



Traffic Impact Report *Appendix*

1165R Mass Ave Apartments
1165R Massachusetts Avenue
Arlington, MA

July 6, 2020

Prepared for:

1165R Mass MA Property LLC
c/o Spaulding & Slye Investments
One Post Office Square, 28th Floor
Boston, MA 02109

Submitted by:

Nitsch Engineering
2 Center Plaza, Suite 430
Boston, MA 02108

Nitsch Engineering Project #13990.

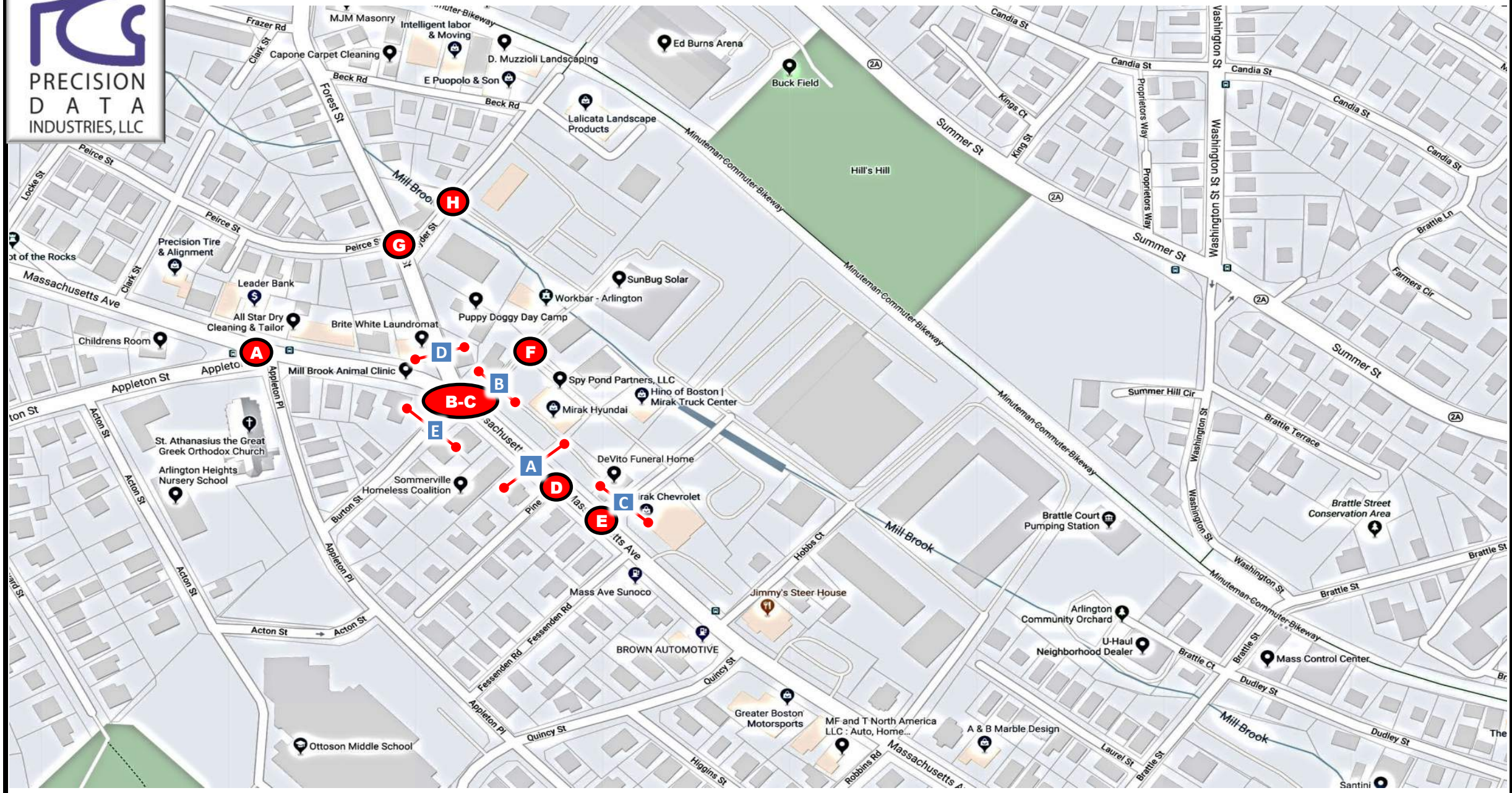


Appendix A: Traffic Count Data



Location Map: 207450 Arlington, MA

Precision Data Industries, LLC 46 Morton Street, Framingham, MA 01702 ph: 508-875-0100 email: datarequests@pdillc.com



Client: Nitsch Engineering	Engineer: B. Zimolka	Site Code: TBD	Date: Tues 2/4-Wed 2/5/20	PDI Job # 207450	City, State: Arlington, MA
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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
12:00 AM	5	2	0	7
12:15 AM	6	1	0	7
12:30 AM	0	2	2	4
12:45 AM	4	2	0	6
1:00 AM	1	1	0	2
1:15 AM	4	0	0	4
1:30 AM	0	0	0	0
1:45 AM	1	1	0	2
2:00 AM	1	0	0	1
2:15 AM	2	0	0	2
2:30 AM	0	0	0	0
2:45 AM	1	1	0	2
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	2	0	0	2
3:45 AM	3	1	1	5
4:00 AM	1	0	0	1
4:15 AM	3	0	1	4
4:30 AM	9	1	0	10
4:45 AM	4	1	0	5
5:00 AM	17	1	0	18
5:15 AM	16	3	0	19
5:30 AM	15	1	0	16
5:45 AM	17	5	0	22
6:00 AM	30	2	0	32
6:15 AM	55	3	2	60
6:30 AM	82	4	2	88
6:45 AM	102	6	0	108
7:00 AM	101	11	2	114
7:15 AM	110	4	2	116
7:30 AM	110	11	1	122
7:45 AM	131	10	1	142
8:00 AM	102	7	0	109
8:15 AM	99	9	1	109
8:30 AM	116	6	0	122
8:45 AM	113	7	0	120
9:00 AM	90	8	0	98
9:15 AM	116	5	0	121
9:30 AM	87	6	1	94
9:45 AM	106	5	0	111
10:00 AM	89	8	0	97
10:15 AM	73	5	1	79
10:30 AM	108	14	1	123
10:45 AM	90	8	0	98
11:00 AM	84	4	0	88
11:15 AM	97	9	0	106
11:30 AM	85	7	0	92
11:45 AM	89	6	1	96

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	119	6	0	125
12:15 PM	111	6	0	117
12:30 PM	135	6	0	141
12:45 PM	45	6	0	51
1:00 PM	1	1	0	2
1:15 PM	2	0	0	2
1:30 PM	1	4	0	5
1:45 PM	0	2	0	2
2:00 PM	0	2	0	2
2:15 PM	0	3	0	3
2:30 PM	15	5	0	20
2:45 PM	105	4	0	109
3:00 PM	114	2	1	117
3:15 PM	133	2	0	135
3:30 PM	123	6	0	129
3:45 PM	125	2	1	128
4:00 PM	124	4	0	128
4:15 PM	118	3	0	121
4:30 PM	128	1	1	130
4:45 PM	144	3	0	147
5:00 PM	124	3	0	127
5:15 PM	148	3	0	151
5:30 PM	160	2	0	162
5:45 PM	143	2	0	145
6:00 PM	131	3	0	134
6:15 PM	133	2	0	135
6:30 PM	138	1	0	139
6:45 PM	115	4	0	119
7:00 PM	100	4	0	104
7:15 PM	84	1	0	85
7:30 PM	75	3	0	78
7:45 PM	61	1	0	62
8:00 PM	66	4	0	70
8:15 PM	52	1	0	53
8:30 PM	59	2	0	61
8:45 PM	44	4	0	48
9:00 PM	44	3	0	47
9:15 PM	40	4	0	44
9:30 PM	30	3	0	33
9:45 PM	24	0	0	24
10:00 PM	23	4	0	27
10:15 PM	26	2	0	28
10:30 PM	20	1	0	21
10:45 PM	14	2	0	16
11:00 PM	9	2	0	11
11:15 PM	14	1	0	15
11:30 PM	6	3	0	9
11:45 PM	6	2	0	8

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

PM Total	3432	135	3	3570
Percentage	96.13%	3.78%	0.08%	
PM Peak Volume	5:15 PM 582	12:00 PM 24	3:00 PM 2	5:15 PM 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
12:00 AM	0	2	0	2
12:15 AM	7	1	0	8
12:30 AM	2	2	0	4
12:45 AM	3	2	0	5
1:00 AM	2	1	0	3
1:15 AM	2	0	0	2
1:30 AM	0	0	0	0
1:45 AM	1	0	0	1
2:00 AM	1	0	0	1
2:15 AM	1	0	0	1
2:30 AM	1	0	0	1
2:45 AM	1	0	0	1
3:00 AM	1	0	0	1
3:15 AM	0	0	0	0
3:30 AM	2	2	0	4
3:45 AM	1	0	1	2
4:00 AM	2	0	0	2
4:15 AM	7	0	0	7
4:30 AM	13	1	0	14
4:45 AM	2	1	0	3
5:00 AM	9	3	0	12
5:15 AM	16	2	1	19
5:30 AM	14	1	0	15
5:45 AM	16	3	0	19
6:00 AM	19	3	0	22
6:15 AM	55	2	0	57
6:30 AM	73	6	0	79
6:45 AM	96	18	0	114
7:00 AM	111	9	1	121
7:15 AM	114	5	0	119
7:30 AM	113	4	0	117
7:45 AM	113	4	1	118
8:00 AM	98	5	1	104
8:15 AM	130	4	0	134
8:30 AM	128	4	1	133
8:45 AM	104	6	1	111
9:00 AM	109	2	0	111
9:15 AM	116	8	1	125
9:30 AM	102	6	0	108
9:45 AM	101	8	0	109
10:00 AM	99	5	2	106
10:15 AM	71	7	0	78
10:30 AM	102	5	0	107
10:45 AM	99	4	0	103
11:00 AM	77	5	0	82
11:15 AM	106	3	0	109
11:30 AM	121	4	0	125
11:45 AM	103	5	0	108

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



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 Volume	7:30 AM 514	8:30 AM 32	5:30 AM 4	7:30 AM 538

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



PDI File # 207450 ATR A

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

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	4	2	0	6
12:15 AM	2	1	0	3
12:30 AM	2	2	1	5
12:45 AM	1	1	0	2
1:00 AM	4	1	0	5
1:15 AM	2	0	0	2
1:30 AM	1	0	0	1
1:45 AM	2	1	0	3
2:00 AM	0	0	0	0
2:15 AM	1	0	0	1
2:30 AM	1	0	0	1
2:45 AM	0	0	0	0
3:00 AM	1	0	0	1
3:15 AM	2	0	0	2
3:30 AM	1	0	0	1
3:45 AM	0	0	0	0
4:00 AM	2	0	0	2
4:15 AM	1	0	0	1
4:30 AM	6	1	0	7
4:45 AM	7	1	1	9
5:00 AM	10	3	0	13
5:15 AM	12	1	0	13
5:30 AM	23	1	0	24
5:45 AM	20	2	0	22
6:00 AM	23	4	1	28
6:15 AM	34	5	1	40
6:30 AM	35	3	0	38
6:45 AM	67	11	1	79
7:00 AM	78	3	0	81
7:15 AM	90	7	1	98
7:30 AM	129	5	0	134
7:45 AM	148	5	0	153
8:00 AM	143	1	1	145
8:15 AM	110	5	1	116
8:30 AM	122	4	1	127
8:45 AM	106	5	0	111
9:00 AM	104	12	0	116
9:15 AM	80	12	1	93
9:30 AM	90	7	2	99
9:45 AM	97	8	1	106
10:00 AM	97	2	0	99
10:15 AM	82	7	0	89
10:30 AM	87	3	0	90
10:45 AM	89	4	0	93
11:00 AM	84	8	1	93
11:15 AM	91	5	0	96
11:30 AM	99	4	0	103
11:45 AM	105	5	0	110

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	99	8	0	107
12:15 PM	125	5	1	131
12:30 PM	100	4	1	105
12:45 PM	109	9	0	118
1:00 PM	105	4	0	109
1:15 PM	106	5	0	111
1:30 PM	113	10	0	123
1:45 PM	95	5	0	100
2:00 PM	113	5	0	118
2:15 PM	103	10	0	113
2:30 PM	141	2	0	143
2:45 PM	130	7	0	137
3:00 PM	129	12	0	141
3:15 PM	113	6	2	121
3:30 PM	126	6	0	132
3:45 PM	106	8	0	114
4:00 PM	119	1	0	120
4:15 PM	123	5	0	128
4:30 PM	98	5	1	104
4:45 PM	113	1	0	114
5:00 PM	126	5	0	131
5:15 PM	126	2	0	128
5:30 PM	113	4	0	117
5:45 PM	111	3	0	114
6:00 PM	114	2	0	116
6:15 PM	87	6	0	93
6:30 PM	92	7	0	99
6:45 PM	92	4	0	96
7:00 PM	82	2	0	84
7:15 PM	84	2	0	86
7:30 PM	62	5	0	67
7:45 PM	51	1	0	52
8:00 PM	70	3	0	73
8:15 PM	69	3	0	72
8:30 PM	72	2	1	75
8:45 PM	55	2	0	57
9:00 PM	59	2	0	61
9:15 PM	44	4	0	48
9:30 PM	28	1	0	29
9:45 PM	26	3	0	29
10:00 PM	23	2	0	25
10:15 PM	22	1	0	23
10:30 PM	12	1	0	13
10:45 PM	26	2	0	28
11:00 PM	11	1	0	12
11:15 PM	7	2	0	9
11:30 PM	3	2	0	5
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												
Volume	494	592	489	588												
															7:45 AM	5:15 PM
															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

Mirak Mill West Driveway
 North of Massachusetts Ave
 City, State: Arlington, MA
 Client: Nitsch Eng/B.Zimolka
 Site Code: TBD



PDI File # 207450 B

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

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	1	0	0	1
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	1	0	0	1
5:30 AM	0	0	0	0
5:45 AM	3	0	0	3
6:00 AM	6	0	0	6
6:15 AM	0	0	0	0
6:30 AM	1	0	0	1
6:45 AM	1	0	0	1
7:00 AM	2	0	0	2
7:15 AM	4	0	0	4
7:30 AM	5	0	0	5
7:45 AM	5	0	0	5
8:00 AM	6	0	0	6
8:15 AM	11	0	0	11
8:30 AM	5	0	0	5
8:45 AM	6	0	0	6
9:00 AM	12	0	0	12
9:15 AM	8	1	0	9
9:30 AM	5	1	0	6
9:45 AM	10	1	0	11
10:00 AM	5	0	0	5
10:15 AM	2	0	0	2
10:30 AM	7	0	0	7
10:45 AM	6	0	0	6
11:00 AM	5	0	0	5
11:15 AM	4	0	0	4
11:30 AM	4	0	0	4
11:45 AM	7	0	0	7

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	3	0	0	3
12:15 PM	5	0	0	5
12:30 PM	3	1	0	4
12:45 PM	4	0	0	4
1:00 PM	6	1	1	8
1:15 PM	6	0	0	6
1:30 PM	6	0	0	6
1:45 PM	11	0	0	11
2:00 PM	3	0	0	3
2:15 PM	7	1	0	8
2:30 PM	4	1	0	5
2:45 PM	2	0	0	2
3:00 PM	3	0	0	3
3:15 PM	2	0	0	2
3:30 PM	1	0	0	1
3:45 PM	2	0	0	2
4:00 PM	2	0	0	2
4:15 PM	1	0	0	1
4:30 PM	3	0	0	3
4:45 PM	2	0	0	2
5:00 PM	4	0	0	4
5:15 PM	2	0	0	2
5:30 PM	1	0	0	1
5:45 PM	1	0	0	1
6:00 PM	2	0	0	2
6:15 PM	1	0	0	1
6:30 PM	4	0	0	4
6:45 PM	2	0	0	2
7:00 PM	2	0	0	2
7:15 PM	2	0	0	2
7:30 PM	1	0	0	1
7:45 PM	0	0	0	0
8:00 PM	0	0	0	0
8:15 PM	0	0	0	0
8:30 PM	1	0	0	1
8:45 PM	0	0	0	0
9:00 PM	3	0	0	3
9:15 PM	0	0	0	0
9:30 PM	0	0	0	0
9:45 PM	0	0	0	0
10:00 PM	1	0	0	1
10:15 PM	0	0	0	0
10:30 PM	2	0	0	2
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0

AM Total 132 3 0 135
 Percentage 97.78% 2.22% 0.00%
 AM Peak 9:00 AM 9:00 AM 12:00 AM 9:00 AM
 Volume 35 3 0 38

PM Total 105 4 1 110
 Percentage 95.45% 3.64% 0.91%
 PM Peak 1:00 PM 12:15 PM 12:15 PM 1:00 PM
 Volume 29 2 1 31

Day Total 237 7 1 245
 Percentage 96.73% 2.86% 0.41%

Mirak Mill West Driveway
 North of Massachusetts Ave
 City, State: Arlington, MA
 Client: Nitsch Eng/B.Zimolka
 Site Code: TBD



PDI File # 207450 B

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

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	1	0	0	1
5:45 AM	5	0	0	5
6:00 AM	6	0	0	6
6:15 AM	0	0	0	0
6:30 AM	1	0	0	1
6:45 AM	3	0	0	3
7:00 AM	4	0	0	4
7:15 AM	4	0	0	4
7:30 AM	1	0	0	1
7:45 AM	4	0	0	4
8:00 AM	8	0	0	8
8:15 AM	8	0	0	8
8:30 AM	8	1	0	9
8:45 AM	16	0	0	16
9:00 AM	15	0	0	15
9:15 AM	6	0	0	6
9:30 AM	8	0	0	8
9:45 AM	2	0	0	2
10:00 AM	3	2	0	5
10:15 AM	1	0	0	1
10:30 AM	2	0	0	2
10:45 AM	2	1	0	3
11:00 AM	5	0	0	5
11:15 AM	2	0	0	2
11:30 AM	7	0	0	7
11:45 AM	1	0	0	1

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	3	0	0	3
12:15 PM	7	0	0	7
12:30 PM	7	1	0	8
12:45 PM	3	0	0	3
1:00 PM	9	0	0	9
1:15 PM	6	0	0	6
1:30 PM	5	0	0	5
1:45 PM	10	0	0	10
2:00 PM	3	0	0	3
2:15 PM	3	0	0	3
2:30 PM	2	0	0	2
2:45 PM	2	0	0	2
3:00 PM	6	0	0	6
3:15 PM	2	0	0	2
3:30 PM	7	0	0	7
3:45 PM	4	0	0	4
4:00 PM	5	0	0	5
4:15 PM	3	0	0	3
4:30 PM	2	0	0	2
4:45 PM	2	0	0	2
5:00 PM	0	0	0	0
5:15 PM	4	0	0	4
5:30 PM	3	0	0	3
5:45 PM	2	0	0	2
6:00 PM	1	0	0	1
6:15 PM	2	0	0	2
6:30 PM	1	0	0	1
6:45 PM	0	0	0	0
7:00 PM	2	0	0	2
7:15 PM	1	0	0	1
7:30 PM	2	0	0	2
7:45 PM	3	0	0	3
8:00 PM	1	0	0	1
8:15 PM	1	0	0	1
8:30 PM	1	0	0	1
8:45 PM	2	0	0	2
9:00 PM	0	0	0	0
9:15 PM	2	0	0	2
9:30 PM	0	0	0	0
9:45 PM	1	0	0	1
10:00 PM	0	0	0	0
10:15 PM	0	0	0	0
10:30 PM	0	0	0	0
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	1	0	0	1
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0

AM Total	123	4	0	127
Percentage	96.85%	3.15%	0.00%	
AM Peak	8:15 AM	10:00 AM	12:00 AM	8:15 AM
Volume	47	3	0	48

PM Total	121	1	0	122
Percentage	99.18%	0.82%	0.00%	
PM Peak	1:00 PM	12:00 PM	12:00 PM	1:00 PM
Volume	30	1	0	30

Day Total	244	5	0	249
Percentage	97.99%	2.01%	0.00%	

Mirak Mill West Driveway
 North of Massachusetts Ave
 City, State: Arlington, MA
 Client: Nitsch Eng/B.Zimolka
 Site Code: TBD



PDI File # 207450 B

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

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	1	0	0	1
5:30 AM	0	0	0	0
5:45 AM	1	0	0	1
6:00 AM	0	0	0	0
6:15 AM	2	0	0	2
6:30 AM	0	0	0	0
6:45 AM	1	0	0	1
7:00 AM	1	0	0	1
7:15 AM	1	0	0	1
7:30 AM	1	0	0	1
7:45 AM	2	0	0	2
8:00 AM	2	0	0	2
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	2	0	0	2
9:00 AM	1	0	0	1
9:15 AM	3	0	0	3
9:30 AM	2	1	0	3
9:45 AM	1	0	0	1
10:00 AM	1	0	0	1
10:15 AM	1	0	0	1
10:30 AM	2	1	0	3
10:45 AM	0	0	0	0
11:00 AM	6	0	0	6
11:15 AM	2	0	0	2
11:30 AM	3	1	0	4
11:45 AM	4	0	0	4

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	3	0	0	3
12:15 PM	5	0	0	5
12:30 PM	9	0	0	9
12:45 PM	7	0	0	7
1:00 PM	10	0	0	10
1:15 PM	2	0	0	2
1:30 PM	6	0	0	6
1:45 PM	5	0	0	5
2:00 PM	1	0	0	1
2:15 PM	8	0	0	8
2:30 PM	6	0	0	6
2:45 PM	3	0	0	3
3:00 PM	5	0	0	5
3:15 PM	5	0	0	5
3:30 PM	4	0	0	4
3:45 PM	9	0	0	9
4:00 PM	4	0	0	4
4:15 PM	3	0	0	3
4:30 PM	8	0	0	8
4:45 PM	8	0	0	8
5:00 PM	11	0	0	11
5:15 PM	2	0	0	2
5:30 PM	5	1	0	6
5:45 PM	5	0	0	5
6:00 PM	7	0	0	7
6:15 PM	3	0	0	3
6:30 PM	2	0	0	2
6:45 PM	8	0	0	8
7:00 PM	1	0	0	1
7:15 PM	3	0	0	3
7:30 PM	4	0	0	4
7:45 PM	2	0	0	2
8:00 PM	4	0	0	4
8:15 PM	0	0	0	0
8:30 PM	0	0	0	0
8:45 PM	0	0	0	0
9:00 PM	0	0	0	0
9:15 PM	0	0	0	0
9:30 PM	0	0	0	0
9:45 PM	0	0	0	0
10:00 PM	0	0	0	0
10:15 PM	2	0	0	2
10:30 PM	0	0	0	0
10:45 PM	1	0	0	1
11:00 PM	0	0	0	0
11:15 PM	1	0	0	1
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0

AM Total 40 3 0 43
 Percentage 93.02% 6.98% 0.00%
 AM Peak 11:00 AM 8:45 AM 12:00 AM 11:00 AM
 Volume 15 1 0 16

PM Total 172 1 0 173
 Percentage 99.42% 0.58% 0.00%
 PM Peak 12:15 PM 4:45 PM 12:00 PM 12:15 PM
 Volume 31 1 0 31

Day Total 212 4 0 216
 Percentage 98.15% 1.85% 0.00%

Mirak Mill West Driveway
 North of Massachusetts Ave
 City, State: Arlington, MA
 Client: Nitsch Eng/B.Zimolka
 Site Code: TBD



PDI File # 207450 B

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

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	2	0	0	2
6:15 AM	4	0	0	4
6:30 AM	1	0	0	1
6:45 AM	1	0	0	1
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	1	0	0	1
7:45 AM	1	0	0	1
8:00 AM	0	0	0	0
8:15 AM	3	0	0	3
8:30 AM	4	0	0	4
8:45 AM	1	0	0	1
9:00 AM	3	0	0	3
9:15 AM	2	0	0	2
9:30 AM	2	0	0	2
9:45 AM	1	0	0	1
10:00 AM	2	2	0	4
10:15 AM	1	0	0	1
10:30 AM	4	0	0	4
10:45 AM	1	0	0	1
11:00 AM	4	0	0	4
11:15 AM	4	0	0	4
11:30 AM	3	0	0	3
11:45 AM	3	0	0	3

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	5	0	0	5
12:15 PM	10	0	0	10
12:30 PM	4	1	0	5
12:45 PM	9	0	0	9
1:00 PM	6	0	0	6
1:15 PM	1	0	0	1
1:30 PM	2	0	0	2
1:45 PM	5	0	0	5
2:00 PM	4	0	0	4
2:15 PM	3	0	0	3
2:30 PM	4	0	0	4
2:45 PM	3	0	0	3
3:00 PM	7	0	0	7
3:15 PM	5	0	0	5
3:30 PM	4	0	0	4
3:45 PM	4	0	0	4
4:00 PM	7	0	0	7
4:15 PM	6	0	0	6
4:30 PM	13	0	0	13
4:45 PM	9	0	0	9
5:00 PM	3	0	0	3
5:15 PM	8	0	0	8
5:30 PM	8	0	0	8
5:45 PM	3	0	0	3
6:00 PM	10	0	0	10
6:15 PM	3	0	0	3
6:30 PM	1	0	0	1
6:45 PM	2	0	0	2
7:00 PM	1	0	0	1
7:15 PM	2	0	0	2
7:30 PM	1	0	0	1
7:45 PM	1	0	0	1
8:00 PM	2	0	0	2
8:15 PM	3	0	0	3
8:30 PM	1	0	0	1
8:45 PM	1	0	0	1
9:00 PM	1	0	0	1
9:15 PM	0	0	0	0
9:30 PM	2	0	0	2
9:45 PM	0	0	0	0
10:00 PM	1	0	0	1
10:15 PM	0	0	0	0
10:30 PM	0	0	0	0
10:45 PM	0	0	0	0
11:00 PM	1	0	0	1
11:15 PM	1	0	0	1
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0

AM Total 48 2 0 50
 Percentage 96.00% 4.00% 0.00%
 AM Peak 11:00 AM 9:15 AM 12:00 AM 11:00 AM
 Volume 14 2 0 14

PM Total 167 1 0 168
 Percentage 99.40% 0.60% 0.00%
 PM Peak 4:00 PM 12:00 PM 12:00 PM 4:00 PM
 Volume 35 1 0 35

Day Total 215 3 0 218
 Percentage 98.62% 1.38% 0.00%

Mirak Mill West Driveway
 North of Massachusetts Ave
 City, State: Arlington, MA
 Client: Nitsch Eng/B.Zimolka
 Site Code: TBD



PRECISION
 D A T A
 INDUSTRIES, LLC
 46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdilic.com

