 2 |
| Control Delay (s) | 0.8 | 0.0 | 14.9 |
| Lane LOS | A | | B |
| Approach Delay (s) | 0.8 | 0.0 | 14.9 |
| Approach LOS | | | B |

| Intersection Summary | | | |
|-----------------------------------|--|-------|------------------------|
| Average Delay | | 0.4 | |
| Intersection Capacity Utilization | | 58.6% | ICU Level of Service B |
| Analysis Period (min) | | 15 | |

* User Entered Value

28424.01 :: 1207-1211 Massachusetts Avenue HCM Unsignalized Intersection Capacity Analysis
 2025 Build Weekday Morning Peak Hour 22: Appleton Street & Appleton Place



| Movement | WBL | WBR | SBL | SBR | NEL | NER |
|------------------------|------|------|------|------|------|------|
| Lane Configurations | Y | | Y | | Y | |
| Traffic Volume (veh/h) | 39 | 32 | 29 | 339 | 166 | 9 |
| Future Volume (Veh/h) | 39 | 32 | 29 | 339 | 166 | 9 |
| Sign Control | Stop | | Free | | Free | |
| Grade | -4% | | 0% | | -4% | |
| Peak Hour Factor | 0.38 | 0.38 | 0.84 | 0.84 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 103 | 84 | 35 | 404 | 195 | 11 |
| Pedestrians | 109 | | 91 | | 109 | |
| Lane Width (ft) | 11.0 | | 12.0 | | 12.0 | |
| Walking Speed (ft/s) | 3.5 | | 3.5 | | 3.5 | |
| Percent Blockage | 10 | | 9 | | 10 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | None | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 892 | 400 | 315 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 892 | 400 | 315 | | | |
| tC, single (s) | *5.0 | *5.0 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.6 | 3.3 | 2.2 | | | |
| p0 queue free % | 70 | 86 | 97 | | | |
| cM capacity (veh/h) | 347 | 618 | 1137 | | | |

| Direction, Lane # | WB 1 | SB 1 | NE 1 |
|------------------------|------|------|------|
| Volume Total | 187 | 439 | 206 |
| Volume Left | 103 | 35 | 0 |
| Volume Right | 84 | 0 | 11 |
| cSH | 432 | 1137 | 1700 |
| Volume to Capacity | 0.43 | 0.03 | 0.12 |
| Queue Length 95th (ft) | 54 | 2 | 0 |
| Control Delay (s) | 19.6 | 1.0 | 0.0 |
| Lane LOS | C | A | |
| Approach Delay (s) | 19.6 | 1.0 | 0.0 |
| Approach LOS | C | | |

| Intersection Summary | | | |
|-----------------------------------|--|-------|------------------------|
| Average Delay | | 4.9 | |
| Intersection Capacity Utilization | | 60.4% | ICU Level of Service B |
| Analysis Period (min) | | 15 | |

* User Entered Value

28424.01 :: 1207-1211 Massachusetts Avenue HCM Unsignalized Intersection Capacity Analysis
 2025 Build Weekday Evening Peak Hour 3: Massachusetts Avenue & Lowell Street



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|------------------------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | ↕ | | ↕ | |
| Traffic Volume (veh/h) | 6 | 441 | 250 | 167 | 125 | 6 |
| Future Volume (Veh/h) | 6 | 441 | 250 | 167 | 125 | 6 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.75 | 0.75 | 0.84 | 0.84 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 8 | 588 | 298 | 199 | 136 | 7 |
| Pedestrians | | 30 | 30 | | 30 | |
| Lane Width (ft) | | 12.0 | 12.0 | | 12.0 | |
| Walking Speed (ft/s) | | 3.5 | 3.5 | | 3.5 | |
| Percent Blockage | | 3 | 3 | | 3 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 527 | | | | 1062 | 458 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 527 | | | | 1062 | 458 |
| tC, single (s) | 4.1 | | | | *5.0 | *5.0 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | *3.0 | *3.0 |
| p0 queue free % | 99 | | | | 65 | 99 |
| cM capacity (veh/h) | 1020 | | | | 388 | 721 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|------------------------|------|------|------|
| Volume Total | 596 | 497 | 143 |
| Volume Left | 8 | 0 | 136 |
| Volume Right | 0 | 199 | 7 |
| cSH | 1020 | 1700 | 397 |
| Volume to Capacity | 0.01 | 0.29 | 0.36 |
| Queue Length 95th (ft) | 1 | 0 | 40 |
| Control Delay (s) | 0.2 | 0.0 | 19.1 |
| Lane LOS | A | | C |
| Approach Delay (s) | 0.2 | 0.0 | 19.1 |
| Approach LOS | | | C |

| Intersection Summary | | | |
|-----------------------------------|--|-------|------------------------|
| Average Delay | | 2.3 | |
| Intersection Capacity Utilization | | 45.8% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |

* User Entered Value

28424.01 :: 1207-1211 Massachusetts Avenue HCM Unsignalized Intersection Capacity Analysis
 2025 Build Weekday Evening Peak Hour 5: Massachusetts Avenue & Clark Street







| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|------------------------|------|------|------|------|------|------|
| Lane Configurations | | ↖ | ↗ | | ↘ | |
| Traffic Volume (veh/h) | 11 | 554 | 411 | 26 | 21 | 6 |
| Future Volume (Veh/h) | 11 | 554 | 411 | 26 | 21 | 6 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.75 | 0.75 | 0.84 | 0.84 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 15 | 739 | 489 | 31 | 23 | 7 |
| Pedestrians | | 30 | 30 | | 30 | |
| Lane Width (ft) | | 12.0 | 12.0 | | 12.0 | |
| Walking Speed (ft/s) | | 3.5 | 3.5 | | 3.5 | |
| Percent Blockage | | 3 | 3 | | 3 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 550 | | | | 1334 | 564 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 550 | | | | 1334 | 564 |
| tC, single (s) | 4.1 | | | | *5.0 | *5.0 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | *3.0 | *3.0 |
| p0 queue free % | 99 | | | | 92 | 99 |
| cM capacity (veh/h) | 1000 | | | | 290 | 648 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|------------------------|------|------|------|
| Volume Total | 754 | 520 | 30 |
| Volume Left | 15 | 0 | 23 |
| Volume Right | 0 | 31 | 7 |
| cSH | 1000 | 1700 | 333 |
| Volume to Capacity | 0.01 | 0.31 | 0.09 |
| Queue Length 95th (ft) | 1 | 0 | 7 |
| Control Delay (s) | 0.4 | 0.0 | 16.9 |
| Lane LOS | A | | C |
| Approach Delay (s) | 0.4 | 0.0 | 16.9 |
| Approach LOS | | | C |

| Intersection Summary | | | |
|-----------------------------------|--|-------|----------------------|
| Average Delay | | 0.6 | |
| Intersection Capacity Utilization | | 54.3% | ICU Level of Service |
| Analysis Period (min) | | 15 | A |

* User Entered Value

28424.01 :: 1207-1211 Massachusetts Avenue CM Unsignalized Intersection Capacity Analysis
 2025 Build Weekday Evening Peak Hour 7: Clark Street & Rear Driveway

| |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | T | | T | | | T |
| Traffic Volume (veh/h) | 15 | 0 | 22 | 15 | 0 | 12 |
| Future Volume (Veh/h) | 15 | 0 | 22 | 15 | 0 | 12 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 16 | 0 | 24 | 16 | 0 | 13 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 45 | 32 | | | 40 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 45 | 32 | | | 40 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 98 | 100 | | | 100 | |
| cM capacity (veh/h) | 965 | 1042 | | | 1570 | |
| Direction, Lane # | WB 1 | NB 1 | SB 1 | | | |
| Volume Total | 16 | 40 | 13 | | | |
| Volume Left | 16 | 0 | 0 | | | |
| Volume Right | 0 | 16 | 0 | | | |
| cSH | 965 | 1700 | 1570 | | | |
| Volume to Capacity | 0.02 | 0.02 | 0.00 | | | |
| Queue Length 95th (ft) | 1 | 0 | 0 | | | |
| Control Delay (s) | 8.8 | 0.0 | 0.0 | | | |
| Lane LOS | A | | | | | |
| Approach Delay (s) | 8.8 | 0.0 | 0.0 | | | |
| Approach LOS | A | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 2.0 | | | |
| Intersection Capacity Utilization | | | 13.3% | ICU Level of Service | | A |
| Analysis Period (min) | | | 15 | | | |

28424.01 :: 1207-1211 Massachusetts Avenue HCM Unsignalized Intersection Capacity Analysis
 2025 Build Weekday Evening Peak Hour 9: Massachusetts Avenue & West Driveway