PDI File # 207450 B

Direction: NB

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	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	3		
12:15	0	5	0	7	0	0	0	0	0	0	0	0	0	0	0	6		
12:30	0	4	0	8	0	0	0	0	0	0	0	0	0	0	0	6		
12:45	0	4	0	3	0	0	0	0	0	0	0	0	0	0	0	4		
1:00	0	8	0	9	0	0	0	0	0	0	0	0	0	0	0	9		
1:15	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	6		
1:30	0	6	0	5	0	0	0	0	0	0	0	0	0	0	0	6		
1:45	0	11	0	10	0	0	0	0	0	0	0	0	0	0	0	11		
2:00	1	3	0	3	0	0	0	0	0	0	0	0	0	0	1	3		
2:15	0	8	0	3	0	0	0	0	0	0	0	0	0	0	0	6		
2:30	0	5	0	2	0	0	0	0	0	0	0	0	0	0	0	4		
2:45	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2		
3:00	0	3	0	6	0	0	0	0	0	0	0	0	0	0	0	5		
3:15	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2		
3:30	0	1	0	7	0	0	0	0	0	0	0	0	0	0	0	4		
3:45	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	3		
4:00	0	2	0	5	0	0	0	0	0	0	0	0	0	0	0	4		
4:15	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	2		
4:30	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	3		
4:45	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2		
5:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
5:15	1	2	0	4	0	0	0	0	0	0	0	0	0	0	1	3		
5:30	0	1	1	3	0	0	0	0	0	0	0	0	0	0	1	2		
5:45	3	1	5	2	0	0	0	0	0	0	0	0	0	0	4	2		
6:00	6	2	6	1	0	0	0	0	0	0	0	0	0	0	6	2		
6:15	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2		
6:30	1	4	1	1	0	0	0	0	0	0	0	0	0	0	1	3		
6:45	1	2	3	0	0	0	0	0	0	0	0	0	0	0	2	1		
7:00	2	2	4	2	0	0	0	0	0	0	0	0	0	0	3	2		
7:15	4	2	4	1	0	0	0	0	0	0	0	0	0	0	4	2		
7:30	5	1	1	2	0	0	0	0	0	0	0	0	0	0	3	2		
7:45	5	0	4	3	0	0	0	0	0	0	0	0	0	0	5	2		
8:00	6	0	8	1	0	0	0	0	0	0	0	0	0	0	7	1		
8:15	11	0	8	1	0	0	0	0	0	0	0	0	0	0	10	1		
8:30	5	1	9	1	0	0	0	0	0	0	0	0	0	0	7	1		
8:45	6	0	16	2	0	0	0	0	0	0	0	0	0	0	11	1		
9:00	12	3	15	0	0	0	0	0	0	0	0	0	0	0	14	2		
9:15	9	0	6	2	0	0	0	0	0	0	0	0	0	0	8	1		
9:30	6	0	8	0	0	0	0	0	0	0	0	0	0	0	7	0		
9:45	11	0	2	1	0	0	0	0	0	0	0	0	0	0	7	1		
10:00	5	1	5	0	0	0	0	0	0	0	0	0	0	0	5	1		
10:15	2	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0		
10:30	7	2	2	0	0	0	0	0	0	0	0	0	0	0	5	1		
10:45	6	0	3	0	0	0	0	0	0	0	0	0	0	0	5	0		
11:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0		
11:15	4	0	2	1	0	0	0	0	0	0	0	0	0	0	3	1		
11:30	4	0	7	0	0	0	0	0	0	0	0	0	0	0	6	0		
11:45	7	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0		
Total	135	110	127	122	0	0	0	0	0	0	0	0	0	0	131	116		
Day Total	245		249		0		0		0		0		0		247			
Peak HR	9:00 AM	1:00 PM	8:15 AM	1:00 PM													8:15 AM	1:00 PM
Volume	38	31	48	30													41	31

Mirak Mill West Driveway
 North of Massachusetts Ave
 City, State: Arlington, MA
 Client: Nitsch Eng/B.Zimolka
 Site Code: TBD



PRECISION
 DATA
 INDUSTRIES, LLC
 46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdilic.com

PDI File # 207450 B

Direction: SB

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	0	3	0	5	0	0	0	0	0	0	0	0	0	0	0	4
12:15	0	5	0	10	0	0	0	0	0	0	0	0	0	0	0	8
12:30	0	9	0	5	0	0	0	0	0	0	0	0	0	0	0	7
12:45	0	7	0	9	0	0	0	0	0	0	0	0	0	0	0	8
1:00	0	10	0	6	0	0	0	0	0	0	0	0	0	0	0	8
1:15	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	2
1:30	0	6	0	2	0	0	0	0	0	0	0	0	0	0	0	4
1:45	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	5
2:00	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	3
2:15	0	8	0	3	0	0	0	0	0	0	0	0	0	0	0	6
2:30	0	6	0	4	0	0	0	0	0	0	0	0	0	0	0	5
2:45	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:00	0	5	0	7	0	0	0	0	0	0	0	0	0	0	0	6
3:15	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	5
3:30	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	4
3:45	0	9	0	4	0	0	0	0	0	0	0	0	0	0	0	7
4:00	0	4	0	7	0	0	0	0	0	0	0	0	0	0	0	6
4:15	0	3	0	6	0	0	0	0	0	0	0	0	0	0	0	5
4:30	0	8	0	13	0	0	0	0	0	0	0	0	0	0	0	11
4:45	0	8	0	9	0	0	0	0	0	0	0	0	0	0	0	9
5:00	0	11	0	3	0	0	0	0	0	0	0	0	0	0	0	7
5:15	1	2	0	8	0	0	0	0	0	0	0	0	0	0	1	5
5:30	0	6	0	8	0	0	0	0	0	0	0	0	0	0	0	7
5:45	1	5	0	3	0	0	0	0	0	0	0	0	0	0	1	4
6:00	0	7	2	10	0	0	0	0	0	0	0	0	0	0	1	9
6:15	2	3	4	3	0	0	0	0	0	0	0	0	0	0	3	3
6:30	0	2	1	1	0	0	0	0	0	0	0	0	0	0	1	2
6:45	1	8	1	2	0	0	0	0	0	0	0	0	0	0	1	5
7:00	1	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1
7:15	1	3	0	2	0	0	0	0	0	0	0	0	0	0	1	3
7:30	1	4	1	1	0	0	0	0	0	0	0	0	0	0	1	3
7:45	2	2	1	1	0	0	0	0	0	0	0	0	0	0	2	2
8:00	2	4	0	2	0	0	0	0	0	0	0	0	0	0	1	3
8:15	0	0	3	3	0	0	0	0	0	0	0	0	0	0	2	2
8:30	0	0	4	1	0	0	0	0	0	0	0	0	0	0	2	1
8:45	2	0	1	1	0	0	0	0	0	0	0	0	0	0	2	1
9:00	1	0	3	1	0	0	0	0	0	0	0	0	0	0	2	1
9:15	3	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0
9:30	3	0	2	2	0	0	0	0	0	0	0	0	0	0	3	1
9:45	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
10:00	1	0	4	1	0	0	0	0	0	0	0	0	0	0	3	1
10:15	1	2	1	0	0	0	0	0	0	0	0	0	0	0	1	1
10:30	3	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0
10:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1
11:00	6	0	4	1	0	0	0	0	0	0	0	0	0	0	5	1
11:15	2	1	4	1	0	0	0	0	0	0	0	0	0	0	3	1
11:30	4	0	3	0	0	0	0	0	0	0	0	0	0	0	4	0
11:45	4	0	3	0	0	0	0	0	0	0	0	0	0	0	4	0
Total	43	173	50	168	0	0	0	0	0	0	0	0	0	0	47	171
Day Total	216		218		0		0		0		0		0		217	
Peak HR	11:00 AM	12:15 PM	11:00 AM	4:00 PM												
Volume	16	31	14	35												
															11:00 AM	4:30 PM
															15	31

Quinn Road (East Driveway)
north of Massachusetts Ave
City, State: Arlington, MA
Client: Nitsch Eng/B.Zimolka
Site Code: TBD



PDI File # 207450 C

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

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	1	0	0	1
5:30 AM	0	0	0	0
5:45 AM	1	0	0	1
6:00 AM	1	0	0	1
6:15 AM	6	0	0	6
6:30 AM	0	0	0	0
6:45 AM	6	0	0	6
7:00 AM	4	1	0	5
7:15 AM	8	1	0	9
7:30 AM	4	0	0	4
7:45 AM	11	0	0	11
8:00 AM	13	0	0	13
8:15 AM	6	1	0	7
8:30 AM	4	0	0	4
8:45 AM	7	0	0	7
9:00 AM	9	1	0	10
9:15 AM	10	0	0	10
9:30 AM	1	0	0	1
9:45 AM	8	2	0	10
10:00 AM	10	0	0	10
10:15 AM	4	0	0	4
10:30 AM	7	3	0	10
10:45 AM	4	2	0	6
11:00 AM	2	0	0	2
11:15 AM	8	0	0	8
11:30 AM	7	0	0	7
11:45 AM	4	0	0	4

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	9	1	0	10
12:15 PM	5	0	0	5
12:30 PM	7	0	0	7
12:45 PM	20	3	0	23
1:00 PM	1	0	1	2
1:15 PM	1	0	0	1
1:30 PM	0	0	0	0
1:45 PM	0	0	0	0
2:00 PM	0	0	0	0
2:15 PM	0	0	1	1
2:30 PM	0	1	0	1
2:45 PM	4	0	0	4
3:00 PM	2	0	1	3
3:15 PM	4	0	0	4
3:30 PM	4	0	0	4
3:45 PM	2	0	0	2
4:00 PM	3	0	0	3
4:15 PM	3	0	0	3
4:30 PM	3	0	0	3
4:45 PM	3	0	0	3
5:00 PM	3	0	0	3
5:15 PM	2	0	0	2
5:30 PM	3	0	0	3
5:45 PM	1	0	0	1
6:00 PM	1	0	0	1
6:15 PM	0	0	0	0
6:30 PM	0	0	0	0
6:45 PM	1	0	0	1
7:00 PM	0	0	0	0
7:15 PM	1	0	0	1
7:30 PM	1	0	0	1
7:45 PM	1	0	0	1
8:00 PM	2	0	0	2
8:15 PM	0	0	0	0
8:30 PM	0	0	0	0
8:45 PM	0	0	0	0
9:00 PM	0	0	0	0
9:15 PM	0	1	0	1
9:30 PM	0	0	0	0
9:45 PM	0	0	0	0
10:00 PM	1	0	0	1
10:15 PM	0	0	0	0
10:30 PM	0	0	0	0
10:45 PM	1	0	0	1
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0

AM Total 146 11 0 157
Percentage 92.99% 7.01% 0.00%
AM Peak 7:15 AM 9:45 AM 12:00 AM 7:15 AM
Volume 36 5 0 37

PM Total 89 6 3 98
Percentage 90.82% 6.12% 3.06%
PM Peak 12:00 PM 12:00 PM 2:15 PM 12:00 PM
Volume 41 4 2 45

Day Total 235 17 3 255
Percentage 92.16% 6.67% 1.18%

Quinn Road (East Driveway)
north of Massachusetts Ave
City, State: Arlington, MA
Client: Nitsch Eng/B.Zimolka
Site Code: TBD



PDI File # 207450 C

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

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	1	0	0	1
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	1	0	0	1
6:00 AM	1	0	0	1
6:15 AM	7	0	0	7
6:30 AM	9	0	0	9
6:45 AM	7	1	0	8
7:00 AM	7	1	0	8
7:15 AM	6	0	0	6
7:30 AM	4	0	0	4
7:45 AM	3	0	0	3
8:00 AM	9	0	2	11
8:15 AM	7	1	0	8
8:30 AM	3	1	0	4
8:45 AM	12	1	0	13
9:00 AM	8	0	0	8
9:15 AM	9	0	0	9
9:30 AM	11	1	0	12
9:45 AM	6	0	0	6
10:00 AM	4	1	0	5
10:15 AM	5	1	0	6
10:30 AM	2	0	0	2
10:45 AM	0	0	0	0
11:00 AM	7	0	0	7
11:15 AM	8	0	0	8
11:30 AM	5	0	1	6
11:45 AM	7	1	0	8

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	4	0	0	4
12:15 PM	5	0	0	5
12:30 PM	7	0	0	7
12:45 PM	10	0	0	10
1:00 PM	6	1	0	7
1:15 PM	3	1	0	4
1:30 PM	8	0	0	8
1:45 PM	11	0	0	11
2:00 PM	4	0	0	4
2:15 PM	5	2	0	7
2:30 PM	5	0	1	6
2:45 PM	2	0	0	2
3:00 PM	5	0	0	5
3:15 PM	7	0	0	7
3:30 PM	4	0	0	4
3:45 PM	2	0	0	2
4:00 PM	4	0	0	4
4:15 PM	4	0	0	4
4:30 PM	1	0	0	1
4:45 PM	1	0	0	1
5:00 PM	2	0	0	2
5:15 PM	4	0	0	4
5:30 PM	3	0	0	3
5:45 PM	1	0	0	1
6:00 PM	0	0	0	0
6:15 PM	0	0	0	0
6:30 PM	1	0	0	1
6:45 PM	2	0	0	2
7:00 PM	0	0	0	0
7:15 PM	2	0	0	2
7:30 PM	1	0	0	1
7:45 PM	3	0	0	3
8:00 PM	1	0	0	1
8:15 PM	0	0	0	0
8:30 PM	0	0	0	0
8:45 PM	1	0	0	1
9:00 PM	0	0	0	0
9:15 PM	0	0	0	0
9:30 PM	0	0	0	0
9:45 PM	1	0	0	1
10:00 PM	0	0	0	0
10:15 PM	0	0	0	0
10:30 PM	0	0	0	0
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0

AM Total 149 9 3 161
Percentage 92.55% 5.59% 1.86%
AM Peak 8:45 AM 8:00 AM 7:15 AM 8:45 AM
Volume 40 3 2 42

PM Total 120 4 1 125
Percentage 96.00% 3.20% 0.80%
PM Peak 12:15 PM 12:30 PM 1:45 PM 1:00 PM
Volume 28 2 1 30

Day Total 269 13 4 286
Percentage 94.06% 4.55% 1.40%

Quinn Road (East Driveway)
north of Massachusetts Ave
City, State: Arlington, MA
Client: Nitsch Eng/B.Zimolka
Site Code: TBD



PDI File # 207450 C

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

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	1	1
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	1	0	0	1
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	1	0	1
7:45 AM	3	0	0	3
8:00 AM	2	0	0	2
8:15 AM	4	0	0	4
8:30 AM	4	0	0	4
8:45 AM	5	0	0	5
9:00 AM	2	0	0	2
9:15 AM	3	2	0	5
9:30 AM	1	0	0	1
9:45 AM	4	1	0	5
10:00 AM	8	1	0	9
10:15 AM	8	0	0	8
10:30 AM	6	0	0	6
10:45 AM	6	1	0	7
11:00 AM	5	0	1	6
11:15 AM	4	1	0	5
11:30 AM	3	0	0	3
11:45 AM	12	0	0	12

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	7	0	0	7
12:15 PM	6	1	0	7
12:30 PM	3	0	0	3
12:45 PM	8	0	0	8
1:00 PM	3	1	0	4
1:15 PM	8	1	0	9
1:30 PM	5	0	1	6
1:45 PM	6	0	0	6
2:00 PM	6	0	0	6
2:15 PM	3	1	0	4
2:30 PM	6	1	0	7
2:45 PM	5	1	1	7
3:00 PM	3	0	0	3
3:15 PM	3	0	0	3
3:30 PM	4	0	0	4
3:45 PM	4	0	0	4
4:00 PM	8	0	0	8
4:15 PM	4	0	0	4
4:30 PM	10	0	0	10
4:45 PM	4	0	0	4
5:00 PM	15	1	0	16
5:15 PM	5	0	0	5
5:30 PM	7	0	0	7
5:45 PM	4	0	0	4
6:00 PM	7	0	0	7
6:15 PM	4	0	0	4
6:30 PM	0	0	0	0
6:45 PM	0	0	0	0
7:00 PM	0	0	0	0
7:15 PM	1	0	0	1
7:30 PM	0	0	0	0
7:45 PM	5	0	0	5
8:00 PM	4	0	0	4
8:15 PM	1	0	0	1
8:30 PM	1	0	0	1
8:45 PM	1	0	0	1
9:00 PM	0	0	0	0
9:15 PM	0	0	0	0
9:30 PM	1	0	0	1
9:45 PM	0	0	0	0
10:00 PM	1	0	0	1
10:15 PM	0	0	0	0
10:30 PM	0	0	0	0
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	1	0	0	1
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0

AM Total 81 7 2 90
Percentage 90.00% 7.78% 2.22%
AM Peak 10:00 AM 9:15 AM 12:30 AM 10:00 AM
Volume 28 4 1 30

PM Total 164 7 2 173
Percentage 94.80% 4.05% 1.16%
PM Peak 4:30 PM 2:00 PM 12:45 PM 4:30 PM
Volume 34 3 1 35

Day Total 245 14 4 263
Percentage 93.16% 5.32% 1.52%

Quinn Road (East Driveway)
north of Massachusetts Ave
City, State: Arlington, MA
Client: Nitsch Eng/B.Zimolka
Site Code: TBD



PDI File # 207450 C

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

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	1	1
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	1	0	0	1
6:45 AM	1	0	0	1
7:00 AM	0	0	0	0
7:15 AM	1	0	0	1
7:30 AM	0	0	0	0
7:45 AM	2	0	0	2
8:00 AM	5	0	0	5
8:15 AM	3	0	1	4
8:30 AM	5	3	1	9
8:45 AM	0	1	0	1
9:00 AM	4	0	0	4
9:15 AM	7	0	0	7
9:30 AM	9	0	0	9
9:45 AM	5	0	0	5
10:00 AM	7	0	0	7
10:15 AM	6	0	0	6
10:30 AM	4	0	0	4
10:45 AM	0	1	0	1
11:00 AM	4	0	0	4
11:15 AM	7	0	0	7
11:30 AM	6	0	0	6
11:45 AM	10	0	0	10

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	5	0	1	6
12:15 PM	9	0	0	9
12:30 PM	6	0	0	6
12:45 PM	10	0	0	10
1:00 PM	4	1	0	5
1:15 PM	6	1	0	7
1:30 PM	12	0	0	12
1:45 PM	7	0	0	7
2:00 PM	8	0	0	8
2:15 PM	3	1	0	4
2:30 PM	7	0	0	7
2:45 PM	4	0	0	4
3:00 PM	8	1	1	10
3:15 PM	4	0	0	4
3:30 PM	5	0	0	5
3:45 PM	6	0	0	6
4:00 PM	4	1	0	5
4:15 PM	8	0	0	8
4:30 PM	3	0	1	4
4:45 PM	6	0	0	6
5:00 PM	10	0	0	10
5:15 PM	5	0	0	5
5:30 PM	8	0	0	8
5:45 PM	7	0	0	7
6:00 PM	6	0	0	6
6:15 PM	4	0	0	4
6:30 PM	1	0	0	1
6:45 PM	1	0	0	1
7:00 PM	1	0	0	1
7:15 PM	1	0	0	1
7:30 PM	3	0	0	3
7:45 PM	1	0	0	1
8:00 PM	3	0	0	3
8:15 PM	5	0	0	5
8:30 PM	0	0	0	0
8:45 PM	1	0	0	1
9:00 PM	0	0	0	0
9:15 PM	0	0	0	0
9:30 PM	0	0	0	0
9:45 PM	2	0	0	2
10:00 PM	0	0	0	0
10:15 PM	0	0	0	0
10:30 PM	0	0	0	0
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0

AM Total 87 5 3 95
Percentage 91.58% 5.26% 3.16%
AM Peak 9:15 AM 8:00 AM 7:45 AM 9:15 AM
Volume 28 4 2 28

PM Total 184 5 3 192
Percentage 95.83% 2.60% 1.56%
PM Peak 1:15 PM 12:30 PM 12:00 PM 12:45 PM
Volume 33 2 1 34

Day Total 271 10 6 287
Percentage 94.43% 3.48% 2.09%

Quinn Road (East Driveway)
north of Massachusetts Ave
City, State: Arlington, MA
Client: Nitsch Eng/B.Zimolka
Site Code: TBD



PDI File # 207450 C

Direction: NB

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	0	10	0	4	0	0	0	0	0	0	0	0	0	0	0	7
12:15	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	5
12:30	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	7
12:45	0	23	0	10	0	0	0	0	0	0	0	0	0	0	0	17
1:00	0	2	0	7	0	0	0	0	0	0	0	0	0	0	0	5
1:15	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	3
1:30	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	4
1:45	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	6
2:00	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	2
2:15	0	1	0	7	0	0	0	0	0	0	0	0	0	0	0	4
2:30	0	1	0	6	0	0	0	0	0	0	0	0	0	0	0	4
2:45	0	4	0	2	0	0	0	0	0	0	0	0	0	0	0	3
3:00	0	3	0	5	0	0	0	0	0	0	0	0	0	0	0	4
3:15	0	4	0	7	0	0	0	0	0	0	0	0	0	0	0	6
3:30	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	4
3:45	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:00	0	3	1	4	0	0	0	0	0	0	0	0	0	0	1	4
4:15	0	3	0	4	0	0	0	0	0	0	0	0	0	0	0	4
4:30	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	2
4:45	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	2
5:00	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	3
5:15	1	2	0	4	0	0	0	0	0	0	0	0	0	0	1	3
5:30	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	3
5:45	1	1	1	1	0	0	0	0	0	0	0	0	0	0	1	1
6:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1
6:15	6	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0
6:30	0	0	9	1	0	0	0	0	0	0	0	0	0	0	5	1
6:45	6	1	8	2	0	0	0	0	0	0	0	0	0	0	7	2
7:00	5	0	8	0	0	0	0	0	0	0	0	0	0	0	7	0
7:15	9	1	6	2	0	0	0	0	0	0	0	0	0	0	8	2
7:30	4	1	4	1	0	0	0	0	0	0	0	0	0	0	4	1
7:45	11	1	3	3	0	0	0	0	0	0	0	0	0	0	7	2
8:00	13	2	11	1	0	0	0	0	0	0	0	0	0	0	12	2
8:15	7	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0
8:30	4	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0
8:45	7	0	13	1	0	0	0	0	0	0	0	0	0	0	10	1
9:00	10	0	8	0	0	0	0	0	0	0	0	0	0	0	9	0
9:15	10	1	9	0	0	0	0	0	0	0	0	0	0	0	10	1
9:30	1	0	12	0	0	0	0	0	0	0	0	0	0	0	7	0
9:45	10	0	6	1	0	0	0	0	0	0	0	0	0	0	8	1
10:00	10	1	5	0	0	0	0	0	0	0	0	0	0	0	8	1
10:15	4	0	6	0	0	0	0	0	0	0	0	0	0	0	5	0
10:30	10	0	2	0	0	0	0	0	0	0	0	0	0	0	6	0
10:45	6	1	0	0	0	0	0	0	0	0	0	0	0	0	3	1
11:00	2	0	7	0	0	0	0	0	0	0	0	0	0	0	5	0
11:15	8	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0
11:30	7	0	6	0	0	0	0	0	0	0	0	0	0	0	7	0
11:45	4	0	8	0	0	0	0	0	0	0	0	0	0	0	6	0
Total	157	98	161	125	0	0	0	0	0	0	0	0	0	0	159	112
Day Total	255		286		0		0		0		0		0		271	
Peak HR	7:15 AM	12:00 PM	8:45 AM	1:00 PM												
Volume	37	45	42	30												

Quinn Road (East Driveway)
north of Massachusetts Ave
City, State: Arlington, MA
Client: Nitsch Eng/B.Zimolka
Site Code: TBD



PDI File # 207450 C

Direction: SB

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	0	7	0	6	0	0	0	0	0	0	0	0	0	0	0	7		
12:15	0	7	0	9	0	0	0	0	0	0	0	0	0	0	0	8		
12:30	0	3	1	6	0	0	0	0	0	0	0	0	0	0	1	5		
12:45	0	8	0	10	0	0	0	0	0	0	0	0	0	0	0	9		
1:00	0	4	0	5	0	0	0	0	0	0	0	0	0	0	0	5		
1:15	1	9	0	7	0	0	0	0	0	0	0	0	0	0	1	8		
1:30	0	6	0	12	0	0	0	0	0	0	0	0	0	0	0	9		
1:45	0	6	0	7	0	0	0	0	0	0	0	0	0	0	0	7		
2:00	0	6	0	8	0	0	0	0	0	0	0	0	0	0	0	7		
2:15	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	4		
2:30	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	7		
2:45	0	7	0	4	0	0	0	0	0	0	0	0	0	0	0	6		
3:00	0	3	0	10	0	0	0	0	0	0	0	0	0	0	0	7		
3:15	0	3	0	4	0	0	0	0	0	0	0	0	0	0	0	4		
3:30	0	4	0	5	0	0	0	0	0	0	0	0	0	0	0	5		
3:45	0	4	0	6	0	0	0	0	0	0	0	0	0	0	0	5		
4:00	0	8	0	5	0	0	0	0	0	0	0	0	0	0	0	7		
4:15	0	4	0	8	0	0	0	0	0	0	0	0	0	0	0	6		
4:30	0	10	0	4	0	0	0	0	0	0	0	0	0	0	0	7		
4:45	0	4	0	6	0	0	0	0	0	0	0	0	0	0	0	5		
5:00	0	16	0	10	0	0	0	0	0	0	0	0	0	0	0	13		
5:15	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	5		
5:30	0	7	0	8	0	0	0	0	0	0	0	0	0	0	0	8		
5:45	0	4	0	7	0	0	0	0	0	0	0	0	0	0	0	6		
6:00	0	7	0	6	0	0	0	0	0	0	0	0	0	0	0	7		
6:15	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	4		
6:30	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1		
6:45	1	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1		
7:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1		
7:15	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1	1		
7:30	1	0	0	3	0	0	0	0	0	0	0	0	0	0	1	2		
7:45	3	5	2	1	0	0	0	0	0	0	0	0	0	0	3	3		
8:00	2	4	5	3	0	0	0	0	0	0	0	0	0	0	4	4		
8:15	4	1	4	5	0	0	0	0	0	0	0	0	0	0	4	3		
8:30	4	1	9	0	0	0	0	0	0	0	0	0	0	0	7	1		
8:45	5	1	1	1	0	0	0	0	0	0	0	0	0	0	3	1		
9:00	2	0	4	0	0	0	0	0	0	0	0	0	0	0	3	0		
9:15	5	0	7	0	0	0	0	0	0	0	0	0	0	0	6	0		
9:30	1	1	9	0	0	0	0	0	0	0	0	0	0	0	5	1		
9:45	5	0	5	2	0	0	0	0	0	0	0	0	0	0	5	1		
10:00	9	1	7	0	0	0	0	0	0	0	0	0	0	0	8	1		
10:15	8	0	6	0	0	0	0	0	0	0	0	0	0	0	7	0		
10:30	6	0	4	0	0	0	0	0	0	0	0	0	0	0	5	0		
10:45	7	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0		
11:00	6	0	4	0	0	0	0	0	0	0	0	0	0	0	5	0		
11:15	5	1	7	0	0	0	0	0	0	0	0	0	0	0	6	1		
11:30	3	0	6	0	0	0	0	0	0	0	0	0	0	0	5	0		
11:45	12	0	10	0	0	0	0	0	0	0	0	0	0	0	11	0		
Total	90	173	95	192	0	0	0	0	0	0	0	0	0	0	93	183		
Day Total	263		287		0		0		0		0		0		275			
Peak HR	10:00 AM	4:30 PM	9:15 AM	12:45 PM													11:00 AM	4:15 PM
Volume	30	35	28	34													27	31

Forest Street
 north of Massachusetts Ave
 City, State: Arlington, MA
 Client: Nitsch Eng/B.Zimolka
 Site Code: TBD



PDI File # 207450 D

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

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	2	0	0	2
12:15 AM	1	0	0	1
12:30 AM	1	0	0	1
12:45 AM	0	0	0	0
1:00 AM	1	0	0	1
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	1	0	0	1
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	1	0	1
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	1	0	0	1
4:45 AM	0	0	0	0
5:00 AM	1	0	0	1
5:15 AM	1	0	0	1
5:30 AM	6	0	0	6
5:45 AM	7	0	0	7
6:00 AM	5	0	0	5
6:15 AM	6	0	0	6
6:30 AM	13	0	0	13
6:45 AM	19	0	0	19
7:00 AM	20	0	0	20
7:15 AM	15	1	0	16
7:30 AM	48	3	1	52
7:45 AM	58	0	0	58
8:00 AM	54	0	0	54
8:15 AM	26	0	0	26
8:30 AM	26	2	0	28
8:45 AM	26	0	1	27
9:00 AM	15	1	0	16
9:15 AM	11	0	1	12
9:30 AM	22	1	0	23
9:45 AM	21	1	0	22
10:00 AM	21	0	0	21
10:15 AM	18	2	0	20
10:30 AM	23	0	0	23
10:45 AM	32	0	0	32
11:00 AM	23	1	0	24
11:15 AM	20	2	1	23
11:30 AM	20	2	0	22
11:45 AM	18	1	0	19

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	26	0	0	26
12:15 PM	20	1	0	21
12:30 PM	40	1	0	41
12:45 PM	43	0	0	43
1:00 PM	37	1	0	38
1:15 PM	59	1	0	60
1:30 PM	40	2	0	42
1:45 PM	73	1	0	74
2:00 PM	48	1	0	49
2:15 PM	66	1	0	67
2:30 PM	69	2	1	72
2:45 PM	44	1	0	45
3:00 PM	54	3	0	57
3:15 PM	43	2	0	45
3:30 PM	36	1	0	37
3:45 PM	47	2	0	49
4:00 PM	48	0	0	48
4:15 PM	61	1	0	62
4:30 PM	52	0	0	52
4:45 PM	42	1	0	43
5:00 PM	76	2	0	78
5:15 PM	80	0	0	80
5:30 PM	66	1	0	67
5:45 PM	64	0	0	64
6:00 PM	63	0	0	63
6:15 PM	50	0	0	50
6:30 PM	35	0	0	35
6:45 PM	36	0	0	36
7:00 PM	25	0	0	25
7:15 PM	19	0	0	19
7:30 PM	24	0	0	24
7:45 PM	30	0	0	30
8:00 PM	17	0	0	17
8:15 PM	20	0	0	20
8:30 PM	16	0	0	16
8:45 PM	15	0	0	15
9:00 PM	21	0	0	21
9:15 PM	16	0	0	16
9:30 PM	15	0	0	15
9:45 PM	9	0	0	9
10:00 PM	13	0	0	13
10:15 PM	6	0	0	6
10:30 PM	3	0	0	3
10:45 PM	4	0	0	4
11:00 PM	4	0	0	4
11:15 PM	0	0	0	0
11:30 PM	1	0	0	1
11:45 PM	3	0	0	3

AM Total 582 18 4 604
 Percentage 96.36% 2.98% 0.66%
 AM Peak 7:30 AM 11:00 AM 8:30 AM 7:30 AM
 Volume 186 6 2 190

PM Total 1679 25 1 1705
 Percentage 98.48% 1.47% 0.06%
 PM Peak 5:00 PM 2:30 PM 1:45 PM 5:00 PM
 Volume 286 8 1 289

Day Total 2261 43 5 2309
 Percentage 97.92% 1.86% 0.22%

Forest Street
 north of Massachusetts Ave
 City, State: Arlington, MA
 Client: Nitsch Eng/B.Zimolka
 Site Code: TBD



PDI File # 207450 D

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

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	2	0	0	2
12:15 AM	1	0	0	1
12:30 AM	1	0	0	1
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	1	0	0	1
3:15 AM	0	0	0	0
3:30 AM	2	1	0	3
3:45 AM	0	0	0	0
4:00 AM	1	0	0	1
4:15 AM	0	0	0	0
4:30 AM	1	0	0	1
4:45 AM	1	0	0	1
5:00 AM	3	0	0	3
5:15 AM	4	0	0	4
5:30 AM	5	0	0	5
5:45 AM	2	0	0	2
6:00 AM	7	0	0	7
6:15 AM	6	1	0	7
6:30 AM	17	1	0	18
6:45 AM	18	5	0	23
7:00 AM	20	0	0	20
7:15 AM	19	0	0	19
7:30 AM	38	0	0	38
7:45 AM	57	0	0	57
8:00 AM	50	1	0	51
8:15 AM	41	1	0	42
8:30 AM	32	0	0	32
8:45 AM	27	1	0	28
9:00 AM	26	0	0	26
9:15 AM	12	0	0	12
9:30 AM	16	0	0	16
9:45 AM	17	0	0	17
10:00 AM	18	1	0	19
10:15 AM	15	0	0	15
10:30 AM	17	1	0	18
10:45 AM	18	2	0	20
11:00 AM	24	1	0	25
11:15 AM	16	1	0	17
11:30 AM	20	1	0	21
11:45 AM	20	0	0	20

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	26	2	0	28
12:15 PM	24	1	0	25
12:30 PM	24	2	0	26
12:45 PM	32	1	0	33
1:00 PM	29	1	0	30
1:15 PM	17	1	0	18
1:30 PM	21	2	0	23
1:45 PM	12	0	0	12
2:00 PM	25	1	0	26
2:15 PM	41	3	0	44
2:30 PM	48	1	1	50
2:45 PM	50	2	0	52
3:00 PM	61	1	0	62
3:15 PM	53	2	0	55
3:30 PM	69	0	0	69
3:45 PM	61	4	0	65
4:00 PM	58	0	0	58
4:15 PM	76	1	0	77
4:30 PM	64	0	0	64
4:45 PM	59	1	0	60
5:00 PM	67	0	0	67
5:15 PM	86	0	0	86
5:30 PM	87	1	0	88
5:45 PM	74	1	0	75
6:00 PM	50	0	0	50
6:15 PM	40	0	0	40
6:30 PM	32	0	0	32
6:45 PM	35	0	0	35
7:00 PM	24	0	0	24
7:15 PM	21	0	0	21
7:30 PM	26	0	0	26
7:45 PM	18	0	0	18
8:00 PM	22	0	0	22
8:15 PM	20	0	0	20
8:30 PM	24	0	0	24
8:45 PM	16	0	0	16
9:00 PM	16	0	0	16
9:15 PM	15	0	0	15
9:30 PM	7	0	0	7
9:45 PM	10	0	0	10
10:00 PM	2	0	0	2
10:15 PM	4	0	0	4
10:30 PM	4	0	0	4
10:45 PM	5	0	0	5
11:00 PM	1	0	0	1
11:15 PM	1	0	0	1
11:30 PM	4	0	0	4
11:45 PM	2	0	0	2

AM Total 575 18 0 593
 Percentage 96.96% 3.04% 0.00%
 AM Peak 7:30 AM 6:00 AM 12:00 AM 7:30 AM
 Volume 186 7 0 188

PM Total 1563 28 1 1592
 Percentage 98.18% 1.76% 0.06%
 PM Peak 5:00 PM 2:00 PM 1:45 PM 5:00 PM
 Volume 314 7 1 316

Day Total 2138 46 1 2185
 Percentage 97.85% 2.11% 0.05%

Forest Street
 north of Massachusetts Ave
 City, State: Arlington, MA
 Client: Nitsch Eng/B.Zimolka
 Site Code: TBD



PDI File # 207450 D

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

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	2	0	0	2
12:45 AM	2	0	0	2
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	1	0	0	1
2:15 AM	1	0	0	1
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	1	0	0	1
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	1	0	0	1
4:15 AM	2	0	0	2
4:30 AM	3	0	0	3
4:45 AM	2	0	0	2
5:00 AM	0	0	0	0
5:15 AM	3	0	0	3
5:30 AM	5	0	0	5
5:45 AM	6	0	1	7
6:00 AM	10	0	0	10
6:15 AM	17	0	0	17
6:30 AM	20	2	0	22
6:45 AM	35	2	0	37
7:00 AM	66	4	0	70
7:15 AM	64	2	1	67
7:30 AM	76	1	0	77
7:45 AM	69	0	0	69
8:00 AM	77	2	0	79
8:15 AM	55	1	0	56
8:30 AM	41	2	0	43
8:45 AM	39	2	0	41
9:00 AM	27	0	0	27
9:15 AM	34	0	0	34
9:30 AM	20	1	0	21
9:45 AM	22	0	1	23
10:00 AM	22	0	0	22
10:15 AM	22	1	0	23
10:30 AM	21	2	0	23
10:45 AM	21	1	0	22
11:00 AM	19	2	0	21
11:15 AM	25	4	0	29
11:30 AM	16	0	0	16
11:45 AM	12	2	1	15

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	18	0	0	18
12:15 PM	30	0	0	30
12:30 PM	22	1	0	23
12:45 PM	22	1	0	23
1:00 PM	23	1	0	24
1:15 PM	22	1	0	23
1:30 PM	21	0	1	22
1:45 PM	22	0	0	22
2:00 PM	19	0	1	20
2:15 PM	24	2	0	26
2:30 PM	27	3	0	30
2:45 PM	25	0	0	25
3:00 PM	25	1	0	26
3:15 PM	18	4	0	22
3:30 PM	19	1	0	20
3:45 PM	17	0	0	17
4:00 PM	33	0	0	33
4:15 PM	25	0	0	25
4:30 PM	32	0	0	32
4:45 PM	33	0	0	33
5:00 PM	28	0	0	28
5:15 PM	24	0	0	24
5:30 PM	22	0	0	22
5:45 PM	32	0	0	32
6:00 PM	27	1	0	28
6:15 PM	29	0	0	29
6:30 PM	27	0	0	27
6:45 PM	20	0	0	20
7:00 PM	17	0	0	17
7:15 PM	17	0	0	17
7:30 PM	14	0	0	14
7:45 PM	10	0	0	10
8:00 PM	14	0	0	14
8:15 PM	21	0	0	21
8:30 PM	14	0	0	14
8:45 PM	9	0	0	9
9:00 PM	8	2	0	10
9:15 PM	9	0	0	9
9:30 PM	4	0	0	4
9:45 PM	4	0	0	4
10:00 PM	6	0	0	6
10:15 PM	5	0	0	5
10:30 PM	3	0	0	3
10:45 PM	6	0	0	6
11:00 PM	1	0	0	1
11:15 PM	0	0	0	0
11:30 PM	3	0	0	3
11:45 PM	3	0	0	3

AM Total 859 31 4 894
 Percentage 96.09% 3.47% 0.45%
 AM Peak 7:15 AM 6:30 AM 5:00 AM 7:15 AM
 Volume 286 10 1 292

PM Total 854 18 2 874
 Percentage 97.71% 2.06% 0.23%
 PM Peak 4:00 PM 2:30 PM 1:15 PM 4:00 PM
 Volume 123 8 2 123

Day Total 1713 49 6 1768
 Percentage 96.89% 2.77% 0.34%

Forest Street
 north of Massachusetts Ave
 City, State: Arlington, MA
 Client: Nitsch Eng/B.Zimolka
 Site Code: TBD



PDI File # 207450 D

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

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0
12:15 AM	2	0	0	2
12:30 AM	2	0	0	2
12:45 AM	2	0	0	2
1:00 AM	2	0	0	2
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	1	0	0	1
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	1	0	0	1
4:00 AM	1	0	0	1
4:15 AM	2	0	0	2
4:30 AM	4	0	0	4
4:45 AM	1	0	0	1
5:00 AM	1	0	0	1
5:15 AM	2	0	0	2
5:30 AM	6	0	0	6
5:45 AM	9	0	0	9
6:00 AM	10	0	0	10
6:15 AM	21	0	0	21
6:30 AM	21	4	0	25
6:45 AM	40	4	0	44
7:00 AM	58	3	0	61
7:15 AM	63	0	0	63
7:30 AM	86	0	0	86
7:45 AM	70	1	0	71
8:00 AM	77	4	0	81
8:15 AM	63	0	0	63
8:30 AM	51	0	0	51
8:45 AM	35	0	0	35
9:00 AM	24	1	0	25
9:15 AM	18	0	0	18
9:30 AM	23	0	0	23
9:45 AM	24	0	0	24
10:00 AM	18	0	0	18
10:15 AM	16	2	0	18
10:30 AM	19	0	0	19
10:45 AM	17	1	0	18
11:00 AM	13	0	0	13
11:15 AM	29	2	0	31
11:30 AM	23	1	0	24
11:45 AM	22	4	0	26

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	27	1	0	28
12:15 PM	31	1	0	32
12:30 PM	24	1	0	25
12:45 PM	21	1	1	23
1:00 PM	19	0	0	19
1:15 PM	17	0	0	17
1:30 PM	18	1	0	19
1:45 PM	23	2	0	25
2:00 PM	18	3	0	21
2:15 PM	25	0	0	25
2:30 PM	22	0	0	22
2:45 PM	35	1	0	36
3:00 PM	24	0	0	24
3:15 PM	22	2	0	24
3:30 PM	25	1	0	26
3:45 PM	25	1	0	26
4:00 PM	29	1	0	30
4:15 PM	25	0	0	25
4:30 PM	32	0	0	32
4:45 PM	28	0	0	28
5:00 PM	37	0	0	37
5:15 PM	16	0	0	16
5:30 PM	38	1	0	39
5:45 PM	47	0	0	47
6:00 PM	53	1	0	54
6:15 PM	24	0	0	24
6:30 PM	26	0	0	26
6:45 PM	21	0	0	21
7:00 PM	11	0	0	11
7:15 PM	17	0	0	17
7:30 PM	11	0	0	11
7:45 PM	15	0	0	15
8:00 PM	22	1	0	23
8:15 PM	7	0	0	7
8:30 PM	9	0	0	9
8:45 PM	10	0	0	10
9:00 PM	12	0	0	12
9:15 PM	4	0	0	4
9:30 PM	4	0	0	4
9:45 PM	7	0	0	7
10:00 PM	1	0	0	1
10:15 PM	3	0	0	3
10:30 PM	1	0	0	1
10:45 PM	4	0	0	4
11:00 PM	1	0	0	1
11:15 PM	0	0	0	0
11:30 PM	2	0	0	2
11:45 PM	4	0	0	4

AM Total 877 27 0 904
 Percentage 97.01% 2.99% 0.00%
 AM Peak 7:15 AM 6:15 AM 12:00 AM 7:15 AM
 Volume 296 11 0 301

PM Total 897 19 1 917
 Percentage 97.82% 2.07% 0.11%
 PM Peak 5:30 PM 1:15 PM 12:00 PM 5:30 PM
 Volume 162 6 1 164

Day Total 1774 46 1 1821
 Percentage 97.42% 2.53% 0.05%

Forest Street
 north of Massachusetts Ave
 City, State: Arlington, MA
 Client: Nitsch Eng/B.Zimolka
 Site Code: TBD



PRECISION
 D A T A
 INDUSTRIES, LLC
 46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdilic.com

PDI File # 207450 D

Direction: NB

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	2	26	2	28	0	0	0	0	0	0	0	0	0	0	2	27		
12:15	1	21	1	25	0	0	0	0	0	0	0	0	0	0	1	23		
12:30	1	41	1	26	0	0	0	0	0	0	0	0	0	0	1	34		
12:45	0	43	0	33	0	0	0	0	0	0	0	0	0	0	0	38		
1:00	1	38	0	30	0	0	0	0	0	0	0	0	0	0	1	34		
1:15	0	60	0	18	0	0	0	0	0	0	0	0	0	0	0	39		
1:30	0	42	0	23	0	0	0	0	0	0	0	0	0	0	0	33		
1:45	0	74	0	12	0	0	0	0	0	0	0	0	0	0	0	43		
2:00	1	49	0	26	0	0	0	0	0	0	0	0	0	0	1	38		
2:15	0	67	0	44	0	0	0	0	0	0	0	0	0	0	0	56		
2:30	0	72	0	50	0	0	0	0	0	0	0	0	0	0	0	61		
2:45	0	45	0	52	0	0	0	0	0	0	0	0	0	0	0	49		
3:00	1	57	1	62	0	0	0	0	0	0	0	0	0	0	1	60		
3:15	0	45	0	55	0	0	0	0	0	0	0	0	0	0	0	50		
3:30	0	37	3	69	0	0	0	0	0	0	0	0	0	0	2	53		
3:45	0	49	0	65	0	0	0	0	0	0	0	0	0	0	0	57		
4:00	0	48	1	58	0	0	0	0	0	0	0	0	0	0	1	53		
4:15	0	62	0	77	0	0	0	0	0	0	0	0	0	0	0	70		
4:30	1	52	1	64	0	0	0	0	0	0	0	0	0	0	1	58		
4:45	0	43	1	60	0	0	0	0	0	0	0	0	0	0	1	52		
5:00	1	78	3	67	0	0	0	0	0	0	0	0	0	0	2	73		
5:15	1	80	4	86	0	0	0	0	0	0	0	0	0	0	3	83		
5:30	6	67	5	88	0	0	0	0	0	0	0	0	0	0	6	78		
5:45	7	64	2	75	0	0	0	0	0	0	0	0	0	0	5	70		
6:00	5	63	7	50	0	0	0	0	0	0	0	0	0	0	6	57		
6:15	6	50	7	40	0	0	0	0	0	0	0	0	0	0	7	45		
6:30	13	35	18	32	0	0	0	0	0	0	0	0	0	0	16	34		
6:45	19	36	23	35	0	0	0	0	0	0	0	0	0	0	21	36		
7:00	20	25	20	24	0	0	0	0	0	0	0	0	0	0	20	25		
7:15	16	19	19	21	0	0	0	0	0	0	0	0	0	0	18	20		
7:30	52	24	38	26	0	0	0	0	0	0	0	0	0	0	45	25		
7:45	58	30	57	18	0	0	0	0	0	0	0	0	0	0	58	24		
8:00	54	17	51	22	0	0	0	0	0	0	0	0	0	0	53	20		
8:15	26	20	42	20	0	0	0	0	0	0	0	0	0	0	34	20		
8:30	28	16	32	24	0	0	0	0	0	0	0	0	0	0	30	20		
8:45	27	15	28	16	0	0	0	0	0	0	0	0	0	0	28	16		
9:00	16	21	26	16	0	0	0	0	0	0	0	0	0	0	21	19		
9:15	12	16	12	15	0	0	0	0	0	0	0	0	0	0	12	16		
9:30	23	15	16	7	0	0	0	0	0	0	0	0	0	0	20	11		
9:45	22	9	17	10	0	0	0	0	0	0	0	0	0	0	20	10		
10:00	21	13	19	2	0	0	0	0	0	0	0	0	0	0	20	8		
10:15	20	6	15	4	0	0	0	0	0	0	0	0	0	0	18	5		
10:30	23	3	18	4	0	0	0	0	0	0	0	0	0	0	21	4		
10:45	32	4	20	5	0	0	0	0	0	0	0	0	0	0	26	5		
11:00	24	4	25	1	0	0	0	0	0	0	0	0	0	0	25	3		
11:15	23	0	17	1	0	0	0	0	0	0	0	0	0	0	20	1		
11:30	22	1	21	4	0	0	0	0	0	0	0	0	0	0	22	3		
11:45	19	3	20	2	0	0	0	0	0	0	0	0	0	0	20	3		
Total	604	1705	593	1592	0	0	0	0	0	0	0	0	0	0	599	1649		
Day Total	2309		2185		0		0		0		0		0		2247			
Peak HR	7:30 AM	5:00 PM	7:30 AM	5:00 PM													7:30 AM	5:00 PM
Volume	190	289	188	316													189	303

Forest Street
 north of Massachusetts Ave
 City, State: Arlington, MA
 Client: Nitsch Eng/B.Zimolka
 Site Code: TBD



PRECISION
 D A T A
 INDUSTRIES, LLC
 46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdilic.com

PDI File # 207450 D

Direction: SB

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		
12:00	0	18	0	28	0	0	0	0	0	0	0	0	0	0	23	
12:15	0	30	2	32	0	0	0	0	0	0	0	0	0	0	31	
12:30	2	23	2	25	0	0	0	0	0	0	0	0	0	0	24	
12:45	2	23	2	23	0	0	0	0	0	0	0	0	0	0	23	
1:00	0	24	2	19	0	0	0	0	0	0	0	0	0	0	22	
1:15	0	23	0	17	0	0	0	0	0	0	0	0	0	0	20	
1:30	0	22	0	19	0	0	0	0	0	0	0	0	0	0	21	
1:45	0	22	0	25	0	0	0	0	0	0	0	0	0	0	24	
2:00	1	20	1	21	0	0	0	0	0	0	0	0	0	0	21	
2:15	1	26	0	25	0	0	0	0	0	0	0	0	0	0	26	
2:30	0	30	0	22	0	0	0	0	0	0	0	0	0	0	26	
2:45	0	25	0	36	0	0	0	0	0	0	0	0	0	0	31	
3:00	0	26	0	24	0	0	0	0	0	0	0	0	0	0	25	
3:15	1	22	0	24	0	0	0	0	0	0	0	0	0	0	23	
3:30	0	20	0	26	0	0	0	0	0	0	0	0	0	0	23	
3:45	0	17	1	26	0	0	0	0	0	0	0	0	0	0	22	
4:00	1	33	1	30	0	0	0	0	0	0	0	0	0	0	32	
4:15	2	25	2	25	0	0	0	0	0	0	0	0	0	0	25	
4:30	3	32	4	32	0	0	0	0	0	0	0	0	0	0	32	
4:45	2	33	1	28	0	0	0	0	0	0	0	0	0	0	31	
5:00	0	28	1	37	0	0	0	0	0	0	0	0	0	0	33	
5:15	3	24	2	16	0	0	0	0	0	0	0	0	0	0	20	
5:30	5	22	6	39	0	0	0	0	0	0	0	0	0	0	31	
5:45	7	32	9	47	0	0	0	0	0	0	0	0	0	0	40	
6:00	10	28	10	54	0	0	0	0	0	0	0	0	0	0	41	
6:15	17	29	21	24	0	0	0	0	0	0	0	0	0	0	27	
6:30	22	27	25	26	0	0	0	0	0	0	0	0	0	0	27	
6:45	37	20	44	21	0	0	0	0	0	0	0	0	0	0	21	
7:00	70	17	61	11	0	0	0	0	0	0	0	0	0	0	14	
7:15	67	17	63	17	0	0	0	0	0	0	0	0	0	0	17	
7:30	77	14	86	11	0	0	0	0	0	0	0	0	0	0	13	
7:45	69	10	71	15	0	0	0	0	0	0	0	0	0	0	13	
8:00	79	14	81	23	0	0	0	0	0	0	0	0	0	0	19	
8:15	56	21	63	7	0	0	0	0	0	0	0	0	0	0	14	
8:30	43	14	51	9	0	0	0	0	0	0	0	0	0	0	12	
8:45	41	9	35	10	0	0	0	0	0	0	0	0	0	0	10	
9:00	27	10	25	12	0	0	0	0	0	0	0	0	0	0	11	
9:15	34	9	18	4	0	0	0	0	0	0	0	0	0	0	7	
9:30	21	4	23	4	0	0	0	0	0	0	0	0	0	0	4	
9:45	23	4	24	7	0	0	0	0	0	0	0	0	0	0	6	
10:00	22	6	18	1	0	0	0	0	0	0	0	0	0	0	4	
10:15	23	5	18	3	0	0	0	0	0	0	0	0	0	0	4	
10:30	23	3	19	1	0	0	0	0	0	0	0	0	0	0	2	
10:45	22	6	18	4	0	0	0	0	0	0	0	0	0	0	5	
11:00	21	1	13	1	0	0	0	0	0	0	0	0	0	0	1	
11:15	29	0	31	0	0	0	0	0	0	0	0	0	0	0	0	
11:30	16	3	24	2	0	0	0	0	0	0	0	0	0	0	3	
11:45	15	3	26	4	0	0	0	0	0	0	0	0	0	0	4	
Total	894	874	904	917	0	0	0	0	0	0	0	0	0	0	899	896
Day Total	1768		1821		0		0		0		0		0		1795	
Peak HR	7:15 AM	4:00 PM	7:15 AM	5:30 PM												
Volume	292	123	301	164												
														7:15 AM	5:30 PM	
														297	138	

Burton Street
 south of Massachusetts Ave
 City, State: Arlington, MA
 Client: Nitsch Eng/B.Zimolka
 Site Code: TBD



PDI File # 207450 E

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

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	0	0	0	0
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
9:00 AM	0	0	0	0
9:15 AM	0	0	0	0
9:30 AM	0	0	0	0
9:45 AM	0	0	0	0
10:00 AM	0	0	0	0
10:15 AM	0	0	0	0
10:30 AM	0	0	0	0
10:45 AM	0	0	0	0
11:00 AM	0	0	0	0
11:15 AM	0	0	0	0
11:30 AM	0	0	0	0
11:45 AM	0	0	0	0

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	0	0
12:15 PM	0	0	0	0
12:30 PM	0	0	0	0
12:45 PM	0	0	0	0
1:00 PM	0	0	0	0
1:15 PM	0	0	0	0
1:30 PM	0	0	0	0
1:45 PM	0	0	0	0
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	0	0	0
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
4:00 PM	0	0	0	0
4:15 PM	0	0	0	0
4:30 PM	0	0	0	0
4:45 PM	0	0	0	0
5:00 PM	0	0	0	0
5:15 PM	0	0	0	0
5:30 PM	0	0	0	0
5:45 PM	0	0	0	0
6:00 PM	0	0	0	0
6:15 PM	0	0	0	0
6:30 PM	0	0	0	0
6:45 PM	0	0	0	0
7:00 PM	0	0	0	0
7:15 PM	0	0	0	0
7:30 PM	0	0	0	0
7:45 PM	0	0	0	0
8:00 PM	0	0	0	0
8:15 PM	0	0	0	0
8:30 PM	0	0	0	0
8:45 PM	0	0	0	0
9:00 PM	0	0	0	0
9:15 PM	0	0	0	0
9:30 PM	0	0	0	0
9:45 PM	0	0	0	0
10:00 PM	0	0	0	0
10:15 PM	0	0	0	0
10:30 PM	0	0	0	0
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0

AM Total 0 0 0 0
 Percentage #DIV/0! #DIV/0! #DIV/0!
 AM Peak 12:00 AM 12:00 AM 12:00 AM 12:00 AM
 Volume 0 0 0 0

PM Total 0 0 0 0
 Percentage #DIV/0! #DIV/0! #DIV/0!
 PM Peak 12:00 PM 12:00 PM 12:00 PM 12:00 PM
 Volume 0 0 0 0

Day Total 0 0 0 0
 Percentage #DIV/0! #DIV/0! #DIV/0!