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|------------------------|------|------|------|------|------|------|
| Lane Configurations | | ↑ | ↑ | | ↘ | |
| Traffic Volume (veh/h) | 0 | 575 | 417 | 0 | 10 | 20 |
| Future Volume (Veh/h) | 0 | 575 | 417 | 0 | 10 | 20 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.75 | 0.75 | 0.84 | 0.84 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 767 | 496 | 0 | 11 | 22 |
| Pedestrians | | 30 | 30 | | 30 | |
| Lane Width (ft) | | 12.0 | 12.0 | | 12.0 | |
| Walking Speed (ft/s) | | 3.5 | 3.5 | | 3.5 | |
| Percent Blockage | | 3 | 3 | | 3 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 526 | | | | 1323 | 556 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 526 | | | | 1323 | 556 |
| tC, single (s) | 4.1 | | | | *5.0 | *5.0 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | *3.0 | *3.0 |
| p0 queue free % | 100 | | | | 96 | 97 |
| cM capacity (veh/h) | 1021 | | | | 298 | 654 |







| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|------------------------|------|------|------|
| Volume Total | 767 | 496 | 33 |
| Volume Left | 0 | 0 | 11 |
| Volume Right | 0 | 0 | 22 |
| cSH | 1700 | 1700 | 467 |
| Volume to Capacity | 0.45 | 0.29 | 0.07 |
| Queue Length 95th (ft) | 0 | 0 | 6 |
| Control Delay (s) | 0.0 | 0.0 | 13.3 |
| Lane LOS | | | B |
| Approach Delay (s) | 0.0 | 0.0 | 13.3 |
| Approach LOS | | | B |

| Intersection Summary | | | |
|-----------------------------------|--|-------|----------------------|
| Average Delay | | 0.3 | |
| Intersection Capacity Utilization | | 46.7% | ICU Level of Service |
| Analysis Period (min) | | 15 | A |













* User Entered Value

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 2025 Build Weekday Evening Peak Hour

11: Massachusetts Avenue & East Driveway

| |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↕ | ↕ | | | |
| Traffic Volume (veh/h) | 20 | 565 | 417 | 10 | 0 | 0 |
| Future Volume (Veh/h) | 20 | 565 | 417 | 10 | 0 | 0 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.75 | 0.75 | 0.84 | 0.84 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 27 | 753 | 496 | 12 | 0 | 0 |
| Pedestrians | | 30 | 30 | | 30 | |
| Lane Width (ft) | | 12.0 | 12.0 | | 0.0 | |
| Walking Speed (ft/s) | | 3.5 | 3.5 | | 3.5 | |
| Percent Blockage | | 3 | 3 | | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 538 | | | | 1369 | 562 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 538 | | | | 1369 | 562 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 97 | | | | 100 | 100 |
| cM capacity (veh/h) | 1040 | | | | 154 | 515 |
| Direction, Lane # | EB 1 | WB 1 | | | | |
| Volume Total | 780 | 508 | | | | |
| Volume Left | 27 | 0 | | | | |
| Volume Right | 0 | 12 | | | | |
| cSH | 1040 | 1700 | | | | |
| Volume to Capacity | 0.03 | 0.30 | | | | |
| Queue Length 95th (ft) | 2 | 0 | | | | |
| Control Delay (s) | 0.7 | 0.0 | | | | |
| Lane LOS | A | | | | | |
| Approach Delay (s) | 0.7 | 0.0 | | | | |
| Approach LOS | | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 0.4 | | | |
| Intersection Capacity Utilization | | | 62.2% | ICU Level of Service | | B |
| Analysis Period (min) | | | 15 | | | |

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 2025 Build Weekday Evening Peak Hour 13: Appleton Street/Driveway & Massachusetts Avenue













| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 3 | 490 | 22 | 128 | 370 | 2 | 20 | 1 | 369 | 1 | 1 | 3 |
| Future Volume (Veh/h) | 3 | 490 | 22 | 128 | 370 | 2 | 20 | 1 | 369 | 1 | 1 | 3 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.88 | 0.88 | 0.88 | 0.90 | 0.90 | 0.90 | 0.62 | 0.62 | 0.62 |
| Hourly flow rate (vph) | 3 | 527 | 24 | 145 | 420 | 2 | 22 | 1 | 410 | 2 | 2 | 5 |
| Pedestrians | | 21 | | | 27 | | | 7 | | | 27 | |
| Lane Width (ft) | | 14.0 | | | 14.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 3.5 | | | 3.5 | | | 3.5 | | | 3.5 | |
| Percent Blockage | | 2 | | | 3 | | | 1 | | | 3 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage (veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 449 | | | 558 | | | 1290 | 1291 | 573 | 1720 | 1302 | 469 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 449 | | | 558 | | | 1290 | 1291 | 573 | 1720 | 1302 | 469 |
| tC, single (s) | 4.1 | | | 4.1 | | | *5.0 | *5.0 | *5.0 | *5.0 | *5.0 | *5.0 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | *3.0 | *3.0 | *3.0 | *3.0 | *3.0 | *3.0 |
| p0 queue free % | 100 | | | 86 | | | 92 | 100 | 38 | 97 | 99 | 99 |
| cM capacity (veh/h) | 1093 | | | 1011 | | | 271 | 270 | 656 | 63 | 266 | 719 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|------------------------|------|------|------|------|
| Volume Total | 554 | 567 | 433 | 9 |
| Volume Left | 3 | 145 | 22 | 2 |
| Volume Right | 24 | 2 | 410 | 5 |
| cSH | 1093 | 1011 | 610 | 196 |
| Volume to Capacity | 0.00 | 0.14 | 0.71 | 0.05 |
| Queue Length 95th (ft) | 0 | 12 | 145 | 4 |
| Control Delay (s) | 0.1 | 3.6 | 24.0 | 24.3 |
| Lane LOS | A | A | C | C |
| Approach Delay (s) | 0.1 | 3.6 | 24.0 | 24.3 |
| Approach LOS | | | C | C |

| Intersection Summary | | | |
|-----------------------------------|--|-------|------------------------|
| Average Delay | | 8.1 | |
| Intersection Capacity Utilization | | 90.3% | ICU Level of Service E |
| Analysis Period (min) | | 15 | |

* User Entered Value

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 2025 Build Weekday Evening Peak Hour 16: Burton Street/Forest Street & Massachusetts Avenue

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 221 | 646 | 2 | 3 | 431 | 101 | 1 | 3 | 9 | 42 | 4 | 74 |
| Future Volume (Veh/h) | 221 | 646 | 2 | 3 | 431 | 101 | 1 | 3 | 9 | 42 | 4 | 74 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.88 | 0.88 | 0.88 | 0.60 | 0.60 | 0.60 | 0.81 | 0.81 | 0.81 |
| Hourly flow rate (vph) | 238 | 695 | 2 | 3 | 490 | 115 | 2 | 5 | 15 | 52 | 5 | 91 |
| Pedestrians | | 21 | | | 16 | | | 21 | | | 19 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 3.5 | | | 3.5 | | | 3.5 | | | 3.5 | |
| Percent Blockage | | 2 | | | 2 | | | 2 | | | 2 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage (veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 624 | | | 718 | | | 1861 | 1823 | 733 | 1778 | 1766 | 588 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 624 | | | 718 | | | 1861 | 1823 | 733 | 1778 | 1766 | 588 |
| tC, single (s) | 4.1 | | | 4.1 | | | *5.0 | *5.0 | *5.0 | *5.0 | *5.0 | *5.0 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | *3.0 | *3.0 | *3.0 | *3.0 | *3.0 | *3.0 |
| p0 queue free % | 75 | | | 100 | | | 98 | 96 | 97 | 63 | 96 | 86 |
| cM capacity (veh/h) | 935 | | | 875 | | | 112 | 133 | 559 | 139 | 141 | 646 |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | | | | | | | | |
| Volume Total | 935 | 608 | 22 | 148 | | | | | | | | |
| Volume Left | 238 | 3 | 2 | 52 | | | | | | | | |
| Volume Right | 2 | 115 | 15 | 91 | | | | | | | | |
| cSH | 935 | 875 | 267 | 269 | | | | | | | | |
| Volume to Capacity | 0.25 | 0.00 | 0.08 | 0.55 | | | | | | | | |
| Queue Length 95th (ft) | 25 | 0 | 7 | 76 | | | | | | | | |
| Control Delay (s) | 5.9 | 0.1 | 19.7 | 33.7 | | | | | | | | |
| Lane LOS | A | A | C | D | | | | | | | | |
| Approach Delay (s) | 5.9 | 0.1 | 19.7 | 33.7 | | | | | | | | |
| Approach LOS | | | C | D | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 6.4 | | | | | | | | | |
| Intersection Capacity Utilization | | | 100.4% | | ICU Level of Service | | | | | G | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