Burton Street
 south of Massachusetts Ave
 City, State: Arlington, MA
 Client: Nitsch Eng/B.Zimolka
 Site Code: TBD



PDI File # 207450 E

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

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	0	0	0	0
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
9:00 AM	0	0	0	0
9:15 AM	0	0	0	0
9:30 AM	0	0	0	0
9:45 AM	0	0	0	0
10:00 AM	0	0	0	0
10:15 AM	0	0	0	0
10:30 AM	0	0	0	0
10:45 AM	0	0	0	0
11:00 AM	0	0	0	0
11:15 AM	0	0	0	0
11:30 AM	0	0	0	0
11:45 AM	0	0	0	0

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	0	0
12:15 PM	0	0	0	0
12:30 PM	0	0	0	0
12:45 PM	0	0	0	0
1:00 PM	0	0	0	0
1:15 PM	0	0	0	0
1:30 PM	0	0	0	0
1:45 PM	0	0	0	0
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	0	0	0
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
4:00 PM	0	0	0	0
4:15 PM	0	0	0	0
4:30 PM	0	0	0	0
4:45 PM	0	0	0	0
5:00 PM	0	0	0	0
5:15 PM	0	0	0	0
5:30 PM	0	0	0	0
5:45 PM	0	0	0	0
6:00 PM	0	0	0	0
6:15 PM	0	0	0	0
6:30 PM	0	0	0	0
6:45 PM	0	0	0	0
7:00 PM	0	0	0	0
7:15 PM	0	0	0	0
7:30 PM	0	0	0	0
7:45 PM	0	0	0	0
8:00 PM	0	0	0	0
8:15 PM	0	0	0	0
8:30 PM	0	0	0	0
8:45 PM	0	0	0	0
9:00 PM	0	0	0	0
9:15 PM	0	0	0	0
9:30 PM	0	0	0	0
9:45 PM	0	0	0	0
10:00 PM	0	0	0	0
10:15 PM	0	0	0	0
10:30 PM	0	0	0	0
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0

AM Total 0 0 0 0
 Percentage #DIV/0! #DIV/0! #DIV/0!
 AM Peak 12:00 AM 12:00 AM 12:00 AM 12:00 AM
 Volume 0 0 0 0

PM Total 0 0 0 0
 Percentage #DIV/0! #DIV/0! #DIV/0!
 PM Peak 12:00 PM 12:00 PM 12:00 PM 12:00 PM
 Volume 0 0 0 0

Day Total 0 0 0 0
 Percentage #DIV/0! #DIV/0! #DIV/0!

Burton Street
 south of Massachusetts Ave
 City, State: Arlington, MA
 Client: Nitsch Eng/B.Zimolka
 Site Code: TBD



PDI File # 207450 E

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

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	0	0	0	0
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
9:00 AM	0	0	0	0
9:15 AM	0	0	0	0
9:30 AM	0	0	0	0
9:45 AM	0	0	0	0
10:00 AM	0	0	0	0
10:15 AM	0	0	0	0
10:30 AM	0	0	0	0
10:45 AM	0	0	0	0
11:00 AM	0	0	0	0
11:15 AM	0	0	0	0
11:30 AM	0	0	0	0
11:45 AM	0	0	0	0

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	0	0
12:15 PM	0	0	0	0
12:30 PM	0	0	0	0
12:45 PM	0	0	0	0
1:00 PM	0	0	0	0
1:15 PM	0	0	0	0
1:30 PM	0	0	0	0
1:45 PM	0	0	0	0
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	0	0	0
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
4:00 PM	0	0	0	0
4:15 PM	0	0	0	0
4:30 PM	0	0	0	0
4:45 PM	0	0	0	0
5:00 PM	0	0	0	0
5:15 PM	0	0	0	0
5:30 PM	0	0	0	0
5:45 PM	0	0	0	0
6:00 PM	0	0	0	0
6:15 PM	0	0	0	0
6:30 PM	0	0	0	0
6:45 PM	0	0	0	0
7:00 PM	0	0	0	0
7:15 PM	0	0	0	0
7:30 PM	0	0	0	0
7:45 PM	0	0	0	0
8:00 PM	0	0	0	0
8:15 PM	0	0	0	0
8:30 PM	0	0	0	0
8:45 PM	0	0	0	0
9:00 PM	0	0	0	0
9:15 PM	0	0	0	0
9:30 PM	0	0	0	0
9:45 PM	0	0	0	0
10:00 PM	0	0	0	0
10:15 PM	0	0	0	0
10:30 PM	0	0	0	0
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0

AM Total 0 0 0 0
 Percentage #DIV/0! #DIV/0! #DIV/0!
 AM Peak 12:00 AM 12:00 AM 12:00 AM 12:00 AM
 Volume 0 0 0 0

PM Total 0 0 0 0
 Percentage #DIV/0! #DIV/0! #DIV/0!
 PM Peak 12:00 PM 12:00 PM 12:00 PM 12:00 PM
 Volume 0 0 0 0

Day Total 0 0 0 0
 Percentage #DIV/0! #DIV/0! #DIV/0!

Burton Street
 south of Massachusetts Ave
 City, State: Arlington, MA
 Client: Nitsch Eng/B.Zimolka
 Site Code: TBD



PDI File # 207450 E

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

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	0	0	0	0
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
9:00 AM	0	0	0	0
9:15 AM	0	0	0	0
9:30 AM	0	0	0	0
9:45 AM	0	0	0	0
10:00 AM	0	0	0	0
10:15 AM	0	0	0	0
10:30 AM	0	0	0	0
10:45 AM	0	0	0	0
11:00 AM	0	0	0	0
11:15 AM	0	0	0	0
11:30 AM	0	0	0	0
11:45 AM	0	0	0	0

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	0	0
12:15 PM	0	0	0	0
12:30 PM	0	0	0	0
12:45 PM	0	0	0	0
1:00 PM	0	0	0	0
1:15 PM	0	0	0	0
1:30 PM	0	0	0	0
1:45 PM	0	0	0	0
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	0	0	0
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
4:00 PM	0	0	0	0
4:15 PM	0	0	0	0
4:30 PM	0	0	0	0
4:45 PM	0	0	0	0
5:00 PM	0	0	0	0
5:15 PM	0	0	0	0
5:30 PM	0	0	0	0
5:45 PM	0	0	0	0
6:00 PM	0	0	0	0
6:15 PM	0	0	0	0
6:30 PM	0	0	0	0
6:45 PM	0	0	0	0
7:00 PM	0	0	0	0
7:15 PM	0	0	0	0
7:30 PM	0	0	0	0
7:45 PM	0	0	0	0
8:00 PM	0	0	0	0
8:15 PM	0	0	0	0
8:30 PM	0	0	0	0
8:45 PM	0	0	0	0
9:00 PM	0	0	0	0
9:15 PM	0	0	0	0
9:30 PM	0	0	0	0
9:45 PM	0	0	0	0
10:00 PM	0	0	0	0
10:15 PM	0	0	0	0
10:30 PM	0	0	0	0
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0

AM Total 0 0 0 0
 Percentage #DIV/0! #DIV/0! #DIV/0!
 AM Peak 12:00 AM 12:00 AM 12:00 AM 12:00 AM
 Volume 0 0 0 0

PM Total 0 0 0 0
 Percentage #DIV/0! #DIV/0! #DIV/0!
 PM Peak 12:00 PM 12:00 PM 12:00 PM 12:00 PM
 Volume 0 0 0 0

Day Total 0 0 0 0
 Percentage #DIV/0! #DIV/0! #DIV/0!

Burton Street
 south of Massachusetts Ave
 City, State: Arlington, MA
 Client: Nitsch Eng/B.Zimolka
 Site Code: TBD



PRECISION
 D A T A
 INDUSTRIES, LLC
 46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdilic.com

PDI File # 207450 E

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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	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
Day Total	0		0		0		0		0		0		0		0	
Peak HR	12:00 AM	12:00 PM	12:00 AM	12:00 PM												
Volume	0	0	0	0												

Burton Street
 south of Massachusetts Ave
 City, State: Arlington, MA
 Client: Nitsch Eng/B.Zimolka
 Site Code: TBD



PRECISION
 D A T A
 INDUSTRIES, LLC
 46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdilic.com

PDI File # 207450 E

Direction: WB

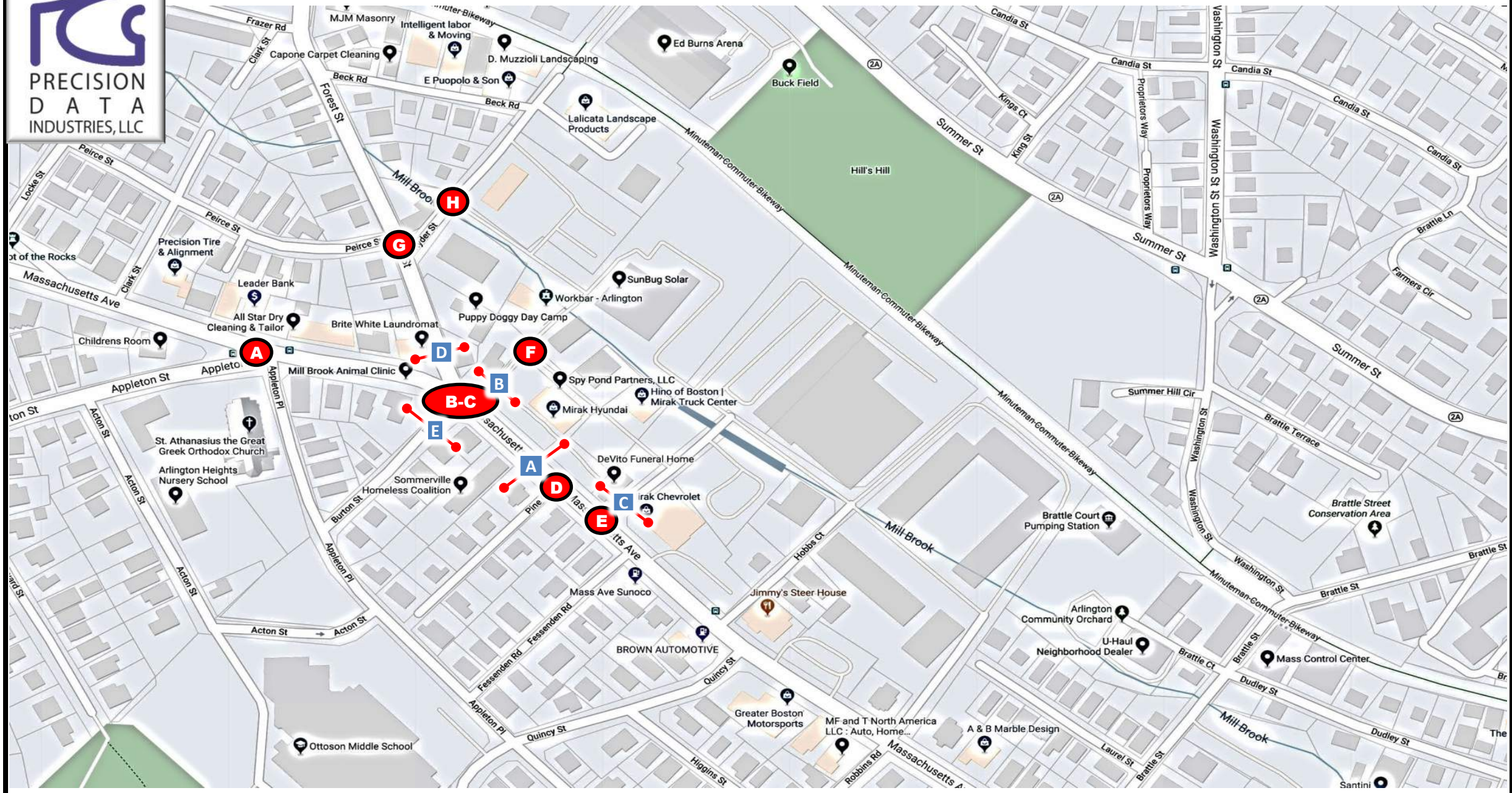
Weekly Report

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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:45	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		
Day Total	0		0		0		0		0		0		0		0			
Peak HR	12:00 AM	12:00 PM	12:00 AM	12:00 PM													12:00 AM	12:00 PM
Volume	0	0	0	0													0	0



Location Map: 207450 Arlington, MA

Precision Data Industries, LLC 46 Morton Street, Framingham, MA 01702 ph: 508-875-0100 email: datarequests@pdillc.com



Client: Nitsch Engineering	Engineer: B. Zimolka	Site Code: TBD	Date: Tues 2/4-Wed 2/5/20	PDI Job # 207450	City, State: Arlington, MA
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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:

PRECISION
 D A T A
 INDUSTRIES, LLC
 46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

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	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	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	
7:00 AM	0	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	0	72	54	1	0	127	2	0	2	1	0	5	1	24	0	2	0	27	6	1	95	0	0	102	261
7:30 AM	0	0	0	0	0	0	0	71	76	0	0	147	4	0	1	1	0	6	1	31	0	2	0	34	6	5	84	0	0	95	282
7:45 AM	0	0	0	0	0	0	0	88	61	5	0	154	7	0	6	29	0	42	6	31	0	3	0	40	16	7	103	0	0	126	362
Total	0	0	0	0	0	0	0	303	252	6	0	561	15	0	12	34	0	61	8	108	0	8	0	124	30	14	365	0	0	409	1155
8:00 AM	0	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	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	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	0	92	47	3	0	142	0	0	2	1	0	3	0	30	0	2	0	32	1	3	83	1	0	88	265
Total	0	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	1101
Grand Total	0	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	2256
Approach %	0.0	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					
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29.1	21.2	0.8	0.0	51.1	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	30.0	0.0	0.0	32.8	
Exiting Leg Total	1						950						48						566						691						
Cars	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
% Cars	0.0	0.0	0.0	0.0	0.0	0.0	0.0	91.3	97.3	100.0	0.0	93.9	100.0	0.0	94.4	93.2	0.0	95.3	90.0	98.8	0.0	93.8	0.0	98.2	97.7	95.0	90.7	100.0	0.0	91.2	93.6
Exiting Leg Total	1						884						46						549						632						
Heavy Vehicles	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
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.7	2.7	0.0	0.0	6.1	0.0	0.0	5.6	6.8	0.0	4.7	10.0	1.2	0.0	6.3	0.0	1.8	2.3	5.0	9.3	0.0	0.0	8.8	6.4
Exiting Leg Total	0						66						2						17						59						

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	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	
7:30 AM	0	0	0	0	0	0	0	71	76	0	0	147	4	0	1	1	0	6	1	31	0	2	0	34	6	5	84	0	0	95	282
7:45 AM	0	0	0	0	0	0	0	88	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	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	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	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	0.0	55.8	42.4	1.8	0.0	28.1	0.0	17.2	54.7	0.0	5.0	91.2	0.0	3.8	0.0	8.0	4.0	88.0	0.0	0.0					
PHF	0.000	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	0.458	0.302	0.000	0.381	0.333	0.788	0.000	0.500	0.000	0.846	0.469	0.536	0.803	0.000	0.000	0.746	0.845
Cars	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
Cars %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	93.1	97.7	100.0	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	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	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	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	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	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						455						34						342						1152						
Heavy Exiting Leg	0						39						0						9						24						
Total Exiting Leg	0						494						34						330						366						

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:

PRECISION
 D A T A
 INDUSTRIES, LLC
 46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Cars

	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	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard 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	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	94	0	0	116	341
Total	0	0	0	0	0	0	0	268	248	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	2	0	131	3	0	1	1	0	5	1	37	0	0	0	38	4	1	67	0	0	72	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	3	0	133	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	12	0	561	9	0	6	10	0	25	2	142	0	8	0	152	14	5	285	1	0	305	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	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	6.4	2.8	90.7	0.1	0.0					
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	
Exiting Leg Total	1						884						46						549						632						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	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	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	
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	94	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	2	0	131	3	0	1	1	0	5	1	37	0	0	0	38	4	1	67	0	0	72	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	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	8.6	4.4	87.0	0.0	0.0					
PHF	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	0.458	0.306	0.000	0.388	0.333	0.777	0.000	0.500	0.000	0.835	0.483	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						455						34						321						1152						
Total	0						1050						96						478						680						2304

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:

PRECISION
 D A T A
 INDUSTRIES, LLC
 46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

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	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	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	
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	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	8	21	
7:30 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	12	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	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	38	86	
8:00 AM	0	0	0	0	0	0	0	6	1	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	12	
8:15 AM	0	0	0	0	0	0	0	3	4	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	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	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	1	6	0	7	16	
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	1	26	0	27	58	
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	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	0.0	25.0	75.0	0.0	20.0	60.0	0.0	20.0	0.0	0.0	0.0	1.5	1.5	96.9	0.0	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	39.6	9.0	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	
Exiting Leg Total	0						66						2						17						59						144
Buses	0	0	0	0	0	0	0	24	0	0	0	24	0	0	0	3	0	3	0	0	0	0	0	0	1	0	20	0	0	21	48
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	42.1	0.0	0.0	0.0	34.3	0.0	0.0	0.0	100.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	31.7	0.0	0.0	32.3	33.3
Exiting Leg Total	0						20						0						4						24						48
Single-Unit Trucks	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
% Single-Unit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	52.6	92.3	0.0	0.0	60.0	0.0	0.0	100.0	0.0	25.0	100.0	100.0	0.0	100.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	55.4	58.3	
Exiting Leg Total	0						38						2						12						32						84
Articulated Trucks	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	8	0	0	8	12
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.3	7.7	0.0	0.0	5.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.3	8.3
Exiting Leg Total	0						8						0						1						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	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	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	
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	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	8	21	
7:30 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	12	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	10	21	
Total Volume	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	38	86	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	89.7	10.3	0.0	0.0	0.0	0.0	0.0	25.0	75.0	0.0	20.0	60.0	0.0	20.0	0.0	0.0	0.0	2.6	0.0	97.4	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.673	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	0	0	0	0	15	0	0	0	15	0	0	0	3	0	3	0	0	0	0	0	0	1	0	9	0	0	10	28
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	42.9	0.0	0.0	0.0	38.5	0.0	0.0	0.0	100.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	24.3	0.0	0.0	26.3	32.6
Single-Unit Trucks	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
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	54.3	75.0	0.0	0.0	56.4	0.0	0.0	100.0	0.0	25.0	100.0	100.0	0.0	100.0	0.0	100.0	0.0	0.0	59.5	0.0	0.0	57.9	58.1	
Articulated Trucks	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	6	0	0	6	8
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.9	25.0	0.0	0.0	5.1	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	16.2	0.0	0.0	15.8	9.3
Buses	0	0	0	0	0	0	0	15	0	0	0	15	0	0	0	3	0	3	0	0	0	0	0	0	1	0	9	0	0	10	28
Single-Unit Trucks	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
Articulated Trucks	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	6	0	0	6	8
Total Entering Leg	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	38	86	
Buses	0						9						0						4						15						28
Single-Unit Trucks	0						25						1						3						21						50
Articulated Trucks	0						6						1						1						1						8
Total Exiting Leg	0						40						1						8						37						86

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:

PRECISION
 D A T A
 INDUSTRIES, LLC
 46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

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	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	1	0	1	0	0	0	0	0	0	0	0	4	0	0	4	10
7:15 AM	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
7:30 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	0	0	0	0	3
7:45 AM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	2	0	2	0	0	0	0	0	0	1	0	3	0	0	4	9
Total	0	0	0	0	0	0	0	15	0	0	0	15	0	0	0	3	0	3	0	0	0	0	0	0	1	0	9	0	0	10	28
8:00 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	4	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	0	0	0	0	0	4	0	0	4	4
8:30 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	1	0	0	1	4
8:45 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	2	0	0	2	5
Total	0	0	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	20
Grand Total	0	0	0	0	0	0	0	24	0	0	0	24	0	0	0	3	0	3	0	0	0	0	0	0	1	0	20	0	0	21	48
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	4.8	0.0	95.2	0.0	0.0				
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	6.3	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	2.1	0.0	41.7	0.0	0.0	43.8	
Exiting 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	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	1	0	1	0	0	0	0	0	0	0	0	4	0	0	4	10
7:15 AM	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
7:30 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	0	0	0	0	3
7:45 AM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	2	0	2	0	0	0	0	0	0	1	0	3	0	0	4	9
Total Volume	0	0	0	0	0	0	0	15	0	0	0	15	0	0	0	3	0	3	0	0	0	0	0	0	1	0	9	0	0	10	28
% 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	10.0	0.0	90.0	0.0	0.0				
PHF	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	0.000	0.375	0.000	0.375	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	3	0	3	0	0	0	0	0	0	1	0	9	0	0	10	28
Exiting Leg	0						9						0						4						15	28					
Total	0						24						3						4						25	56					

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:

PRECISION
 D A T A
 INDUSTRIES, LLC
 46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Single-Unit Trucks

	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	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard 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	3	2	0	0	5	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	100.0	0.0	0.0	20.0	60.0	0.0	20.0	0.0	0.0	2.8	97.2	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	
Exiting Leg Total	0						38						2						12						32						

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	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard 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	86.4	13.6	0.0	0.0	0.0	0.0	100.0	0.0	0.0	20.0	60.0	0.0	20.0	0.0	0.0	0.0	100.0	0.0	0.0					
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.594	0.375	0.000	0.000	0.688	0.000	0.000	0.250	0.000	0.000	0.250	0.250	0.750	0.000	0.250	0.000	0.625	0.000	0.000	0.500	0.000	0.000	0.500	0.735
Entering Leg	0						19						1						5						22						
Exiting Leg	0						25						1						3						21						
Total	0						47						2						8						43						

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:

PRECISION
 DATA
 INDUSTRIES, LLC
 46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Pedestrians

	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	CW-EB	CW-WB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Right	Right		Thru	Left	U-Turn	CW-NB	CW-SB	Total								
7:00 AM	0	0	0	0	0	10	1	11	0	0	0	0	0	12	0	12	0	0	0	0	0	14	0	14	0	0	0	0	0	5	0	5	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	43
7:15 AM	0	0	0	0	0	6	1	7	0	0	0	0	0	23	0	23	0	0	0	0	0	15	0	15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	47								
7:30 AM	0	0	0	0	0	57	0	57	0	0	0	0	0	56	0	56	0	0	0	0	0	47	2	49	0	0	0	0	0	2	7	9	0	0	0	0	0	0	8	8	179								
7:45 AM	0	0	0	0	0	22	0	22	0	0	0	0	0	25	2	27	0	0	0	0	0	12	1	13	0	0	0	0	0	1	2	3	0	0	0	0	0	0	1	1	66								
Total	0	0	0	0	0	95	2	97	0	0	0	0	0	116	2	118	0	0	0	0	0	88	3	91	0	0	0	0	0	8	10	18	0	0	0	0	0	0	11	11	335								
8:00 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	5	0	5	0	0	0	0	0	4	0	4	0	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	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2										
8:30 AM	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	8										
8:45 AM	0	0	0	0	0	1	2	3	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2	2	9								
Total	0	0	0	0	0	5	4	9	0	0	0	0	0	5	3	8	0	0	0	0	0	4	3	7	0	0	0	0	0	5	1	6	0	0	0	0	0	2	2	4	34								
Grand Total	0	0	0	0	0	100	6	106	0	0	0	0	0	121	5	126	0	0	0	0	0	92	6	98	0	0	0	0	0	13	11	24	0	0	0	0	0	2	13	15	369								
Approach %	0	0	0	0	0	94.3	5.66	0	0	0	0	0	96	3.97	0	0	0	0	0	93.9	6.12	0	0	0	0	0	54.2	45.8	0	0	0	0	0	13.3	86.7														
Total %	0	0	0	0	0	27.1	1.63	28.7	0	0	0	0	0	32.8	1.36	34.1	0	0	0	0	0	24.9	1.63	26.6	0	0	0	0	0	3.52	2.98	6.5	0	0	0	0	0	0.54	3.52	4.07									
Exiting Leg Total	106								126						98						24						15	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																				
	Right	Bear Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Right	Right		Thru	Left	U-Turn	CW-NB	CW-SB	Total								
7:00 AM	0	0	0	0	0	10	1	11	0	0	0	0	0	12	0	12	0	0	0	0	0	14	0	14	0	0	0	0	0	5	0	5	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	43
7:15 AM	0	0	0	0	0	6	1	7	0	0	0	0	0	23	0	23	0	0	0	0	0	15	0	15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	47								
7:30 AM	0	0	0	0	0	57	0	57	0	0	0	0	0	56	0	56	0	0	0	0	0	47	2	49	0	0	0	0	0	2	7	9	0	0	0	0	0	0	8	8	179								
7:45 AM	0	0	0	0	0	22	0	22	0	0	0	0	0	25	2	27	0	0	0	0	0	12	1	13	0	0	0	0	0	1	2	3	0	0	0	0	0	0	1	1	66								
Total Volume	0	0	0	0	0	95	2	97	0	0	0	0	0	116	2	118	0	0	0	0	0	88	3	91	0	0	0	0	0	8	10	18	0	0	0	0	0	0	11	11	335								
% Approach Total	0.0	0.0	0.0	0.0	0.0	97.9	2.1	0.0	0.0	0.0	0.0	0.0	98.3	1.7	0.0	0.0	0.0	0.0	0.0	96.7	3.3	0.0	0.0	0.0	0.0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	100.0														
PHF	0.000	0.000	0.000	0.000	0.000	0.417	0.500	0.425	0.000	0.000	0.000	0.000	0.000	0.518	0.250	0.527	0.000	0.000	0.000	0.000	0.000	0.468	0.375	0.464	0.000	0.000	0.000	0.000	0.000	0.400	0.357	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.344	0.344	0.468								
Entering Leg	0	0	0	0	0	95	2	97	0	0	0	0	0	116	2	118	0	0	0	0	0	88	3	91	0	0	0	0	0	8	10	18	0	0	0	0	0	0	11	11	335								
Exiting Leg	97								118						91						18						11	335																					
Total	194								236						182						36						22	670																					

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:

PRECISION
 D A T A
 INDUSTRIES, LLC
 46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

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	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	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	
4:00 PM	1	0	0	0	0	1	1	84	39	0	0	124	2	0	2	2	0	6	1	46	0	3	0	50	1	2	99	1	0	103	284
4:15 PM	1	0	0	0	0	1	0	71	30	0	0	101	0	0	1	1	0	2	0	51	0	4	0	55	2	5	101	0	0	108	267
4:30 PM	1	1	0	0	0	2	0	84	27	2	0	113	0	0	1	0	0	1	2	57	0	3	0	62	1	5	92	2	0	100	278
4:45 PM	0	0	0	0	0	0	1	85	47	1	0	134	2	0	2	2	0	6	1	49	1	3	0	54	3	2	108	0	0	113	307
Total	3	1	0	0	0	4	2	324	143	3	0	472	4	0	6	5	0	15	4	203	1	13	0	221	7	14	400	3	0	424	1136
5:00 PM	1	0	0	0	0	1	1	77	39	1	0	118	2	0	2	0	0	4	1	74	0	1	0	76	3	0	89	0	0	92	291
5:15 PM	0	1	0	0	0	1	0	66	20	0	0	86	5	1	0	1	0	7	2	86	0	2	0	90	1	3	109	1	0	114	298
5:30 PM	1	0	0	1	0	2	0	78	20	0	0	98	4	0	4	2	0	10	1	87	0	4	0	92	1	5	108	2	0	116	318
5:45 PM	1	0	0	0	0	1	1	88	31	0	0	120	3	0	2	0	0	5	1	70	0	3	0	74	4	1	105	0	0	110	310
Total	3	1	0	1	0	5	2	309	110	1	0	422	14	1	8	3	0	26	5	317	0	10	0	332	9	9	411	3	0	432	1217
Grand Total	6	2	0	1	0	9	4	633	253	4	0	894	18	1	14	8	0	41	9	520	1	23	0	553	16	23	811	6	0	856	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 %	0.3	0.1	0.0	0.0	0.0	0.4	0.2	26.9	10.8	0.2	0.0	38.0	0.8	0.0	0.6	0.3	0.0	1.7	0.4	22.1	0.0	1.0	0.0	23.5	0.7	1.0	34.5	0.3	0.0	36.4	
Exiting Leg Total	12						1350						36						279						676						2353
Cars	6	2	0	1	0	9	4	616	251	4	0	875	18	1	14	8	0	41	9	512	1	23	0	545	16	23	791	6	0	836	2306
% Cars	100.0	100.0	0.0	100.0	0.0	100.0	100.0	97.3	99.2	100.0	0.0	97.9	100.0	100.0	100.0	100.0	0.0	100.0	100.0	98.5	100.0	100.0	0.0	98.6	100.0	100.0	97.5	100.0	0.0	97.7	98.0
Exiting Leg Total	12						1322						36						277						659						2306
Heavy Vehicles	0	0	0	0	0	0	0	17	2	0	0	19	0	0	0	0	0	0	0	8	0	0	0	8	0	0	20	0	0	20	47
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.8	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	0.0	1.4	0.0	0.0	2.5	0.0	0.0	2.3	2.0
Exiting Leg Total	0						28						0						2						17						47

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	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	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	
5:00 PM	1	0	0	0	0	1	1	77	39	1	0	118	2	0	2	0	0	4	1	74	0	1	0	76	3	0	89	0	0	92	291
5:15 PM	0	1	0	0	0	1	0	66	20	0	0	86	5	1	0	1	0	7	2	86	0	2	0	90	1	3	109	1	0	114	298
5:30 PM	1	0	0	1	0	2	0	78	20	0	0	98	4	0	4	2	0	10	1	87	0	4	0	92	1	5	108	2	0	116	318
5:45 PM	1	0	0	0	0	1	1	88	31	0	0	120	3	0	2	0	0	5	1	70	0	3	0	74	4	1	105	0	0	110	310
Total Volume	3	1	0	1	0	5	2	309	110	1	0	422	14	1	8	3	0	26	5	317	0	10	0	332	9	9	411	3	0	432	1217
% Approach Total	60.0	20.0	0.0	20.0	0.0		0.5	73.2	26.1	0.2	0.0		53.8	3.8	30.8	11.5	0.0		1.5	95.5	0.0	3.0	0.0		2.1	2.1	95.1	0.7	0.0		
PHF	0.750	0.250	0.000	0.250	0.000	0.625	0.500	0.878	0.705	0.250	0.000	0.879	0.700	0.250	0.500	0.375	0.000	0.650	0.625	0.911	0.000	0.625	0.000	0.902	0.563	0.450	0.943	0.375	0.000	0.931	0.957
Cars	3	1	0	1	0	5	2	301	109	1	0	413	14	1	8	3	0	26	5	315	0	10	0	330	9	9	401	3	0	422	1196
Cars %	100.0	100.0	0.0	100.0	0.0	100.0	100.0	97.4	99.1	100.0	0.0	97.9	100.0	100.0	100.0	100.0	0.0	100.0	100.0	99.4	0.0	100.0	0.0	99.4	100.0	100.0	97.6	100.0	0.0	97.7	98.3
Heavy Vehicles	0	0	0	0	0	0	0	8	1	0	0	9	0	0	0	0	0	0	0	2	0	0	0	2	0	0	10	0	0	10	21
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.6	0.9	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.6	0.0	0.0	2.4	0.0	0.0	2.3	1.7
Cars Enter Leg	3	1	0	1	0	5	2	301	109	1	0	413	14	1	8	3	0	26	5	315	0	10	0	330	9	9	401	3	0	422	1196
Heavy Enter Leg	0	0	0	0	0	0	0	8	1	0	0	9	0	0	0	0	0	0	0	2	0	0	0	2	0	0	10	0	0	10	21
Total Entering Leg	3	1	0	1	0	5	2	309	110	1	0	422	14	1	8	3	0	26	5	317	0	10	0	332	9	9	411	3	0	432	1217
Cars Exiting Leg	6						731						15						322						1196						
Heavy Exiting Leg	0						12						0						1						8						
Total Exiting Leg	6						743						15						123						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:

PRECISION
 D A T A
 INDUSTRIES, LLC
 46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Cars

	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	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	
4:00 PM	1	0	0	0	0	1	1	82	38	0	0	121	2	0	2	2	0	6	1	44	0	3	0	48	1	2	96	1	0	100	276
4:15 PM	1	0	0	0	0	1	0	69	30	0	0	99	0	0	1	1	0	2	0	50	0	4	0	54	2	5	98	0	0	105	261
4:30 PM	1	1	0	0	0	2	0	81	27	2	0	110	0	0	1	0	0	1	2	56	0	3	0	61	1	5	91	2	0	99	273
4:45 PM	0	0	0	0	0	0	1	83	47	1	0	132	2	0	2	2	0	6	1	47	1	3	0	52	3	2	105	0	0	110	300
Total	3	1	0	0	0	4	2	315	142	3	0	462	4	0	6	5	0	15	4	197	1	13	0	215	7	14	390	3	0	414	1110
5:00 PM	1	0	0	0	0	1	1	72	38	1	0	112	2	0	2	0	0	4	1	74	0	1	0	76	3	0	86	0	0	89	282
5:15 PM	0	1	0	0	0	1	0	66	20	0	0	86	5	1	0	1	0	7	2	86	0	2	0	90	1	3	106	1	0	111	295
5:30 PM	1	0	0	1	0	2	0	77	20	0	0	97	4	0	4	2	0	10	1	86	0	4	0	91	1	5	105	2	0	113	313
5:45 PM	1	0	0	0	0	1	1	86	31	0	0	118	3	0	2	0	0	5	1	69	0	3	0	73	4	1	104	0	0	109	306
Total	3	1	0	1	0	5	2	301	109	1	0	413	14	1	8	3	0	26	5	315	0	10	0	330	9	9	401	3	0	422	1196
Grand Total	6	2	0	1	0	9	4	616	251	4	0	875	18	1	14	8	0	41	9	512	1	23	0	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						
Total %	0.3	0.1	0.0	0.0	0.0	0.4	0.2	26.7	10.9	0.2	0.0	37.9	0.8	0.0	0.6	0.3	0.0	1.8	0.4	22.2	0.0	1.0	0.0	23.6	0.7	1.0	34.3	0.3	0.0	36.3	
Exiting Leg Total	12						1322						36						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	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	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	
5:00 PM	1	0	0	0	0	1	1	72	38	1	0	112	2	0	2	0	0	4	1	74	0	1	0	76	3	0	86	0	0	89	282
5:15 PM	0	1	0	0	0	1	0	66	20	0	0	86	5	1	0	1	0	7	2	86	0	2	0	90	1	3	106	1	0	111	295
5:30 PM	1	0	0	1	0	2	0	77	20	0	0	97	4	0	4	2	0	10	1	86	0	4	0	91	1	5	105	2	0	113	313
5:45 PM	1	0	0	0	0	1	1	86	31	0	0	118	3	0	2	0	0	5	1	69	0	3	0	73	4	1	104	0	0	109	306
Total Volume	3	1	0	1	0	5	2	301	109	1	0	413	14	1	8	3	0	26	5	315	0	10	0	330	9	9	401	3	0	422	1196
% Approach Total	60.0	20.0	0.0	20.0	0.0	0.5	72.9	26.4	0.2	0.0	53.8	3.8	30.8	11.5	0.0	1.5	95.5	0.0	3.0	0.0	2.1	2.1	95.0	0.7	0.0						
PHF	0.750	0.250	0.000	0.250	0.000	0.625	0.500	0.875	0.717	0.250	0.000	0.875	0.700	0.250	0.500	0.375	0.000	0.650	0.625	0.916	0.000	0.625	0.000	0.907	0.563	0.450	0.946	0.375	0.000	0.934	0.955
Entering Leg	3	1	0	1	0	5	2	301	109	1	0	413	14	1	8	3	0	26	5	315	0	10	0	330	9	9	401	3	0	422	1196
Exiting Leg	6						731						15						122						322	1196					
Total	11						1144						41						452						744	2392					

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:

PRECISION
 D A T A
 INDUSTRIES, LLC
 46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

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	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	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		
4:00 PM	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	3	0	0	3	8
4:15 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	3	0	0	3	6	
4:30 PM	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	1	0	0	1	5	
4:45 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	2	0	0	3	0	0	3	7	
Total	0	0	0	0	0	0	0	9	1	0	0	10	0	0	0	0	0	0	0	6	0	0	0	6	0	0	10	0	0	10	26	
5:00 PM	0	0	0	0	0	0	0	5	1	0	0	6	0	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	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	3	0	0	3	5	
5:45 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	1	4	
Total	0	0	0	0	0	0	0	8	1	0	0	9	0	0	0	0	0	0	0	2	0	0	0	2	0	0	10	0	0	10	21	
Grand Total	0	0	0	0	0	0	0	17	2	0	0	19	0	0	0	0	0	0	0	8	0	0	0	8	0	0	20	0	0	20	47	
Approach %	0.0	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	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	36.2	4.3	0.0	0.0	40.4	0.0	0.0	0.0	0.0	0.0	0.0	17.0	0.0	0.0	0.0	17.0	0.0	0.0	42.6	0.0	0.0	42.6	0.0		
Exiting Leg Total	0						28						0						2						17						47	
Buses	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	
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	76.5	50.0	0.0	0.0	73.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	85.0	0.0	0.0	85.0	70.2	
Exiting Leg Total	0						19						0						1						13						33	
Single-Unit Trucks	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	10	
% Single-Unit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.6	0.0	0.0	0.0	15.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	62.5	0.0	0.0	0.0	62.5	0.0	0.0	10.0	0.0	0.0	10.0	21.3	
Exiting Leg Total	0						7						0						0						3						10	
Articulated Trucks	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	4	
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.9	50.0	0.0	0.0	10.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	12.5	0.0	0.0	5.0	0.0	0.0	5.0	8.5	
Exiting Leg Total	0						2						0						1						1						4	

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	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	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	
4:15 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	3	0	0	3	6
4:30 PM	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	1	0	0	1	5
4:45 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	2	0	0	3	0	0	3	7
5:00 PM	0	0	0	0	0	0	0	5	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	9	
Total Volume	0	0	0	0	0	0	0	12	1	0	0	13	0	0	0	0	0	0	0	4	0	0	0	4	0	0	10	0	0	10	27
% Approach Total	0.0	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	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.600	0.250	0.000	0.000	0.542	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.833	0.000	0.000	0.833	0.750	
Buses	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	8	0	0	8	18	
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	83.3	0.0	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	0.0	80.0	0.0	0.0	80.0	66.7	
Single-Unit Trucks	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	3	0	0	2	0	0	2	6
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3	0.0	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	75.0	0.0	0.0	0.0	75.0	0.0	0.0	20.0	0.0	0.0	20.0	22.2
Articulated Trucks	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	3
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3	100.0	0.0	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1
Buses	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	8	0	0	8	18	
Single-Unit Trucks	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	3	0	0	2	0	0	2	6
Articulated Trucks	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	3
Total Entering Leg	0	0	0	0	0	0	0	12	1	0	0	13	0	0	0	0	0	0	0	4	0	0	0	4	0	0	10	0	0	10	27
Buses	0						8						0						0						10						18
Single-Unit Trucks	0						5						0						0						1						6
Articulated Trucks	0						1						0						0						1						3
Total Exiting Leg	0						14						0						1						12						27

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:

PRECISION
 D A T A
 INDUSTRIES, LLC
 46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

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	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	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	
Exiting Leg Total	0						19						0						1						13						33

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	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	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	
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		
PHF	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	0.000	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	
Entering Leg	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
Exiting Leg	0						8						0						10						18						
Total	0						18						0						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:

PRECISION
 D A T A
 INDUSTRIES, LLC
 46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Single-Unit Trucks

	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	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard 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	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	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	1	
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	3	
Total	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	5	0	0	0	5	0	0	1	0	0	1	8	
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	1	0	0	1	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	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	1	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	1	0	0	1	2	
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	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	100.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	20.0
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		
Exiting Leg Total	0						7						0						0						3	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	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	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		
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	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	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	1	
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	3	
Total Volume	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	5	0	0	0	5	0	0	1	0	0	1	8	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	20.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.500	0.000	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	0.667		
Entering Leg	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	5	0	0	0	5	0	0	1	0	0	1	8	
Exiting Leg	0						6						0						0						2	8						
Total	0						8						0						5						3	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.Zimolka
 Site Code: TBD
 Count Date: Tuesday, February 4, 2020
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class:

PRECISION
 DATA
 INDUSTRIES, LLC
 46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Pedestrians

	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	CW-EB	CW-WB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-SE	CW-NB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Right	Right		Thru	Left	U-Turn	CW-NB	CW-SE	Total								
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	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	0	0	0	0	0	0	0	0	17
4:30 PM	0	0	0	0	0	0	3	3	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	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	80								
Approach %	0	0	0	0	0	58.3	41.7	0	0	0	0	0	71.4	28.6	0	0	0	0	0	61.5	38.5	0	0	0	0	0	66.7	33.3	0	0	0	0	0	0	100														
Total %	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	6.25	16.3	0	0	0	0	0	12.5	6.25	18.8	0	0	0	0	0	0	2.5	2.5									
Exiting Leg Total	36								14						13						15						2	80																					

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

4:00 PM	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	CW-EB	CW-WB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-SE	CW-NB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Right	Right		Thru	Left	U-Turn	CW-NB	CW-SE	Total								
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	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	0	0	0	0	0	0	0	0	17
4:30 PM	0	0	0	0	0	0	3	3	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 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								
% Approach Total	0.0	0.0	0.0	0.0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	85.7	14.3	0.0	0.0	0.0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	72.7	27.3	0.0	0.0	0.0	0.0	0.0	0.0	100.0														
PHF	0.000	0.000	0.000	0.000	0.000	0.500	0.667	0.625	0.000	0.000	0.000	0.000	0.000	0.375	0.250	0.350	0.000	0.000	0.000	0.000	0.000	0.750	0.375	0.750	0.000	0.000	0.000	0.000	0.000	0.500	0.375	0.458	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.706								
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	48																					
Total	40								14						18						22						2	96																					

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:

PRECISION
 D A T A
 INDUSTRIES, LLC
 46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.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	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	26	1	5	0	0	32	1	3	0	0	0	4	1	22	95	2	0	120	1	0	0	0	0	1	0	122	1	23	0	146	303
4:15 PM	16	2	6	0	0	24	1	1	0	1	0	3	0	16	82	0	0	98	2	0	1	0	0	3	1	113	0	43	0	157	285
4:30 PM	18	0	15	0	0	33	2	5	0	0	0	7	2	13	96	0	0	111	0	0	0	0	0	0	1	115	1	34	0	151	302
4:45 PM	27	0	6	0	0	33	1	4	0	3	0	8	1	18	94	0	0	113	0	0	0	0	0	0	0	132	1	21	0	154	308
Total	87	3	32	0	0	122	5	13	0	4	0	22	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	0	29	3	4	0	2	0	9	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	0	24	0	1	0	1	0	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	0	21	0	4	0	3	0	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	0	33	2	3	0	0	0	5	0	20	102	3	0	125	4	0	1	0	0	5	0	137	1	40	0	178	346
Total	65	4	38	0	0	107	5	12	0	6	0	23	2	84	352	3	0	441	8	0	3	1	0	12	2	540	6	194	1	743	1326
Grand Total	152	7	70	0	0	229	10	25	0	10	0	45	6	153	719	5	0	883	11	0	4	1	0	16	4	1022	9	315	1	1351	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		
Total %	6.0	0.3	2.8	0.0	0.0	9.1	0.4	1.0	0.0	0.4	0.0	1.8	0.2	6.1	28.5	0.2	0.0	35.0	0.4	0.0	0.2	0.0	0.0	0.6	0.2	40.5	0.4	12.5	0.0	53.5	
Exiting Leg Total	482						15						1113						16						898						2524
Cars	152	7	70	0	0	229	10	25	0	9	0	44	6	150	698	5	0	859	11	0	4	1	0	16	4	999	9	312	1	1325	2473
% Cars	100.0	100.0	100.0	0.0	0.0	100.0	100.0	100.0	0.0	90.0	0.0	97.8	100.0	98.0	97.1	100.0	0.0	97.3	100.0	0.0	100.0	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						2473
Heavy Vehicles	0	0	0	0	0	0	0	0	0	1	0	1	0	3	21	0	0	24	0	0	0	0	0	0	0	23	0	3	0	26	51
% Heavy Vehicles	0.0	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	2.9	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.0	1.0	0.0	1.9	2.0
Exiting Leg Total	6						0						24						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	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	
5:00 PM	18	0	11	0	0	29	3	4	0	2	0	9	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	0	24	0	1	0	1	0	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	0	21	0	4	0	3	0	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	0	33	2	3	0	0	0	5	0	20	102	3	0	125	4	0	1	0	0	5	0	137	1	40	0	178	346
Total Volume	65	4	38	0	0	107	5	12	0	6	0	23	2	84	352	3	0	441	8	0	3	1	0	12	2	540	6	194	1	743	1326
% Approach Total	60.7	3.7	35.5	0.0	0.0		21.7	52.2	0.0	26.1	0.0		0.5	19.0	79.8	0.7	0.0		66.7	0.0	25.0	8.3	0.0		0.3	72.7	0.8	26.1	0.1		
PHF	0.855	0.333	0.864	0.000	0.000	0.811	0.417	0.750	0.000	0.500	0.000	0.639	0.500	0.875	0.863	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	0	107	5	12	0	5	0	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	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	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	0	1	0	1	0	2	12	0	0	14	0	0	0	0	0	0	0	10	0	1	0	11	26
Heavy Vehicles %	0.0	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	0.0	3.2	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 Enter Leg	65	4	38	0	0	107	5	12	0	5	0	22	2	82	340	3	0	427	8	0	3	1	0	12	2	530	6	193	1	732	1300
Heavy Enter Leg	0	0	0	0	0	0	0	0	0	1	0	1	0	2	12	0	0	14	0	0	0	0	0	0	0	10	0	1	0	11	26
Total Entering Leg	65	4	38	0	0	107	5	12	0	6	0	23	2	84	352	3	0	441	8	0	3	1	0	12	2	540	6	194	1	743	1326
Cars Exiting Leg	283						8						581						9						419						1300
Heavy Exiting Leg	3						0						11						0						12						26
Total Exiting Leg	286						8						592						9						431						1326

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:

PRECISION
 D A T A
 INDUSTRIES, LLC
 46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

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	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	26	1	5	0	0	32	1	3	0	0	0	4	1	21	93	2	0	117	1	0	0	0	0	1	0	118	1	23	0	142	296
4:15 PM	16	2	6	0	0	24	1	1	0	1	0	3	0	16	80	0	0	96	2	0	1	0	0	3	1	110	0	42	0	153	279
4:30 PM	18	0	15	0	0	33	2	5	0	0	0	7	2	13	93	0	0	108	0	0	0	0	0	0	1	113	1	34	0	149	297
4:45 PM	27	0	6	0	0	33	1	4	0	3	0	8	1	18	92	0	0	111	0	0	0	0	0	0	0	128	1	20	0	149	301
Total	87	3	32	0	0	122	5	13	0	4	0	22	4	68	358	2	0	432	3	0	1	0	0	4	2	469	3	119	0	593	1173
5:00 PM	18	0	11	0	0	29	3	4	0	2	0	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	0	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	0	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	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	0	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	0	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		0.3	75.4	0.7	23.5	0.1		
Total %	6.1	0.3	2.8	0.0	0.0	9.3	0.4	1.0	0.0	0.4	0.0	1.8	0.2	6.1	28.2	0.2	0.0	34.7	0.4	0.0	0.2	0.0	0.0	0.6	0.2	40.4	0.4	12.6	0.0	53.6	
Exiting Leg Total	476						15						1089						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	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	
5:00 PM	18	0	11	0	0	29	3	4	0	2	0	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	0	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	0	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	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	0	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	54.5	0.0	22.7	0.0		0.5	19.2	79.6	0.7	0.0		66.7	0.0	25.0	8.3	0.0		0.3	72.4	0.8	26.4	0.1		
PHF	0.855	0.333	0.864	0.000	0.000	0.811	0.417	0.750	0.000	0.625	0.000	0.611	0.500	0.891	0.867	0.250	0.000	0.882	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
Entering Leg	65	4	38	0	0	107	5	12	0	5	0	22	2	82	340	3	0	427	8	0	3	1	0	12	2	530	6	193	1	732	1300
Exiting Leg	283						8						581						9						419	1300					
Total	390						30						1008						21						1151	2600					

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:

PRECISION
 D A T A
 INDUSTRIES, LLC
 46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

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	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	1	2	0	0	3	0	0	0	0	0	0	0	4	0	0	0	4	7
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	1	0	4	6
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	2	0	0	0	2	5	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	4	0	1	0	5	7	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9	0	0	10	0	0	0	0	0	0	0	13	0	2	0	15	25
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6	0	0	8	0	0	0	0	0	0	0	3	0	0	0	3	11
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	3	4
5:30 PM	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	1	0	3	5	
5:45 PM	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	0	0	0	0	0	0	0	0	1	0	1	0	2	12	0	0	14	0	0	0	0	0	0	0	10	0	1	0	11	26	
Grand Total	0	0	0	0	0	0	0	0	1	0	1	0	3	21	0	0	24	0	0	0	0	0	0	0	23	0	3	0	26	51	
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	12.5	87.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	88.5	0.0	11.5	0.0	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	2.0	0.0	5.9	41.2	0.0	0.0	47.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	45.1	0.0	5.9	0.0	51.0	0.0	
Exiting Leg Total	6						0						24						0						21						51
Buses	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	
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	76.2	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	78.3	0.0	0.0	0.0	69.2	66.7	
Exiting Leg Total	0						0						18						0						16						34
Single-Unit Trucks	0	0	0	0	0	0	0	0	1	0	1	0	3	4	0	0	7	0	0	0	0	0	0	0	4	0	3	0	7	15	
% Single-Unit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	100.0	19.0	0.0	0.0	29.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.4	0.0	100.0	0.0	26.9	29.4	
Exiting Leg Total	6						0						5						0						4						15
Articulated Trucks	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	2	
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.8	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.3	0.0	0.0	0.0	3.8	3.9	
Exiting Leg Total	0						0						1						0						1						2

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	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	2	0	0	2	0	0	0	0	0	0	0	3	0	1	0	4	6		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	2	0	0	0	2	5		
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	4	0	1	0	5	7		
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	6	0	0	8	0	0	0	0	0	0	0	3	0	0	0	3	11		
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	2	13	0	0	15	0	0	0	0	0	0	0	12	0	2	0	14	29		
% 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	13.3	86.7	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	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	0.542	0.000	0.000	0.469	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.500	0.000	0.700	0.659		
Buses	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		
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	76.9	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	0.0	57.1	62.1		
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	0	3	0	2	0	5	9		
Single-Unit %	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	15.4	0.0	0.0	26.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	100.0	0.0	35.7	31.0		
Articulated Trucks	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	2		
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.7	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3	0.0	0.0	0.0	7.1	6.9		
Buses	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		
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	0	3	0	2	0	5	9		
Articulated Trucks	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	2		
Total Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	2	13	0	0	15	0	0	0	0	0	0	0	12	0	2	0	14	29		
Buses	0						0						8						0						10						18	
Single-Unit Trucks	4						0						3						0						2						9	
Articulated Trucks	0						0						1						0						0						1	2
Total Exiting Leg	4						0						12						0						13						29	

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:

PRECISION
 D A T A
 INDUSTRIES, LLC
 46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

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	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	3	0	0	0	3	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	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	3
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	9	0	0	0	9	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	3	0	0	0	3	4
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	3
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	9	0	0	0	9	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	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	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		
Exiting Leg Total	0						0						18						0						16	34					

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	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	3
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	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			
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	0.667	0.000	0.000	0.000	0.667	0.750	
Entering Leg	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
Exiting Leg	0						0						8						0						10	18					
Total	0						0						18						0						18	36					

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:

PRECISION
 D A T A
 INDUSTRIES, LLC
 46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

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	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	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	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	2	0	1	0	3	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	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	0	0	2	1	0	0	3	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
5:30 PM	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	0	1	2
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	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	2	3	0	0	5	0	0	0	0	0	0	0	1	0	1	0	2	8
Grand Total	0	0	0	0	0	0	0	0	0	1	0	1	0	3	4	0	0	7	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	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	57.1	0.0	42.9	0.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.7	0.0	6.7	0.0	20.0	26.7	0.0	0.0	46.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.7	0.0	20.0	0.0	46.7	
Exiting Leg Total							6							0							5							0	4	15	

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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	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	2	0	1	0	3	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	0	1	0	0	0	1	4
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	4	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	0.0	50.0	50.0	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	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	0.500	0.000	0.333	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		
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	0	3	0	2	0	5	9
Exiting Leg							4							0							3							0	2	9	
Total							4							0							7							0	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:

PRECISION
 DATA
 INDUSTRIES, LLC
 46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

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										
	Right	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-NB	CW-SB	Total											
4:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	2	10										
4:15 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	5	0	0	0	0	0	3	1	4	12										
4:30 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5										
4:45 PM	0	0	0	0	0	5	2	7	0	0	0	0	0	6	2	8	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	5	0	0	0	0	0	1	0	1	21										
Total	0	0	0	0	0	9	4	13	0	0	0	0	0	9	5	14	0	0	0	0	0	0	0	0	0	0	0	0	0	5	8	13	0	0	0	0	0	5	3	8	48										
5:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	7										
5:15 PM	0	0	0	0	0	3	3	6	0	0	0	0	0	3	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0	0	1	1	16										
5:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	0	1	1	2	10										
5:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	5										
Total	0	0	0	0	0	6	4	10	0	0	0	0	0	8	6	14	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	10	0	0	0	0	0	1	3	4	38										
Grand Total	0	0	0	0	0	15	8	23	0	0	0	0	0	17	11	28	0	0	0	0	0	0	0	0	0	0	0	0	0	10	13	23	0	0	0	0	0	6	6	12	86										
Approach %	0	0	0	0	0	65.2	34.8		0	0	0	0	0	60.7	39.3		0	0	0	0	0	0	0	0	0	0	0	0	0	43.5	56.5		0	0	0	0	0	50	50												
Total %	0	0	0	0	0	17.4	9.3	26.7	0	0	0	0	0	19.8	12.8	32.6	0	0	0	0	0	0	0	0	0	0	0	0	0	11.6	15.1	26.7	0	0	0	0	0	6.98	6.98	14											
Exiting Leg Total									23								0								23								12								86										