* User Entered Value

28424.01 :: 1207-1211 Massachusetts Avenue TCM Unsignalized Intersection Capacity Analysis
 2025 Build Weekday Evening Peak Hour 19: Massachusetts Avenue & Driveway



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|------------------------|------|------|------|------|------|------|
| Lane Configurations | | ← | ← | | ← | |
| Traffic Volume (veh/h) | 18 | 679 | 515 | 17 | 7 | 19 |
| Future Volume (Veh/h) | 18 | 679 | 515 | 17 | 7 | 19 |
| Sign-Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.93 | 0.93 | 0.88 | 0.88 | 0.64 | 0.64 |
| Hourly flow rate (vph) | 19 | 730 | 585 | 19 | 11 | 30 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 604 | | | | 1362 | 594 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 604 | | | | 1362 | 594 |
| tC, single (s) | 4.1 | | | | *5.0 | *5.0 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | *3.0 | *3.0 |
| p0 queue free % | 98 | | | | 96 | 95 |
| cM capacity (veh/h) | 984 | | | | 297 | 666 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|------------------------|------|------|------|
| Volume Total | 749 | 604 | 41 |
| Volume Left | 19 | 0 | 11 |
| Volume Right | 0 | 19 | 30 |
| cSH | 984 | 1700 | 499 |
| Volume to Capacity | 0.02 | 0.36 | 0.08 |
| Queue Length 95th (ft) | 1 | 0 | 7 |
| Control Delay (s) | 0.5 | 0.0 | 12.9 |
| Lane LOS | A | | B |
| Approach Delay (s) | 0.5 | 0.0 | 12.9 |
| Approach LOS | | | B |

| Intersection Summary | | | |
|-----------------------------------|--|-------|----------------------|
| Average Delay | | 0.7 | |
| Intersection Capacity Utilization | | 60.2% | ICU Level of Service |
| Analysis Period (min) | | 15 | B |

* User Entered Value

28424.01 :: 1207-1211 Massachusetts Avenue CM Unsignalized Intersection Capacity Analysis
 2025 Build Weekday Evening Peak Hour 22: Appleton Street & Appleton Place



| Movement | WBL | WBR | SBL | SBR | NEL | NER |
|------------------------|------|------|------|------|------|------|
| Lane Configurations | T | | T | | T | |
| Traffic Volume (veh/h) | 3 | 25 | 11 | 139 | 365 | 6 |
| Future Volume (Veh/h) | 3 | 25 | 11 | 139 | 365 | 6 |
| Sign Control | Stop | | Free | | Free | |
| Grade | -4% | | 0% | | -4% | |
| Peak Hour Factor | 0.65 | 0.65 | 0.84 | 0.84 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 5 | 38 | 13 | 165 | 406 | 7 |
| Pedestrians | 20 | | 18 | | 20 | |
| Lane Width (ft) | 11.0 | | 12.0 | | 12.0 | |
| Walking Speed (ft/s) | 3.5 | | 3.5 | | 3.5 | |
| Percent Blockage | 2 | | 2 | | 2 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | None | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 640 | 448 | 433 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 640 | 448 | 433 | | | |
| tC, single (s) | *5.0 | *5.0 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | *3.0 | *3.0 | 2.2 | | | |
| p0 queue free % | 99 | 95 | 99 | | | |
| cM capacity (veh/h) | 606 | 746 | 1118 | | | |

| Direction, Lane # | WB 1 | SB 1 | NE 1 |
|------------------------|------|------|------|
| Volume Total | 43 | 178 | 413 |
| Volume Left | 5 | 13 | 0 |
| Volume Right | 38 | 0 | 7 |
| cSH | 726 | 1118 | 1700 |
| Volume to Capacity | 0.06 | 0.01 | 0.24 |
| Queue Length 95th (ft) | 5 | 1 | 0 |
| Control Delay (s) | 10.3 | 0.7 | 0.0 |
| Lane LOS | B | A | |
| Approach Delay (s) | 10.3 | 0.7 | 0.0 |
| Approach LOS | B | | |

| Intersection Summary | | | |
|-----------------------------------|--|-------|------------------------|
| Average Delay | | 0.9 | |
| Intersection Capacity Utilization | | 49.7% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |

* User Entered Value