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										
	Right	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-NB	CW-SB	Total											
4:45 PM	0	0	0	0	0	5	2	7	0	0	0	0	0	6	2	8	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	5	0	0	0	0	0	1	0	1	21										
5:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	7										
5:15 PM	0	0	0	0	0	3	3	6	0	0	0	0	0	3	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0	0	1	1	16										
5:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	0	1	1	2	10										
Total Volume	0	0	0	0	0	11	5	16	0	0	0	0	0	13	6	19	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	14	0	0	0	0	0	2	3	5	54										
% Approach Total	0.0	0.0	0.0	0.0	0.0	68.8	31.3		0.0	0.0	0.0	0.0	0.0	68.4	31.6		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	0.0	40.0	60.0												
PHF	0.000	0.000	0.000	0.000	0.000	0.550	0.417	0.571	0.000	0.000	0.000	0.000	0.000	0.542	0.750	0.594	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	0.583	0.583	0.700	0.000	0.000	0.000	0.000	0.000	0.500	0.750	0.625	0.643										
Entering Leg	0	0	0	0	0	11	5	16	0	0	0	0	0	13	6	19	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	14	0	0	0	0	0	2	3	5	54										
Exiting Leg									16								0								14								5								54										
Total									32								38								0								28								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:

PRECISION
 D A T A
 INDUSTRIES, LLC
 46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.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	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	
7:00 AM	46	4	20	0	0	70	0	1	0	0	0	1	0	8	90	0	0	98	3	0	1	0	0	4	0	88	2	13	0	103	276
7:15 AM	50	3	13	1	0	67	0	0	0	0	0	0	1	6	75	0	0	82	3	0	0	0	0	3	0	106	3	10	0	119	271
7:30 AM	53	11	13	0	0	77	0	0	0	0	0	0	3	29	102	1	1	136	8	0	2	0	0	10	0	97	2	22	0	121	344
7:45 AM	41	9	20	0	0	70	0	0	0	0	0	0	0	25	116	5	0	146	9	0	7	0	0	16	0	111	5	25	0	141	373
Total	190	27	66	1	0	284	0	1	0	0	0	1	4	68	383	6	1	462	23	0	10	0	0	33	0	402	12	70	0	484	1264
8:00 AM	57	1	21	0	0	79	1	0	0	1	0	2	2	27	124	2	0	155	0	0	0	0	0	0	1	82	4	28	0	115	351
8:15 AM	43	1	11	0	0	55	0	0	0	0	0	0	1	13	90	0	0	104	1	1	0	0	0	2	0	93	9	13	0	115	276
8:30 AM	31	0	10	1	0	42	0	0	0	0	0	0	0	14	93	0	0	107	4	0	2	1	0	7	0	103	4	13	0	120	276
8:45 AM	28	1	10	1	0	40	0	0	0	2	0	2	1	14	115	0	0	130	2	0	0	2	0	4	0	98	4	13	0	115	291
Total	159	3	52	2	0	216	1	0	0	3	0	4	4	68	422	2	0	496	7	1	2	3	0	13	1	376	21	67	0	465	1194
Grand Total	349	30	118	3	0	500	1	1	0	3	0	5	8	136	805	8	1	958	30	1	12	3	0	46	1	778	33	137	0	949	2458
Approach %	69.8	6.0	23.6	0.6	0.0	20.0	20.0	0.0	60.0	0.0	0.8	14.2	84.0	0.8	0.1	65.2	2.2	26.1	6.5	0.0	0.1	82.0	3.5	14.4	0.0	0.0	31.7	1.3	5.6	0.0	38.6
Total %	14.2	1.2	4.8	0.1	0.0	20.3	0.0	0.0	0.0	0.1	0.0	0.2	0.3	5.5	32.8	0.3	0.0	39.0	1.2	0.0	0.5	0.1	0.0	1.9	0.0	31.7	1.3	5.6	0.0	38.6	
Exiting Leg Total	286						45						930						1158						2458						
Cars	340	30	113	3	0	486	1	1	0	3	0	5	8	132	749	8	1	898	30	1	12	2	0	45	1	713	33	133	0	880	2314
% Cars	97.4	100.0	95.8	100.0	0.0	97.2	100.0	100.0	0.0	100.0	0.0	100.0	100.0	97.1	93.0	100.0	100.0	93.7	100.0	100.0	100.0	66.7	0.0	97.8	100.0	91.6	100.0	97.1	0.0	92.7	94.1
Exiting Leg Total	278						45						860						1092						2314						
Heavy Vehicles	9	0	5	0	0	14	0	0	0	0	0	0	0	4	56	0	0	60	0	0	0	1	0	1	0	65	0	4	0	69	144
% Heavy Vehicles	2.6	0.0	4.2	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.9	7.0	0.0	0.0	6.3	0.0	0.0	0.0	33.3	0.0	2.2	0.0	8.4	0.0	2.9	0.0	7.3	5.9
Exiting Leg Total	8						0						70						66						144						

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	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	
7:30 AM	53	11	13	0	0	77	0	0	0	0	0	0	3	29	102	1	1	136	8	0	2	0	0	10	0	97	2	22	0	121	344
7:45 AM	41	9	20	0	0	70	0	0	0	0	0	0	0	25	116	5	0	146	9	0	7	0	0	16	0	111	5	25	0	141	373
8:00 AM	57	1	21	0	0	79	1	0	0	1	0	2	2	27	124	2	0	155	0	0	0	0	0	0	1	82	4	28	0	115	351
8:15 AM	43	1	11	0	0	55	0	0	0	0	0	0	1	13	90	0	0	104	1	1	0	0	0	2	0	93	9	13	0	115	276
Total Volume	194	22	65	0	0	281	1	0	0	1	0	2	6	94	432	8	1	541	18	1	9	0	0	28	1	383	20	88	0	492	1344
% Approach Total	69.0	7.8	23.1	0.0	0.0	50.0	0.0	0.0	50.0	0.0	1.1	17.4	79.9	1.5	0.2	64.3	3.6	32.1	0.0	0.0	0.2	77.8	4.1	17.9	0.0	0.0	31.7	1.3	5.6	0.0	38.6
PHF	0.851	0.500	0.774	0.000	0.000	0.889	0.250	0.000	0.000	0.250	0.000	0.250	0.500	0.810	0.871	0.400	0.250	0.873	0.500	0.250	0.321	0.000	0.000	0.438	0.250	0.863	0.556	0.786	0.000	0.872	0.901
Cars	191	22	63	0	0	276	1	0	0	1	0	2	6	93	407	8	1	515	18	1	9	0	0	28	1	347	20	85	0	453	1274
Cars %	98.5	100.0	96.9	0.0	0.0	98.2	100.0	0.0	0.0	100.0	0.0	100.0	100.0	98.9	94.2	100.0	100.0	95.2	100.0	100.0	100.0	0.0	0.0	100.0	100.0	90.6	100.0	96.6	0.0	92.1	94.8
Heavy Vehicles	3	0	2	0	0	5	0	0	0	0	0	0	0	1	25	0	0	26	0	0	0	0	0	0	0	36	0	3	0	39	70
Heavy Vehicles %	1.5	0.0	3.1	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	5.8	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.4	0.0	3.4	0.0	7.9	5.2
Cars Enter Leg	191	22	63	0	0	276	1	0	0	1	0	2	6	93	407	8	1	515	18	1	9	0	0	28	1	347	20	85	0	453	1274
Heavy Enter Leg	3	0	2	0	0	5	0	0	0	0	0	0	0	1	25	0	0	26	0	0	0	0	0	0	0	36	0	3	0	39	70
Total Entering Leg	194	22	65	0	0	281	1	0	0	1	0	2	6	94	432	8	1	541	18	1	9	0	0	28	1	383	20	88	0	492	1344
Cars Exiting Leg	188						27						430						598						1274						
Heavy Exiting Leg	4						0						38						0						70						
Total Exiting Leg	192						27						468						31						1344						

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:

PRECISION
 D A T A
 INDUSTRIES, LLC
 46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

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	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	
7:00 AM	44	4	18	0	0	66	0	1	0	0	0	1	0	8	79	0	0	87	3	0	1	0	0	4	0	79	2	13	0	94	252
7:15 AM	48	3	13	1	0	65	0	0	0	0	0	0	1	5	69	0	0	75	3	0	0	0	0	3	0	97	3	10	0	110	253
7:30 AM	52	11	13	0	0	76	0	0	0	0	0	0	3	28	94	1	1	127	8	0	2	0	0	10	0	88	2	19	0	109	322
7:45 AM	41	9	20	0	0	70	0	0	0	0	0	0	0	25	110	5	0	140	9	0	7	0	0	16	0	100	5	25	0	130	356
Total	185	27	64	1	0	277	0	1	0	0	0	1	4	66	352	6	1	429	23	0	10	0	0	33	0	364	12	67	0	443	1183
8:00 AM	57	1	19	0	0	77	1	0	0	1	0	2	2	27	118	2	0	149	0	0	0	0	0	0	1	77	4	28	0	110	338
8:15 AM	41	1	11	0	0	53	0	0	0	0	0	0	1	13	85	0	0	99	1	1	0	0	0	2	0	82	9	13	0	104	258
8:30 AM	30	0	10	1	0	41	0	0	0	0	0	0	0	13	86	0	0	99	4	0	2	1	0	7	0	98	4	12	0	114	261
8:45 AM	27	1	9	1	0	38	0	0	0	2	0	2	1	13	108	0	0	122	2	0	0	1	0	3	0	92	4	13	0	109	274
Total	155	3	49	2	0	209	1	0	0	3	0	4	4	66	397	2	0	469	7	1	2	2	0	12	1	349	21	66	0	437	1131
Grand Total	340	30	113	3	0	486	1	1	0	3	0	5	8	132	749	8	1	898	30	1	12	2	0	45	1	713	33	133	0	880	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	0.1	81.0	3.8	15.1	0.0	0.0	30.8	1.4	5.7	0.0	38.0
Total %	14.7	1.3	4.9	0.1	0.0	21.0	0.0	0.0	0.0	0.1	0.0	0.2	0.3	5.7	32.4	0.3	0.0	38.8	1.3	0.0	0.5	0.1	0.0	1.9	0.0	30.8	1.4	5.7	0.0	38.0	
Exiting Leg Total	278						45						860						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	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	
7:30 AM	52	11	13	0	0	76	0	0	0	0	0	0	3	28	94	1	1	127	8	0	2	0	0	10	0	88	2	19	0	109	322
7:45 AM	41	9	20	0	0	70	0	0	0	0	0	0	0	25	110	5	0	140	9	0	7	0	0	16	0	100	5	25	0	130	356
8:00 AM	57	1	19	0	0	77	1	0	0	1	0	2	2	27	118	2	0	149	0	0	0	0	0	0	1	77	4	28	0	110	338
8:15 AM	41	1	11	0	0	53	0	0	0	0	0	0	1	13	85	0	0	99	1	1	0	0	0	2	0	82	9	13	0	104	258
Total Volume	191	22	63	0	0	276	1	0	0	1	0	2	6	93	407	8	1	515	18	1	9	0	0	28	1	347	20	85	0	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	3.6	32.1	0.0	0.0	0.2	76.6	4.4	18.8	0.0	0.0	30.8	1.4	5.7	0.0	38.0
PHF	0.838	0.500	0.788	0.000	0.000	0.896	0.250	0.000	0.000	0.250	0.000	0.250	0.500	0.830	0.862	0.400	0.250	0.864	0.500	0.250	0.321	0.000	0.000	0.438	0.250	0.868	0.556	0.759	0.000	0.871	0.895
Entering Leg	191	22	63	0	0	276	1	0	0	1	0	2	6	93	407	8	1	515	18	1	9	0	0	28	1	347	20	85	0	453	1274
Exiting Leg	188						27						430						31						598						1274
Total	464						29						945						59						1051						2548

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:

PRECISION
 D A T A
 INDUSTRIES, LLC
 46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

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	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	
7:00 AM	2	0	2	0	0	4	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	0	9	0	0	0	9	24
7:15 AM	2	0	0	0	0	2	0	0	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	0	0	9	0	0	0	9	18
7:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	0	0	9	0	3	0	12	22
7:45 AM	0	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	0	11	17
Total	5	0	2	0	0	7	0	0	0	0	0	0	0	2	31	0	0	33	0	0	0	0	0	0	0	38	0	3	0	41	81
8:00 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	5	0	0	0	5	13
8:15 AM	2	0	0	0	0	2	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	11	0	0	0	11	18
8:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	0	0	5	0	1	0	6	15
8:45 AM	1	0	1	0	0	2	0	0	0	0	0	0	0	1	7	0	0	8	0	0	0	1	0	1	0	6	0	0	0	6	17
Total	4	0	3	0	0	7	0	0	0	0	0	0	0	2	25	0	0	27	0	0	0	1	0	1	0	27	0	1	0	28	63
Grand Total	9	0	5	0	0	14	0	0	0	0	0	0	0	4	56	0	0	60	0	0	0	1	0	1	0	65	0	4	0	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		0.0	0.0	0.0	100.0	0.0		0.0	94.2	0.0	5.8	0.0		
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	0.0	2.8	38.9	0.0	0.0	41.7	0.0	0.0	0.0	0.7	0.0	0.7	0.0	45.1	0.0	2.8	0.0	47.9	
Exiting Leg Total	8						0						70						0						66	144					
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	0	0	21	0	0	0	21	45
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	42.9	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	32.3	0.0	0.0	0.0	30.4	31.3
Exiting Leg Total	0						0						21						0						24	45					
Single-Unit Trucks	9	0	5	0	0	14	0	0	0	0	0	0	0	3	29	0	0	32	0	0	0	1	0	1	0	38	0	3	0	41	88
% Single-Unit	100.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	75.0	51.8	0.0	0.0	53.3	0.0	0.0	0.0	100.0	0.0	100.0	0.0	58.5	0.0	75.0	0.0	59.4	61.1
Exiting Leg Total	6						0						43						0						39	88					
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	0	6	0	1	0	7	11
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	5.4	0.0	0.0	6.7	0.0	0.0	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						6						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	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	
7:00 AM	2	0	2	0	0	4	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	0	9	0	0	0	9	24
7:15 AM	2	0	0	0	0	2	0	0	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	0	0	9	0	0	0	9	18
7:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	0	0	9	0	3	0	12	22
7:45 AM	0	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	0	11	17
Total Volume	5	0	2	0	0	7	0	0	0	0	0	0	0	2	31	0	0	33	0	0	0	0	0	0	0	38	0	3	0	41	81
% Approach Total	71.4	0.0	28.6	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	6.1	93.9	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	92.7	0.0	7.3	0.0		
PHF	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	0.500	0.705	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.864	0.000	0.250	0.000	0.854	0.844
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	0	9	0	0	0	9	24
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	48.4	0.0	0.0	45.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.7	0.0	0.0	0.0	22.0	29.6
Single-Unit Trucks	5	0	2	0	0	7	0	0	0	0	0	0	0	2	15	0	0	17	0	0	0	0	0	0	0	24	0	2	0	26	50
Single-Unit %	100.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	48.4	0.0	0.0	51.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	63.2	0.0	66.7	0.0	63.4	61.7
Articulated Trucks	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	5	0	1	0	6	7
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0	3.0	0.0	0.0	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	0	0	0	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	0	9	0	0	0	9	24
Single-Unit Trucks	5	0	2	0	0	7	0	0	0	0	0	0	0	2	15	0	0	17	0	0	0	0	0	0	0	24	0	2	0	26	50
Articulated Trucks	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	5	0	1	0	6	7
Total Entering Leg	5	0	2	0	0	7	0	0	0	0	0	0	0	2	31	0	0	33	0	0	0	0	0	0	0	38	0	3	0	41	81
Buses	0						0						9						0						15	24					
Single-Unit Trucks	4						0						26						0						20	50					
Articulated Trucks	1						0						5						0						1	7					
Total Exiting Leg	5						0						40						0						36	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:

PRECISION
 D A T A
 INDUSTRIES, LLC
 46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

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	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	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	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	0	0	4	0	0	4	0	0	0	0	0	0	0	2	0	0	0	2	6
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	6
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	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	0	15	0	0	15	0	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	0	3	0	0	3	0	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	0	0	0	4	0	0	0	4	4	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	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	0	3	0	0	3	0	0	0	0	0	0	0	2	0	0	0	2	5	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	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	0	24	0	0	24	0	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	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	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	53.3	0.0	0.0	53.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	46.7	0.0	0.0	0.0	46.7		
Exiting 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	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	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	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	0	4	0	0	4	0	0	0	0	0	0	0	2	0	0	0	2	6	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	6
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	0	3	6		
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	0	9	0	0	0	9	24	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.563	0.000	0.000	0.000	0.563	0.667	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	0	9	0	0	0	9	24	
Exiting Leg	0						0						9						0						15						24
Total	0						0						24						0						24						48

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:

PRECISION
 D A T A
 INDUSTRIES, LLC
 46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

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	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	
7:00 AM	2	0	2	0	0	4	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	4	0	0	0	4	14
7:15 AM	2	0	0	0	0	2	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	4	0	0	0	4	9
7:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	0	9	0	2	0	11	18
7:45 AM	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	7	0	0	0	7	9
Total	5	0	2	0	0	7	0	0	0	0	0	0	0	2	15	0	0	17	0	0	0	0	0	0	0	24	0	2	0	26	50
8:00 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	1	0	0	0	1	6
8:15 AM	2	0	0	0	0	2	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	6	0	0	0	6	12
8:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	0	3	0	1	0	4	10
8:45 AM	1	0	1	0	0	2	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	1	0	1	0	4	0	0	0	4	10
Total	4	0	3	0	0	7	0	0	0	0	0	0	0	1	14	0	0	15	0	0	0	1	0	1	0	14	0	1	0	15	38
Grand Total	9	0	5	0	0	14	0	0	0	0	0	0	0	3	29	0	0	32	0	0	0	1	0	1	0	38	0	3	0	41	88
Approach %	64.3	0.0	35.7	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	100.0	0.0		0.0	92.7	0.0	7.3	0.0		
Total %	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	3.4	33.0	0.0	0.0	36.4	0.0	0.0	0.0	1.1	0.0	1.1	0.0	43.2	0.0	3.4	0.0	46.6	
Exiting Leg Total	6						0						43						0						39	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						
	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	
7:00 AM	2	0	2	0	0	4	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	4	0	0	0	4	14
7:15 AM	2	0	0	0	0	2	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	4	0	0	0	4	9
7:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	0	9	0	2	0	11	18
7:45 AM	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	7	0	0	0	7	9
Total Volume	5	0	2	0	0	7	0	0	0	0	0	0	0	2	15	0	0	17	0	0	0	0	0	0	0	24	0	2	0	26	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	11.8	88.2	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	92.3	0.0	7.7	0.0		
PHF	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	0.500	0.625	0.000	0.000	0.708	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.667	0.000	0.250	0.000	0.591	0.694
Entering Leg	5						0						2						0						26	50					
Exiting Leg	4						0						26						0						20	50					
Total	11						0						43						0						46	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:

PRECISION
 D A T A
 INDUSTRIES, LLC
 46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

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	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	
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	1	0	0	0	1	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1
7:45 AM	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	2	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	5	0	1	0	6	7
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	1	4
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	0	0	6	0	1	0	7	11
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	25.0	75.0	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	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	9.1	27.3	0.0	0.0	36.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	54.5	0.0	9.1	0.0	63.6	0.0	
Exiting Leg Total	2						0						6						0						3						11

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						
	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	
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	1	0	0	0	1	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1
7:45 AM	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	2	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	5	0	1	0	6	7
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	83.3	0.0	16.7	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.417	0.000	0.250	0.000	0.500	0.583	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	5	0	1	0	6	7	
Exiting Leg	1						0						5						0						1						7
Total	1						0						6						0						7						14

PDI File #: **207450 D**
 Location: **S: Pine Court**
 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:

PRECISION
 D A T A
 INDUSTRIES, LLC
 46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Massachusetts Avenue				Pine Court				Massachusetts Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	94	0	0	94	0	1	0	1	0	113	1	114	209
7:15 AM	79	0	0	79	0	2	0	2	0	115	0	115	196
7:30 AM	138	0	0	138	3	0	0	3	1	123	0	124	265
7:45 AM	143	0	0	143	0	1	0	1	0	139	0	139	283
Total	454	0	0	454	3	4	0	7	1	490	1	492	953
8:00 AM	152	0	0	152	4	0	0	4	0	105	0	105	261
8:15 AM	104	0	0	104	0	0	0	0	1	103	0	104	208
8:30 AM	107	0	0	107	0	1	0	1	0	120	0	120	228
8:45 AM	130	0	0	130	0	0	0	0	0	112	0	112	242
Total	493	0	0	493	4	1	0	5	1	440	0	441	939
Grand Total	947	0	0	947	7	5	0	12	2	930	1	933	1892
Approach %	100.0	0.0	0.0		58.3	41.7	0.0		0.2	99.7	0.1		
Total %	50.1	0.0	0.0	50.1	0.4	0.3	0.0	0.6	0.1	49.2	0.1	49.3	
Exiting Leg Total				937				2				953	1892
Cars	886	0	0	886	7	5	0	12	2	855	1	858	1756
% Cars	93.6	0.0	0.0	93.6	100.0	100.0	0.0	100.0	100.0	91.9	100.0	92.0	92.8
Exiting Leg Total				862				2				892	1756
Heavy Vehicles	61	0	0	61	0	0	0	0	0	75	0	75	136
% Heavy Vehicles	6.4	0.0	0.0	6.4	0.0	0.0	0.0	0.0	0.0	8.1	0.0	8.0	7.2
Exiting Leg Total				75				0				61	136

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

7:30 AM	Massachusetts Avenue				Pine Court				Massachusetts Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:30 AM	138	0	0	138	3	0	0	3	1	123	0	124	265
7:45 AM	143	0	0	143	0	1	0	1	0	139	0	139	283
8:00 AM	152	0	0	152	4	0	0	4	0	105	0	105	261
8:15 AM	104	0	0	104	0	0	0	0	1	103	0	104	208
Total Volume	537	0	0	537	7	1	0	8	2	470	0	472	1017
% Approach Total	100.0	0.0	0.0		87.5	12.5	0.0		0.4	99.6	0.0		
PHF	0.883	0.000	0.000	0.883	0.438	0.250	0.000	0.500	0.500	0.845	0.000	0.849	0.898
Cars	510	0	0	510	7	1	0	8	2	429	0	431	949
Cars %	95.0	0.0	0.0	95.0	100.0	100.0	0.0	100.0	100.0	91.3	0.0	91.3	93.3
Heavy Vehicles	27	0	0	27	0	0	0	0	0	41	0	41	68
Heavy Vehicles %	5.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	8.7	0.0	8.7	6.7
Cars Enter Leg	510	0	0	510	7	1	0	8	2	429	0	431	949
Heavy Enter Leg	27	0	0	27	0	0	0	0	0	41	0	41	68
Total Entering Leg	537	0	0	537	7	1	0	8	2	470	0	472	1017
Cars Exiting Leg				436				2				511	949
Heavy Exiting Leg				41				0				27	68
Total Exiting Leg				477				2				538	1017

PDI File #: **207450 D**
 Location: **S: Pine Court**
 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

	Massachusetts Avenue				Pine Court				Massachusetts Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	83	0	0	83	0	1	0	1	0	100	1	101	185
7:15 AM	72	0	0	72	0	2	0	2	0	107	0	107	181
7:30 AM	129	0	0	129	3	0	0	3	1	112	0	113	245
7:45 AM	137	0	0	137	0	1	0	1	0	127	0	127	265
Total	421	0	0	421	3	4	0	7	1	446	1	448	876
8:00 AM	145	0	0	145	4	0	0	4	0	98	0	98	247
8:15 AM	99	0	0	99	0	0	0	0	1	92	0	93	192
8:30 AM	98	0	0	98	0	1	0	1	0	114	0	114	213
8:45 AM	123	0	0	123	0	0	0	0	0	105	0	105	228
Total	465	0	0	465	4	1	0	5	1	409	0	410	880
Grand Total	886	0	0	886	7	5	0	12	2	855	1	858	1756
Approach %	100.0	0.0	0.0		58.3	41.7	0.0		0.2	99.7	0.1		
Total %	50.5	0.0	0.0	50.5	0.4	0.3	0.0	0.7	0.1	48.7	0.1	48.9	
Exiting Leg Total				862				2				892	1756

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

	Massachusetts Avenue				Pine Court				Massachusetts Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:30 AM	129	0	0	129	3	0	0	3	1	112	0	113	245
7:45 AM	137	0	0	137	0	1	0	1	0	127	0	127	265
8:00 AM	145	0	0	145	4	0	0	4	0	98	0	98	247
8:15 AM	99	0	0	99	0	0	0	0	1	92	0	93	192
Total Volume	510	0	0	510	7	1	0	8	2	429	0	431	949
% Approach Total	100.0	0.0	0.0		87.5	12.5	0.0		0.5	99.5	0.0		
PHF	0.879	0.000	0.000	0.879	0.438	0.250	0.000	0.500	0.500	0.844	0.000	0.848	0.895
Entering Leg	510	0	0	510	7	1	0	8	2	429	0	431	949
Exiting Leg				436				2				511	949
Total				946				10				942	1898

PDI File #: **207450 D**
 Location: **S: Pine Court**
 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)**

	Massachusetts Avenue				Pine Court				Massachusetts Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	11	0	0	11	0	0	0	0	0	13	0	13	24
7:15 AM	7	0	0	7	0	0	0	0	0	8	0	8	15
7:30 AM	9	0	0	9	0	0	0	0	0	11	0	11	20
7:45 AM	6	0	0	6	0	0	0	0	0	12	0	12	18
Total	33	0	0	33	0	0	0	0	0	44	0	44	77
8:00 AM	7	0	0	7	0	0	0	0	0	7	0	7	14
8:15 AM	5	0	0	5	0	0	0	0	0	11	0	11	16
8:30 AM	9	0	0	9	0	0	0	0	0	6	0	6	15
8:45 AM	7	0	0	7	0	0	0	0	0	7	0	7	14
Total	28	0	0	28	0	0	0	0	0	31	0	31	59
Grand Total	61	0	0	61	0	0	0	0	0	75	0	75	136
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	44.9	0.0	0.0	44.9	0.0	0.0	0.0	0.0	0.0	55.1	0.0	55.1	
Exiting Leg Total				75				0				61	136
Buses	25	0	0	25	0	0	0	0	0	22	0	22	47
% Buses	41.0	0.0	0.0	41.0	0.0	0.0	0.0	0.0	0.0	29.3	0.0	29.3	34.6
Exiting Leg Total				22				0				25	47
Single-Unit Trucks	33	0	0	33	0	0	0	0	0	47	0	47	80
% Single-Unit	54.1	0.0	0.0	54.1	0.0	0.0	0.0	0.0	0.0	62.7	0.0	62.7	58.8
Exiting Leg Total				47				0				33	80
Articulated Trucks	3	0	0	3	0	0	0	0	0	6	0	6	9
% Articulated	4.9	0.0	0.0	4.9	0.0	0.0	0.0	0.0	0.0	8.0	0.0	8.0	6.6
Exiting Leg Total				6				0				3	9

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

7:00 AM	Massachusetts Avenue				Pine Court				Massachusetts Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	11	0	0	11	0	0	0	0	0	13	0	13	24
7:15 AM	7	0	0	7	0	0	0	0	0	8	0	8	15
7:30 AM	9	0	0	9	0	0	0	0	0	11	0	11	20
7:45 AM	6	0	0	6	0	0	0	0	0	12	0	12	18
Total Volume	33	0	0	33	0	0	0	0	0	44	0	44	77
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.846	0.000	0.846	0.802
Buses	16	0	0	16	0	0	0	0	0	10	0	10	26
Buses %	48.5	0.0	0.0	48.5	0.0	0.0	0.0	0.0	0.0	22.7	0.0	22.7	33.8
Single-Unit Trucks	17	0	0	17	0	0	0	0	0	29	0	29	46
Single-Unit %	51.5	0.0	0.0	51.5	0.0	0.0	0.0	0.0	0.0	65.9	0.0	65.9	59.7
Articulated Trucks	0	0	0	0	0	0	0	0	0	5	0	5	5
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.4	0.0	11.4	6.5
Buses	16	0	0	16	0	0	0	0	0	10	0	10	26
Single-Unit Trucks	17	0	0	17	0	0	0	0	0	29	0	29	46
Articulated Trucks	0	0	0	0	0	0	0	0	0	5	0	5	5
Total Entering Leg	33	0	0	33	0	0	0	0	0	44	0	44	77
Buses				10				0				16	26
Single-Unit Trucks				29				0				17	46
Articulated Trucks				5				0				0	5
Total Exiting Leg				44				0				33	77

PDI File #: **207450 D**
 Location: **S: Pine Court**
 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

	Massachusetts Avenue				Pine Court				Massachusetts Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	5	0	0	5	0	0	0	0	0	4	0	4	9
7:15 AM	4	0	0	4	0	0	0	0	0	2	0	2	6
7:30 AM	4	0	0	4	0	0	0	0	0	0	0	0	4
7:45 AM	3	0	0	3	0	0	0	0	0	4	0	4	7
Total	16	0	0	16	0	0	0	0	0	10	0	10	26
8:00 AM	3	0	0	3	0	0	0	0	0	4	0	4	7
8:15 AM	0	0	0	0	0	0	0	0	0	4	0	4	4
8:30 AM	3	0	0	3	0	0	0	0	0	2	0	2	5
8:45 AM	3	0	0	3	0	0	0	0	0	2	0	2	5
Total	9	0	0	9	0	0	0	0	0	12	0	12	21
Grand Total	25	0	0	25	0	0	0	0	0	22	0	22	47
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	53.2	0.0	0.0	53.2	0.0	0.0	0.0	0.0	0.0	46.8	0.0	46.8	
Exiting Leg Total				22				0				25	47

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

7:00 AM	Massachusetts Avenue				Pine Court				Massachusetts Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	5	0	0	5	0	0	0	0	0	4	0	4	9
7:15 AM	4	0	0	4	0	0	0	0	0	2	0	2	6
7:30 AM	4	0	0	4	0	0	0	0	0	0	0	0	4
7:45 AM	3	0	0	3	0	0	0	0	0	4	0	4	7
Total Volume	16	0	0	16	0	0	0	0	0	10	0	10	26
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.800	0.000	0.000	0.800	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.625	0.722
Entering Leg	16	0	0	16	0	0	0	0	0	10	0	10	26
Exiting Leg				10				0				16	26
Total				26				0				26	52

PDI File #: **207450 D**
 Location: **S: Pine Court**
 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

	Massachusetts Avenue				Pine Court				Massachusetts Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	6	0	0	6	0	0	0	0	0	7	0	7	13
7:15 AM	3	0	0	3	0	0	0	0	0	4	0	4	7
7:30 AM	5	0	0	5	0	0	0	0	0	10	0	10	15
7:45 AM	3	0	0	3	0	0	0	0	0	8	0	8	11
Total	17	0	0	17	0	0	0	0	0	29	0	29	46
8:00 AM	4	0	0	4	0	0	0	0	0	3	0	3	7
8:15 AM	4	0	0	4	0	0	0	0	0	6	0	6	10
8:30 AM	6	0	0	6	0	0	0	0	0	4	0	4	10
8:45 AM	2	0	0	2	0	0	0	0	0	5	0	5	7
Total	16	0	0	16	0	0	0	0	0	18	0	18	34
Grand Total	33	0	0	33	0	0	0	0	0	47	0	47	80
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	41.3	0.0	0.0	41.3	0.0	0.0	0.0	0.0	0.0	58.8	0.0	58.8	
Exiting Leg Total				47				0				33	80

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

	Massachusetts Avenue				Pine Court				Massachusetts Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	6	0	0	6	0	0	0	0	0	7	0	7	13
7:15 AM	3	0	0	3	0	0	0	0	0	4	0	4	7
7:30 AM	5	0	0	5	0	0	0	0	0	10	0	10	15
7:45 AM	3	0	0	3	0	0	0	0	0	8	0	8	11
Total Volume	17	0	0	17	0	0	0	0	0	29	0	29	46
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.708	0.000	0.000	0.708	0.000	0.000	0.000	0.000	0.000	0.725	0.000	0.725	0.767
Entering Leg	17	0	0	17	0	0	0	0	0	29	0	29	46
Exiting Leg				29				0				17	46
Total				46				0				46	92

PDI File #: **207450 D**
 Location: **S: Pine Court**
 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

	Massachusetts Avenue				Pine Court				Massachusetts Avenue				Total	
	from East				from South				from West					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	5	0	5	5
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	1	0	0	1	0	0	0	0	0	0	1	0	1	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	2
Total	3	0	0	3	0	0	0	0	0	0	1	0	1	4
Grand Total	3	0	0	3	0	0	0	0	0	0	6	0	6	9
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0			
Total %	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	66.7	0.0	66.7		
Exiting Leg Total				6				0					3	9

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

	Massachusetts Avenue				Pine Court				Massachusetts Avenue				Total	
	from East				from South				from West					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	5	0	5	5
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.625		0.625
Entering Leg	0	0	0	0	0	0	0	0	0	5	0	5		5
Exiting Leg				5				0					0	5
Total				5				0					5	10

PDI File #: 207450 D
 Location: S: Pine Court
 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



Bicycles (on Roadway and Crosswalks)

	Massachusetts Avenue						Pine Court						Massachusetts Avenue						Total	
	from East						from South						from West							
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	3	0	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	2	5	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	3	0	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	2	5	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
8:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	3	4	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	1	0	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0	4	5	
Grand Total	4	0	0	0	0	4	0	0	0	0	0	0	0	6	0	0	0	6	10	
Approach %	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0			
Total %	40.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	60.0	0.0	0.0	0.0	60.0		
Exiting Leg Total																			4	10

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

7:30 AM	Massachusetts Avenue						Pine Court						Massachusetts Avenue						Total	
	from East						from South						from West							
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total		
7:30 AM	3	0	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	2	5	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	
Total Volume	3	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	3	6	
% Approach Total	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0			
PHF	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.375	0.300	
Entering Leg	3	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	3	6	
Exiting Leg																			3	6
Total																			6	12

PDI File #: **207450 D**
 Location: **S: Pine Court**
 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

	Massachusetts Avenue						Pine Court						Massachusetts Avenue						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0	0	4
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	4
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	3	7	10	0	0	0	0	0	0	10
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	0	1	4	5	0	0	0	0	0	0	5
Grand Total	0	0	0	0	0	0	0	0	0	4	11	15	0	0	0	0	0	0	15
Approach %	0	0	0	0	0	0	0	0	0	26.667	73.333		0	0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	26.667	73.333	100	0	0	0	0	0	0	
Exiting Leg Total	0						15						0						15

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

	Massachusetts Avenue						Pine Court						Massachusetts Avenue						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0	0	4
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	4
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	3	7	10	0	0	0	0	0	0	10
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.0	70.0		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	0.250	0.438	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.625
Entering Leg	0						10						0						10
Exiting Leg	0						10						0						10
Total	0						20						0						20

PDI File #: **207450 DD**
 Location: **S: Pine Court**
 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 and Heavy Vehicles (Combined)

	Massachusetts Avenue				Pine Court				Massachusetts Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	118	0	0	118	0	0	0	0	1	127	0	128	246
4:15 PM	99	1	0	100	0	0	0	0	0	121	0	121	221
4:30 PM	111	0	0	111	0	1	0	1	0	128	0	128	240
4:45 PM	117	0	1	118	0	0	0	0	0	147	0	147	265
Total	445	1	1	447	0	1	0	1	1	523	0	524	972
5:00 PM	122	1	0	123	1	0	0	1	1	130	0	131	255
5:15 PM	99	0	0	99	0	0	0	0	1	151	0	152	251
5:30 PM	99	1	0	100	0	0	0	0	1	160	0	161	261
5:45 PM	123	0	0	123	0	1	0	1	0	147	0	147	271
Total	443	2	0	445	1	1	0	2	3	588	0	591	1038
Grand Total	888	3	1	892	1	2	0	3	4	1111	0	1115	2010
Approach %	99.6	0.3	0.1		33.3	66.7	0.0		0.4	99.6	0.0		
Total %	44.2	0.1	0.0	44.4	0.0	0.1	0.0	0.1	0.2	55.3	0.0	55.5	
Exiting Leg Total				1113				7				890	2010
Cars	864	3	1	868	1	2	0	3	4	1087	0	1091	1962
% Cars	97.3	100.0	100.0	97.3	100.0	100.0	0.0	100.0	100.0	97.8	0.0	97.8	97.6
Exiting Leg Total				1089				7				866	1962
Heavy Vehicles	24	0	0	24	0	0	0	0	0	24	0	24	48
% Heavy Vehicles	2.7	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	2.2	0.0	2.2	2.4
Exiting Leg Total				24				0				24	48

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

5:00 PM	Massachusetts Avenue				Pine Court				Massachusetts Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
5:00 PM	122	1	0	123	1	0	0	1	1	130	0	131	255
5:15 PM	99	0	0	99	0	0	0	0	1	151	0	152	251
5:30 PM	99	1	0	100	0	0	0	0	1	160	0	161	261
5:45 PM	123	0	0	123	0	1	0	1	0	147	0	147	271
Total Volume	443	2	0	445	1	1	0	2	3	588	0	591	1038
% Approach Total	99.6	0.4	0.0		50.0	50.0	0.0		0.5	99.5	0.0		
PHF	0.900	0.500	0.000	0.904	0.250	0.250	0.000	0.500	0.750	0.919	0.000	0.918	0.958
Cars	429	2	0	431	1	1	0	2	3	577	0	580	1013
Cars %	96.8	100.0	0.0	96.9	100.0	100.0	0.0	100.0	100.0	98.1	0.0	98.1	97.6
Heavy Vehicles	14	0	0	14	0	0	0	0	0	11	0	11	25
Heavy Vehicles %	3.2	0.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0	1.9	0.0	1.9	2.4
Cars Enter Leg	429	2	0	431	1	1	0	2	3	577	0	580	1013
Heavy Enter Leg	14	0	0	14	0	0	0	0	0	11	0	11	25
Total Entering Leg	443	2	0	445	1	1	0	2	3	588	0	591	1038
Cars Exiting Leg				578				5				430	1013
Heavy Exiting Leg				11				0				14	25
Total Exiting Leg				589				5				444	1038

PDI File #: **207450 DD**
 Location: **S: Pine Court**
 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

	Massachusetts Avenue				Pine Court				Massachusetts Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	115	0	0	115	0	0	0	0	1	123	0	124	239
4:15 PM	97	1	0	98	0	0	0	0	0	118	0	118	216
4:30 PM	108	0	0	108	0	1	0	1	0	126	0	126	235
4:45 PM	115	0	1	116	0	0	0	0	0	143	0	143	259
Total	435	1	1	437	0	1	0	1	1	510	0	511	949
5:00 PM	114	1	0	115	1	0	0	1	1	127	0	128	244
5:15 PM	98	0	0	98	0	0	0	0	1	148	0	149	247
5:30 PM	98	1	0	99	0	0	0	0	1	157	0	158	257
5:45 PM	119	0	0	119	0	1	0	1	0	145	0	145	265
Total	429	2	0	431	1	1	0	2	3	577	0	580	1013
Grand Total	864	3	1	868	1	2	0	3	4	1087	0	1091	1962
Approach %	99.5	0.3	0.1		33.3	66.7	0.0		0.4	99.6	0.0		
Total %	44.0	0.2	0.1	44.2	0.1	0.1	0.0	0.2	0.2	55.4	0.0	55.6	
Exiting Leg Total				1089				7				866	1962

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

	Massachusetts Avenue				Pine Court				Massachusetts Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
5:00 PM	114	1	0	115	1	0	0	1	1	127	0	128	244
5:15 PM	98	0	0	98	0	0	0	0	1	148	0	149	247
5:30 PM	98	1	0	99	0	0	0	0	1	157	0	158	257
5:45 PM	119	0	0	119	0	1	0	1	0	145	0	145	265
Total Volume	429	2	0	431	1	1	0	2	3	577	0	580	1013
% Approach Total	99.5	0.5	0.0		50.0	50.0	0.0		0.5	99.5	0.0		
PHF	0.901	0.500	0.000	0.905	0.250	0.250	0.000	0.500	0.750	0.919	0.000	0.918	0.956
Entering Leg	429	2	0	431	1	1	0	2	3	577	0	580	1013
Exiting Leg				578				5				430	1013
Total				1009				7				1010	2026

PDI File #: **207450 DD**
 Location: **S: Pine Court**
 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:



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

	Massachusetts Avenue				Pine Court				Massachusetts Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	3	0	0	3	0	0	0	0	0	4	0	4	7
4:15 PM	2	0	0	2	0	0	0	0	0	3	0	3	5
4:30 PM	3	0	0	3	0	0	0	0	0	2	0	2	5
4:45 PM	2	0	0	2	0	0	0	0	0	4	0	4	6
Total	10	0	0	10	0	0	0	0	0	13	0	13	23
5:00 PM	8	0	0	8	0	0	0	0	0	3	0	3	11
5:15 PM	1	0	0	1	0	0	0	0	0	3	0	3	4
5:30 PM	1	0	0	1	0	0	0	0	0	3	0	3	4
5:45 PM	4	0	0	4	0	0	0	0	0	2	0	2	6
Total	14	0	0	14	0	0	0	0	0	11	0	11	25
Grand Total	24	0	0	24	0	0	0	0	0	24	0	24	48
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	
Exiting Leg Total				24				0				24	48
Buses	16	0	0	16	0	0	0	0	0	18	0	18	34
% Buses	66.7	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	75.0	0.0	75.0	70.8
Exiting Leg Total				18				0				16	34
Single-Unit Trucks	6	0	0	6	0	0	0	0	0	5	0	5	11
% Single-Unit	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	20.8	0.0	20.8	22.9
Exiting Leg Total				5				0				6	11
Articulated Trucks	2	0	0	2	0	0	0	0	0	1	0	1	3
% Articulated	8.3	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	4.2	0.0	4.2	6.3
Exiting Leg Total				1				0				2	3

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

	Massachusetts Avenue				Pine Court				Massachusetts Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:15 PM	2	0	0	2	0	0	0	0	0	3	0	3	5
4:30 PM	3	0	0	3	0	0	0	0	0	2	0	2	5
4:45 PM	2	0	0	2	0	0	0	0	0	4	0	4	6
5:00 PM	8	0	0	8	0	0	0	0	0	3	0	3	11
Total Volume	15	0	0	15	0	0	0	0	0	12	0	12	27
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.469	0.000	0.000	0.469	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.750	0.614
Buses	10	0	0	10	0	0	0	0	0	8	0	8	18
Buses %	66.7	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	66.7	0.0	66.7	66.7
Single-Unit Trucks	3	0	0	3	0	0	0	0	0	3	0	3	6
Single-Unit %	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	25.0	22.2
Articulated Trucks	2	0	0	2	0	0	0	0	0	1	0	1	3
Articulated %	13.3	0.0	0.0	13.3	0.0	0.0	0.0	0.0	0.0	8.3	0.0	8.3	11.1
Buses	10	0	0	10	0	0	0	0	0	8	0	8	18
Single-Unit Trucks	3	0	0	3	0	0	0	0	0	3	0	3	6
Articulated Trucks	2	0	0	2	0	0	0	0	0	1	0	1	3
Total Entering Leg	15	0	0	15	0	0	0	0	0	12	0	12	27
Buses				8				0				10	18
Single-Unit Trucks				3				0				3	6
Articulated Trucks				1				0				2	3
Total Exiting Leg				12				0				15	27

PDI File #: **207450 DD**
 Location: **S: Pine Court**
 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

	Massachusetts Avenue				Pine Court				Massachusetts Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	2	0	0	2	0	0	0	0	0	3	0	3	5
4:15 PM	2	0	0	2	0	0	0	0	0	3	0	3	5
4:30 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
4:45 PM	2	0	0	2	0	0	0	0	0	2	0	2	4
Total	8	0	0	8	0	0	0	0	0	9	0	9	17
5:00 PM	4	0	0	4	0	0	0	0	0	2	0	2	6
5:15 PM	1	0	0	1	0	0	0	0	0	3	0	3	4
5:30 PM	1	0	0	1	0	0	0	0	0	2	0	2	3
5:45 PM	2	0	0	2	0	0	0	0	0	2	0	2	4
Total	8	0	0	8	0	0	0	0	0	9	0	9	17
Grand Total	16	0	0	16	0	0	0	0	0	18	0	18	34
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	47.1	0.0	0.0	47.1	0.0	0.0	0.0	0.0	0.0	52.9	0.0	52.9	
Exiting Leg Total				18				0				16	34

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

4:15 PM	Massachusetts Avenue				Pine Court				Massachusetts Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:15 PM	2	0	0	2	0	0	0	0	0	3	0	3	5
4:30 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
4:45 PM	2	0	0	2	0	0	0	0	0	2	0	2	4
5:00 PM	4	0	0	4	0	0	0	0	0	2	0	2	6
Total Volume	10	0	0	10	0	0	0	0	0	8	0	8	18
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.625	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.667	0.000	0.667	0.750
Entering Leg	10	0	0	10	0	0	0	0	0	8	0	8	18
Exiting Leg				8				0				10	18
Total				18				0				18	36

PDI File #: **207450 DD**
 Location: **S: Pine Court**
 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

	Massachusetts Avenue				Pine Court				Massachusetts Avenue				Total	
	from East				from South				from West					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
4:00 PM	1	0	0	1	0	0	0	0	0	0	1	0	1	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	2	0	0	2	0	0	0	0	0	0	3	0	3	5
5:00 PM	2	0	0	2	0	0	0	0	0	0	1	0	1	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	1
5:45 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	2
Total	4	0	0	4	0	0	0	0	0	0	2	0	2	6
Grand Total	6	0	0	6	0	0	0	0	0	0	5	0	5	11
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0			
Total %	54.5	0.0	0.0	54.5	0.0	0.0	0.0	0.0	0.0	45.5	0.0	45.5		
Exiting Leg Total				5				0					6	11

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

4:15 PM	Massachusetts Avenue				Pine Court				Massachusetts Avenue				Total	
	from East				from South				from West					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	2
5:00 PM	2	0	0	2	0	0	0	0	0	0	1	0	1	3
Total Volume	3	0	0	3	0	0	0	0	0	0	3	0	3	6
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0			
PHF	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.375	0.500
Entering Leg	3	0	0	3	0	0	0	0	0	0	3	0	3	6
Exiting Leg				3				0					3	6
Total				6				0					6	12

PDI File #: **207450 DD**
 Location: **S: Pine Court**
 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**

	Massachusetts Avenue				Pine Court				Massachusetts Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	1
5:00 PM	2	0	0	2	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
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	2	0	0	0	0	0	0	0	0	2
Grand Total	2	0	0	2	0	0	0	0	0	1	0	1	3
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	66.7	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	33.3	0.0	33.3	
Exiting Leg Total				1				0				2	3

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

4:15 PM	Massachusetts Avenue				Pine Court				Massachusetts Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
Total Volume	2	0	0	2	0	0	0	0	0	1	0	1	3
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.375
Entering Leg	2	0	0	2	0	0	0	0	0	1	0	1	3
Exiting Leg				1				0				2	3
Total				3				0				3	6

PDI File #: 207450 DD
 Location: S: Pine Court
 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



Bicycles (on Roadway and Crosswalks)

	Massachusetts Avenue						Pine Court						Massachusetts Avenue						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	1	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	3	4
5:00 PM	2	0	0	0	0	2	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
5:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	2
5:45 PM	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	7	0	0	0	0	7	0	0	0	0	0	0	0	1	0	0	0	1	8
Grand Total	8	0	0	0	0	8	0	0	0	0	0	0	0	4	0	0	0	4	12
Approach %	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		
Total %	66.7	0.0	0.0	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	33.3	
Exiting Leg Total	4						0						8						12

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

	Massachusetts Avenue						Pine Court						Massachusetts Avenue						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
5:00 PM	2	0	0	0	0	2	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
5:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	2
5:45 PM	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
Total Volume	7	0	0	0	0	7	0	0	0	0	0	0	0	1	0	0	0	1	8
% Approach Total	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		
PHF	0.438	0.000	0.000	0.000	0.000	0.438	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
Entering Leg	7						0						1						8
Exiting Leg	1						0						7						8
Total	8						0						8						16

PDI File #: 207450 DD
 Location: S: Pine Court
 Location: E: Massachusetts Avenue W: Massachusetts Avenue
 City, State: Arlington, MA
 Client: Nitsch Eng/B.Zimolka
 Site Code: TBD



PRECISION
 D A T A
 INDUSTRIES, LLC

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

Count Date: Tuesday, February 4, 2020
 Start Time: 4:00 PM
 End Time: 6:00 PM

Class:

Pedestrians

	Massachusetts Avenue						Pine Court						Massachusetts Avenue						Total	
	from East						from South						from West							
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	0	0	0	4
4:15 PM	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	3
4:30 PM	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
Total	0	0	0	0	0	0	0	0	0	3	4	7	0	0	0	0	0	0	0	7
5:00 PM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0	0	0	4
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	5	3	8	0	0	0	0	0	0	0	8
Grand Total	0	0	0	0	0	0	0	0	0	8	7	15	0	0	0	0	0	0	0	15
Approach %	0	0	0	0	0	0	0	0	0	53.333	46.667		0	0	0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	53.333	46.667	100	0	0	0	0	0	0	0	
Exiting Leg Total	0						15						0						15	

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

5:00 PM	Massachusetts Avenue						Pine Court						Massachusetts Avenue						Total	
	from East						from South						from West							
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total		
5:00 PM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0	0	0	4
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	5	3	8	0	0	0	0	0	0	0	8
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	62.5	37.5		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	0.417	0.375	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.500	
Entering Leg	0	0	0	0	0	0	0	0	0	5	3	8	0	0	0	0	0	0	0	8
Exiting Leg	0						8						0						8	
Total	0						16						0						16	

PDI File #: **207450 E**
 Location: **N: Quinn Road (Mirak Mill Park East 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 and Heavy Vehicles (Combined)

	Quinn Road (Mirak Mill Park East Driveway)				Massachusetts Avenue				Massachusetts Avenue				Total	
	from North				from East				from West					
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total		
7:00 AM	0	0	0	0	1	94	0	95	110	4	0	114	209	
7:15 AM	0	0	0	0	4	81	0	85	109	5	0	114	199	
7:30 AM	1	0	0	1	2	135	0	137	124	2	0	126	264	
7:45 AM	2	1	0	3	2	146	0	148	131	10	0	141	292	
Total	3	1	0	4	9	456	0	465	474	21	0	495	964	
8:00 AM	2	0	0	2	5	148	0	153	99	10	0	109	264	
8:15 AM	2	2	0	4	1	102	0	103	98	5	0	103	210	
8:30 AM	1	3	0	4	3	107	0	110	117	1	0	118	232	
8:45 AM	2	3	0	5	4	127	0	131	109	3	0	112	248	
Total	7	8	0	15	13	484	0	497	423	19	0	442	954	
Grand Total	10	9	0	19	22	940	0	962	897	40	0	937	1918	
Approach %	52.6	47.4	0.0		2.3	97.7	0.0		95.7	4.3	0.0			
Total %	0.5	0.5	0.0	1.0	1.1	49.0	0.0	50.2	46.8	2.1	0.0	48.9		
Exiting Leg Total				62				906					950	1918
Cars	9	9	0	18	21	880	0	901	829	38	0	867	1786	
% Cars	90.0	100.0	0.0	94.7	95.5	93.6	0.0	93.7	92.4	95.0	0.0	92.5	93.1	
Exiting Leg Total				59				838					889	1786
Heavy Vehicles	1	0	0	1	1	60	0	61	68	2	0	70	132	
% Heavy Vehicles	10.0	0.0	0.0	5.3	4.5	6.4	0.0	6.3	7.6	5.0	0.0	7.5	6.9	
Exiting Leg Total				3				68					61	132

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

	Quinn Road (Mirak Mill Park East Driveway)				Massachusetts Avenue				Massachusetts Avenue				Total	
	from North				from East				from West					
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total		
7:30 AM	1	0	0	1	2	135	0	137	124	2	0	126	264	
7:45 AM	2	1	0	3	2	146	0	148	131	10	0	141	292	
8:00 AM	2	0	0	2	5	148	0	153	99	10	0	109	264	
8:15 AM	2	2	0	4	1	102	0	103	98	5	0	103	210	
Total Volume	7	3	0	10	10	531	0	541	452	27	0	479	1030	
% Approach Total	70.0	30.0	0.0		1.8	98.2	0.0		94.4	5.6	0.0			
PHF	0.875	0.375	0.000	0.625	0.500	0.897	0.000	0.884	0.863	0.675	0.000	0.849	0.882	
Cars	6	3	0	9	10	505	0	515	415	26	0	441	965	
Cars %	85.7	100.0	0.0	90.0	100.0	95.1	0.0	95.2	91.8	96.3	0.0	92.1	93.7	
Heavy Vehicles	1	0	0	1	0	26	0	26	37	1	0	38	65	
Heavy Vehicles %	14.3	0.0	0.0	10.0	0.0	4.9	0.0	4.8	8.2	3.7	0.0	7.9	6.3	
Cars Enter Leg	6	3	0	9	10	505	0	515	415	26	0	441	965	
Heavy Enter Leg	1	0	0	1	0	26	0	26	37	1	0	38	65	
Total Entering Leg	7	3	0	10	10	531	0	541	452	27	0	479	1030	
Cars Exiting Leg				36				418					511	965
Heavy Exiting Leg				1				37					27	65
Total Exiting Leg				37				455					538	1030

PDI File #: **207450 E**
 Location: **N: Quinn Road (Mirak Mill Park East 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

	Quinn Road (Mirak Mill Park East Driveway)				Massachusetts Avenue				Massachusetts Avenue				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	1	83	0	84	98	3	0	101	185
7:15 AM	0	0	0	0	3	74	0	77	103	5	0	108	185
7:30 AM	0	0	0	0	2	127	0	129	114	2	0	116	245
7:45 AM	2	1	0	3	2	140	0	142	121	10	0	131	276
Total	2	1	0	3	8	424	0	432	436	20	0	456	891
8:00 AM	2	0	0	2	5	141	0	146	92	10	0	102	250
8:15 AM	2	2	0	4	1	97	0	98	88	4	0	92	194
8:30 AM	1	3	0	4	3	98	0	101	111	1	0	112	217
8:45 AM	2	3	0	5	4	120	0	124	102	3	0	105	234
Total	7	8	0	15	13	456	0	469	393	18	0	411	895
Grand Total	9	9	0	18	21	880	0	901	829	38	0	867	1786
Approach %	50.0	50.0	0.0		2.3	97.7	0.0		95.6	4.4	0.0		
Total %	0.5	0.5	0.0	1.0	1.2	49.3	0.0	50.4	46.4	2.1	0.0	48.5	
Exiting Leg Total				59				838				889	1786

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

7:30 AM	Quinn Road (Mirak Mill Park East Driveway)				Massachusetts Avenue				Massachusetts Avenue				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:30 AM	0	0	0	0	2	127	0	129	114	2	0	116	245
7:45 AM	2	1	0	3	2	140	0	142	121	10	0	131	276
8:00 AM	2	0	0	2	5	141	0	146	92	10	0	102	250
8:15 AM	2	2	0	4	1	97	0	98	88	4	0	92	194
Total Volume	6	3	0	9	10	505	0	515	415	26	0	441	965
% Approach Total	66.7	33.3	0.0		1.9	98.1	0.0		94.1	5.9	0.0		
PHF	0.750	0.375	0.000	0.563	0.500	0.895	0.000	0.882	0.857	0.650	0.000	0.842	0.874
Entering Leg	6	3	0	9	10	505	0	515	415	26	0	441	965
Exiting Leg				36				418				511	965
Total				45				933				952	1930

PDI File #: **207450 E**
 Location: **N: Quinn Road (Mirak Mill Park East 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)**



	Quinn Road (Mirak Mill Park East Driveway)				Massachusetts Avenue				Massachusetts Avenue				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	11	0	11	12	1	0	13	24
7:15 AM	0	0	0	0	1	7	0	8	6	0	0	6	14
7:30 AM	1	0	0	1	0	8	0	8	10	0	0	10	19
7:45 AM	0	0	0	0	0	6	0	6	10	0	0	10	16
Total	1	0	0	1	1	32	0	33	38	1	0	39	73
8:00 AM	0	0	0	0	0	7	0	7	7	0	0	7	14
8:15 AM	0	0	0	0	0	5	0	5	10	1	0	11	16
8:30 AM	0	0	0	0	0	9	0	9	6	0	0	6	15
8:45 AM	0	0	0	0	0	7	0	7	7	0	0	7	14
Total	0	0	0	0	0	28	0	28	30	1	0	31	59
Grand Total	1	0	0	1	1	60	0	61	68	2	0	70	132
Approach %	100.0	0.0	0.0		1.6	98.4	0.0		97.1	2.9	0.0		
Total %	0.8	0.0	0.0	0.8	0.8	45.5	0.0	46.2	51.5	1.5	0.0	53.0	
Exiting Leg Total				3				68				61	132
Buses	0	0	0	0	0	24	0	24	21	0	0	21	45
% Buses	0.0	0.0	0.0	0.0	0.0	40.0	0.0	39.3	30.9	0.0	0.0	30.0	34.1
Exiting Leg Total				0				21				24	45
Single-Unit Trucks	1	0	0	1	1	34	0	35	41	2	0	43	79
% Single-Unit	100.0	0.0	0.0	100.0	100.0	56.7	0.0	57.4	60.3	100.0	0.0	61.4	59.8
Exiting Leg Total				3				41				35	79
Articulated Trucks	0	0	0	0	0	2	0	2	6	0	0	6	8
% Articulated	0.0	0.0	0.0	0.0	0.0	3.3	0.0	3.3	8.8	0.0	0.0	8.6	6.1
Exiting Leg Total				0				6				2	8

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

7:00 AM	Quinn Road (Mirak Mill Park East Driveway)				Massachusetts Avenue				Massachusetts Avenue				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	11	0	11	12	1	0	13	24
7:15 AM	0	0	0	0	1	7	0	8	6	0	0	6	14
7:30 AM	1	0	0	1	0	8	0	8	10	0	0	10	19
7:45 AM	0	0	0	0	0	6	0	6	10	0	0	10	16
Total Volume	1	0	0	1	1	32	0	33	38	1	0	39	73
% Approach Total	100.0	0.0	0.0		3.0	97.0	0.0		97.4	2.6	0.0		
PHF	0.250	0.000	0.000	0.250	0.250	0.727	0.000	0.750	0.792	0.250	0.000	0.750	0.760
Buses	0	0	0	0	0	15	0	15	9	0	0	9	24
Buses %	0.0	0.0	0.0	0.0	0.0	46.9	0.0	45.5	23.7	0.0	0.0	23.1	32.9
Single-Unit Trucks	1	0	0	1	1	16	0	17	24	1	0	25	43
Single-Unit %	100.0	0.0	0.0	100.0	100.0	50.0	0.0	51.5	63.2	100.0	0.0	64.1	58.9
Articulated Trucks	0	0	0	0	0	1	0	1	5	0	0	5	6
Articulated %	0.0	0.0	0.0	0.0	0.0	3.1	0.0	3.0	13.2	0.0	0.0	12.8	8.2
Buses	0	0	0	0	0	15	0	15	9	0	0	9	24
Single-Unit Trucks	1	0	0	1	1	16	0	17	24	1	0	25	43
Articulated Trucks	0	0	0	0	0	1	0	1	5	0	0	5	6
Total Entering Leg	1	0	0	1	1	32	0	33	38	1	0	39	73
Buses				0				9				15	24
Single-Unit Trucks				2				24				17	43
Articulated Trucks				0				5				1	6
Total Exiting Leg				2				38				33	73

PDI File #: **207450 E**
 Location: **N: Quinn Road (Mirak Mill Park East 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

	Quinn Road (Mirak Mill Park East Driveway)				Massachusetts Avenue				Massachusetts Avenue				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	5	0	5	4	0	0	4	9
7:15 AM	0	0	0	0	0	4	0	4	2	0	0	2	6
7:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	3
7:45 AM	0	0	0	0	0	3	0	3	3	0	0	3	6
Total	0	0	0	0	0	15	0	15	9	0	0	9	24
8:00 AM	0	0	0	0	0	3	0	3	4	0	0	4	7
8:15 AM	0	0	0	0	0	0	0	0	4	0	0	4	4
8:30 AM	0	0	0	0	0	3	0	3	2	0	0	2	5
8:45 AM	0	0	0	0	0	3	0	3	2	0	0	2	5
Total	0	0	0	0	0	9	0	9	12	0	0	12	21
Grand Total	0	0	0	0	0	24	0	24	21	0	0	21	45
Approach %	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	53.3	0.0	53.3	46.7	0.0	0.0	46.7	
Exiting Leg Total	0				21				24				45

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

7:00 AM	Quinn Road (Mirak Mill Park East Driveway)				Massachusetts Avenue				Massachusetts Avenue				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	5	0	5	4	0	0	4	9
7:15 AM	0	0	0	0	0	4	0	4	2	0	0	2	6
7:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	3
7:45 AM	0	0	0	0	0	3	0	3	3	0	0	3	6
Total Volume	0	0	0	0	0	15	0	15	9	0	0	9	24
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.750	0.563	0.000	0.000	0.563	0.667
Entering Leg	0	0	0	0	0	15	0	15	9	0	0	9	24
Exiting Leg	0				9				15				24
Total	0				24				24				48

PDI File #: **207450 E**
 Location: **N: Quinn Road (Mirak Mill Park East 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

	Quinn Road (Mirak Mill Park East Driveway)				Massachusetts Avenue				Massachusetts Avenue				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	6	0	6	6	1	0	7	13
7:15 AM	0	0	0	0	1	3	0	4	3	0	0	3	7
7:30 AM	1	0	0	1	0	5	0	5	9	0	0	9	15
7:45 AM	0	0	0	0	0	2	0	2	6	0	0	6	8
Total	1	0	0	1	1	16	0	17	24	1	0	25	43
8:00 AM	0	0	0	0	0	4	0	4	3	0	0	3	7
8:15 AM	0	0	0	0	0	4	0	4	5	1	0	6	10
8:30 AM	0	0	0	0	0	6	0	6	4	0	0	4	10
8:45 AM	0	0	0	0	0	4	0	4	5	0	0	5	9
Total	0	0	0	0	0	18	0	18	17	1	0	18	36
Grand Total	1	0	0	1	1	34	0	35	41	2	0	43	79
Approach %	100.0	0.0	0.0		2.9	97.1	0.0		95.3	4.7	0.0		
Total %	1.3	0.0	0.0	1.3	1.3	43.0	0.0	44.3	51.9	2.5	0.0	54.4	
Exiting Leg Total				3				41				35	79

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

7:00 AM	Quinn Road (Mirak Mill Park East Driveway)				Massachusetts Avenue				Massachusetts Avenue				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	6	0	6	6	1	0	7	13
7:15 AM	0	0	0	0	1	3	0	4	3	0	0	3	7
7:30 AM	1	0	0	1	0	5	0	5	9	0	0	9	15
7:45 AM	0	0	0	0	0	2	0	2	6	0	0	6	8
Total Volume	1	0	0	1	1	16	0	17	24	1	0	25	43
% Approach Total	100.0	0.0	0.0		5.9	94.1	0.0		96.0	4.0	0.0		
PHF	0.250	0.000	0.000	0.250	0.250	0.667	0.000	0.708	0.667	0.250	0.000	0.694	0.717
Entering Leg	1	0	0	1	1	16	0	17	24	1	0	25	43
Exiting Leg				2				24				17	43
Total				3				41				42	86

PDI File #: **207450 E**
 Location: **N: Quinn Road (Mirak Mill Park East 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

	Quinn Road (Mirak Mill Park East Driveway)				Massachusetts Avenue				Massachusetts Avenue				Total	
	from North				from East				from West					
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	2	2
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
7:45 AM	0	0	0	0	0	1	0	1	1	1	0	0	1	2
Total	0	0	0	0	0	1	0	1	1	5	0	0	5	6
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	1	0	1	1	1	0	0	1	2
8:30 AM	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
Total	0	0	0	0	0	1	0	1	1	1	0	0	1	2
Grand Total	0	0	0	0	0	2	0	2	2	6	0	0	6	8
Approach %	0.0	0.0	0.0		0.0	100.0	0.0			100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	25.0	0.0	25.0		75.0	0.0	0.0	75.0	
Exiting Leg Total	0				6				2				8	

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

7:00 AM	Quinn Road (Mirak Mill Park East Driveway)				Massachusetts Avenue				Massachusetts Avenue				Total	
	from North				from East				from West					
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	2	2
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
7:45 AM	0	0	0	0	0	1	0	1	1	1	0	0	1	2
Total Volume	0	0	0	0	0	1	0	1	1	5	0	0	5	6
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0			100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250		0.625	0.000	0.000	0.625	0.750
Entering Leg	0	0	0	0	0	1	0	1		5	0	0	5	6
Exiting Leg	0				5				1				6	
Total	0				6				6				12	

PDI File #: 207450 E
 Location: N: Quinn Road (Mirak Mill Park East Driveway)
 Location: E: Massachusetts Avenue W: Massachusetts Avenue
 City, State: Arlington, MA
 Client: Nitsch Eng/B.Zimolka
 Site Code: TBD



PRECISION
 D A T A
 INDUSTRIES, LLC

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

Count Date: Tuesday, February 4, 2020
 Start Time: 7:00 AM
 End Time: 9:00 AM

Class: Bicycles (on Roadway and Crosswalks)

	Quinn Road (Mirak Mill Park East Driveway)							Massachusetts Avenue						Massachusetts Avenue						Total	
	from North							from East						from West							
	Right	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	3	0	0	0	0	3	1	0	0	0	0	1	4
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	3	0	0	0	3	1	0	0	0	0	1	4	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	
8:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	3	0	0	0	0	3	4	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	1	0	0	0	1	4	0	0	0	0	4	5	
Grand Total	0	0	0	0	0	0	0	0	4	0	0	0	4	5	0	0	0	0	5	9	
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	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	0.0	44.4	0.0	0.0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	55.6		
Exiting Leg Total	0							5						4						9	

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

7:30 AM	Quinn Road (Mirak Mill Park East Driveway)							Massachusetts Avenue						Massachusetts Avenue						Total
	from North							from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:30 AM	0	0	0	0	0	0	0	0	3	0	0	0	3	1	0	0	0	0	1	4
7:45 AM	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
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Total Volume	0	0	0	0	0	0	0	0	3	0	0	0	3	2	0	0	0	0	2	5
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.500	0.000	0.000	0.000	0.000	0.500	0.313
Entering Leg	0							3						2						5
Exiting Leg	0							2						3						5
Total	0							5						5						10

PDI File #: 207450 E
 Location: N: Quinn Road (Mirak Mill Park East 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



Pedestrians

	Quinn Road (Mirak Mill Park East Driveway)						Massachusetts Avenue						Massachusetts Avenue						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	7	3	10	0	0	0	0	0	0	0	0	0	0	0	0	10
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	1	0	1	0	0	0	1	0	1	0	0	0	0	0	0	2
8:30 AM	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	4
8:45 AM	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	4	4	8	0	0	0	1	0	1	0	0	0	0	0	0	9
Grand Total	0	0	0	11	7	18	0	0	0	1	0	1	0	0	0	0	0	0	19
Approach %	0	0	0	61.111	38.889		0	0	0	100	0		0	0	0	0	0		
Total %	0	0	0	57.895	36.842	94.737	0	0	0	5.2632	0	5.2632	0	0	0	0	0	0	
Exiting Leg Total	18						1						0						19

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

7:00 AM	Quinn Road (Mirak Mill Park East Driveway)						Massachusetts Avenue						Massachusetts Avenue						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	4
7:45 AM	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total Volume	0	0	0	7	3	10	0	0	0	0	0	0	0	0	0	0	0	0	10
% Approach Total	0.0	0.0	0.0	70.0	30.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.583	0.250	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	0.625
Entering Leg	0	0	0	7	3	10	0	0	0	0	0	0	0	0	0	0	0	0	10
Exiting Leg	10						0						0						10
Total	20						0						0						20

PDI File #: **207450 EE**
 Location: **N: Quinn Road (Mirak Mill Park East 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 and Heavy Vehicles (Combined)

	Quinn Road (Mirak Mill Park East Driveway)				Massachusetts Avenue				Massachusetts Avenue				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:00 PM	7	1	0	8	1	113	0	114	123	3	0	126	248
4:15 PM	1	3	0	4	1	96	0	97	118	2	0	120	221
4:30 PM	9	1	0	10	1	102	0	103	125	2	0	127	240
4:45 PM	3	1	0	4	0	112	0	112	145	3	0	148	264
Total	20	6	0	26	3	423	0	426	511	10	0	521	973
5:00 PM	10	6	0	16	1	114	0	115	130	2	0	132	263
5:15 PM	4	1	0	5	2	95	0	97	151	0	0	151	253
5:30 PM	2	5	0	7	2	97	0	99	159	1	0	160	266
5:45 PM	3	1	0	4	0	120	0	120	143	1	0	144	268
Total	19	13	0	32	5	426	0	431	583	4	0	587	1050
Grand Total	39	19	0	58	8	849	0	857	1094	14	0	1108	2023
Approach %	67.2	32.8	0.0		0.9	99.1	0.0		98.7	1.3	0.0		
Total %	1.9	0.9	0.0	2.9	0.4	42.0	0.0	42.4	54.1	0.7	0.0	54.8	
Exiting Leg Total				22				1113				888	2023
Cars	38	19	0	57	8	826	0	834	1071	14	0	1085	1976
% Cars	97.4	100.0	0.0	98.3	100.0	97.3	0.0	97.3	97.9	100.0	0.0	97.9	97.7
Exiting Leg Total				22				1090				864	1976
Heavy Vehicles	1	0	0	1	0	23	0	23	23	0	0	23	47
% Heavy Vehicles	2.6	0.0	0.0	1.7	0.0	2.7	0.0	2.7	2.1	0.0	0.0	2.1	2.3
Exiting Leg Total				0				23				24	47

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

5:00 PM	Quinn Road (Mirak Mill Park East Driveway)				Massachusetts Avenue				Massachusetts Avenue				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
5:00 PM	10	6	0	16	1	114	0	115	130	2	0	132	263
5:15 PM	4	1	0	5	2	95	0	97	151	0	0	151	253
5:30 PM	2	5	0	7	2	97	0	99	159	1	0	160	266
5:45 PM	3	1	0	4	0	120	0	120	143	1	0	144	268
Total Volume	19	13	0	32	5	426	0	431	583	4	0	587	1050
% Approach Total	59.4	40.6	0.0		1.2	98.8	0.0		99.3	0.7	0.0		
PHF	0.475	0.542	0.000	0.500	0.625	0.888	0.000	0.898	0.917	0.500	0.000	0.917	0.979
Cars	18	13	0	31	5	414	0	419	573	4	0	577	1027
Cars %	94.7	100.0	0.0	96.9	100.0	97.2	0.0	97.2	98.3	100.0	0.0	98.3	97.8
Heavy Vehicles	1	0	0	1	0	12	0	12	10	0	0	10	23
Heavy Vehicles %	5.3	0.0	0.0	3.1	0.0	2.8	0.0	2.8	1.7	0.0	0.0	1.7	2.2
Cars Enter Leg	18	13	0	31	5	414	0	419	573	4	0	577	1027
Heavy Enter Leg	1	0	0	1	0	12	0	12	10	0	0	10	23
Total Entering Leg	19	13	0	32	5	426	0	431	583	4	0	587	1050
Cars Exiting Leg				9				586				432	1027
Heavy Exiting Leg				0				10				13	23
Total Exiting Leg				9				596				445	1050

PDI File #: **207450 EE**
 Location: **N: Quinn Road (Mirak Mill Park East 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

	Quinn Road (Mirak Mill Park East Driveway)				Massachusetts Avenue				Massachusetts Avenue				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:00 PM	7	1	0	8	1	110	0	111	119	3	0	122	241
4:15 PM	1	3	0	4	1	94	0	95	115	2	0	117	216
4:30 PM	9	1	0	10	1	98	0	99	123	2	0	125	234
4:45 PM	3	1	0	4	0	110	0	110	141	3	0	144	258
Total	20	6	0	26	3	412	0	415	498	10	0	508	949
5:00 PM	9	6	0	15	1	107	0	108	128	2	0	130	253
5:15 PM	4	1	0	5	2	94	0	96	148	0	0	148	249
5:30 PM	2	5	0	7	2	96	0	98	156	1	0	157	262
5:45 PM	3	1	0	4	0	117	0	117	141	1	0	142	263
Total	18	13	0	31	5	414	0	419	573	4	0	577	1027
Grand Total	38	19	0	57	8	826	0	834	1071	14	0	1085	1976
Approach %	66.7	33.3	0.0		1.0	99.0	0.0		98.7	1.3	0.0		
Total %	1.9	1.0	0.0	2.9	0.4	41.8	0.0	42.2	54.2	0.7	0.0	54.9	
Exiting Leg Total				22				1090				864	1976

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

	Quinn Road (Mirak Mill Park East Driveway)				Massachusetts Avenue				Massachusetts Avenue				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
5:00 PM	9	6	0	15	1	107	0	108	128	2	0	130	253
5:15 PM	4	1	0	5	2	94	0	96	148	0	0	148	249
5:30 PM	2	5	0	7	2	96	0	98	156	1	0	157	262
5:45 PM	3	1	0	4	0	117	0	117	141	1	0	142	263
Total Volume	18	13	0	31	5	414	0	419	573	4	0	577	1027
% Approach Total	58.1	41.9	0.0		1.2	98.8	0.0		99.3	0.7	0.0		
PHF	0.500	0.542	0.000	0.517	0.625	0.885	0.000	0.895	0.918	0.500	0.000	0.919	0.976
Entering Leg	18	13	0	31	5	414	0	419	573	4	0	577	1027
Exiting Leg				9				586				432	1027
Total				40				1005				1009	2054

PDI File #: **207450 EE**
 Location: **N: Quinn Road (Mirak Mill Park East 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:



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

	Quinn Road (Mirak Mill Park East Driveway)				Massachusetts Avenue				Massachusetts Avenue				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	3	0	3	4	0	0	4	7
4:15 PM	0	0	0	0	0	2	0	2	3	0	0	3	5
4:30 PM	0	0	0	0	0	4	0	4	2	0	0	2	6
4:45 PM	0	0	0	0	0	2	0	2	4	0	0	4	6
Total	0	0	0	0	0	11	0	11	13	0	0	13	24
5:00 PM	1	0	0	1	0	7	0	7	2	0	0	2	10
5:15 PM	0	0	0	0	0	1	0	1	3	0	0	3	4
5:30 PM	0	0	0	0	0	1	0	1	3	0	0	3	4
5:45 PM	0	0	0	0	0	3	0	3	2	0	0	2	5
Total	1	0	0	1	0	12	0	12	10	0	0	10	23
Grand Total	1	0	0	1	0	23	0	23	23	0	0	23	47
Approach %	100.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
Total %	2.1	0.0	0.0	2.1	0.0	48.9	0.0	48.9	48.9	0.0	0.0	48.9	
Exiting Leg Total	0				23				24				47
Buses	0	0	0	0	0	16	0	16	18	0	0	18	34
% Buses	0.0	0.0	0.0	0.0	0.0	69.6	0.0	69.6	78.3	0.0	0.0	78.3	72.3
Exiting Leg Total	0				18				16				34
Single-Unit Trucks	0	0	0	0	0	6	0	6	4	0	0	4	10
% Single-Unit	0.0	0.0	0.0	0.0	0.0	26.1	0.0	26.1	17.4	0.0	0.0	17.4	21.3
Exiting Leg Total	0				4				6				10
Articulated Trucks	1	0	0	1	0	1	0	1	1	0	0	1	3
% Articulated	100.0	0.0	0.0	100.0	0.0	4.3	0.0	4.3	4.3	0.0	0.0	4.3	6.4
Exiting Leg Total	0				1				2				3

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

	Quinn Road (Mirak Mill Park East Driveway)				Massachusetts Avenue				Massachusetts Avenue				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:15 PM	0	0	0	0	0	2	0	2	3	0	0	3	5
4:30 PM	0	0	0	0	0	4	0	4	2	0	0	2	6
4:45 PM	0	0	0	0	0	2	0	2	4	0	0	4	6
5:00 PM	1	0	0	1	0	7	0	7	2	0	0	2	10
Total Volume	1	0	0	1	0	15	0	15	11	0	0	11	27
% Approach Total	100.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
PHF	0.250	0.000	0.000	0.250	0.000	0.536	0.000	0.536	0.688	0.000	0.000	0.688	0.675
Buses	0	0	0	0	0	10	0	10	8	0	0	8	18
Buses %	0.0	0.0	0.0	0.0	0.0	66.7	0.0	66.7	72.7	0.0	0.0	72.7	66.7
Single-Unit Trucks	0	0	0	0	0	4	0	4	2	0	0	2	6
Single-Unit %	0.0	0.0	0.0	0.0	0.0	26.7	0.0	26.7	18.2	0.0	0.0	18.2	22.2
Articulated Trucks	1	0	0	1	0	1	0	1	1	0	0	1	3
Articulated %	100.0	0.0	0.0	100.0	0.0	6.7	0.0	6.7	9.1	0.0	0.0	9.1	11.1
Buses	0	0	0	0	0	10	0	10	8	0	0	8	18
Single-Unit Trucks	0	0	0	0	0	4	0	4	2	0	0	2	6
Articulated Trucks	1	0	0	1	0	1	0	1	1	0	0	1	3
Total Entering Leg	1	0	0	1	0	15	0	15	11	0	0	11	27
Buses	0				8				10				18
Single-Unit Trucks	0				2				6				6
Articulated Trucks	0				1				2				3
Total Exiting Leg	0				11				16				27

PDI File #: **207450 EE**
 Location: **N: Quinn Road (Mirak Mill Park East 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

	Quinn Road (Mirak Mill Park East Driveway)				Massachusetts Avenue				Massachusetts Avenue				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	2	0	2	3	0	0	3	5
4:15 PM	0	0	0	0	0	2	0	2	3	0	0	3	5
4:30 PM	0	0	0	0	0	2	0	2	1	0	0	1	3
4:45 PM	0	0	0	0	0	2	0	2	2	0	0	2	4
Total	0	0	0	0	0	8	0	8	9	0	0	9	17
5:00 PM	0	0	0	0	0	4	0	4	2	0	0	2	6
5:15 PM	0	0	0	0	0	1	0	1	3	0	0	3	4
5:30 PM	0	0	0	0	0	1	0	1	2	0	0	2	3
5:45 PM	0	0	0	0	0	2	0	2	2	0	0	2	4
Total	0	0	0	0	0	8	0	8	9	0	0	9	17
Grand Total	0	0	0	0	0	16	0	16	18	0	0	18	34
Approach %	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	47.1	0.0	47.1	52.9	0.0	0.0	52.9	
Exiting Leg Total				0				18				16	34

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

4:15 PM	Quinn Road (Mirak Mill Park East Driveway)				Massachusetts Avenue				Massachusetts Avenue				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:15 PM	0	0	0	0	0	2	0	2	3	0	0	3	5
4:30 PM	0	0	0	0	0	2	0	2	1	0	0	1	3
4:45 PM	0	0	0	0	0	2	0	2	2	0	0	2	4
5:00 PM	0	0	0	0	0	4	0	4	2	0	0	2	6
Total Volume	0	0	0	0	0	10	0	10	8	0	0	8	18
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.625	0.667	0.000	0.000	0.667	0.750
Entering Leg	0	0	0	0	0	10	0	10	8	0	0	8	18
Exiting Leg				0				8				10	18
Total				0				18				18	36

PDI File #: **207450 EE**
 Location: **N: Quinn Road (Mirak Mill Park East 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

	Quinn Road (Mirak Mill Park East Driveway)				Massachusetts Avenue				Massachusetts Avenue				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	3	0	3	3	0	0	3	6
5:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
5:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	3	0	3	1	0	0	1	4
Grand Total	0	0	0	0	0	6	0	6	4	0	0	4	10
Approach %	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	60.0	0.0	60.0	40.0	0.0	0.0	40.0	
Exiting Leg Total	0				4				6				10

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

4:00 PM	Quinn Road (Mirak Mill Park East Driveway)				Massachusetts Avenue				Massachusetts Avenue				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	2	0	0	2	2
Total Volume	0	0	0	0	0	3	0	3	3	0	0	3	6
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.375	0.375	0.000	0.000	0.375	0.750
Entering Leg	0				3				3				6
Exiting Leg	0				3				3				6
Total	0				6				6				12

PDI File #: **207450 EE**
 Location: **N: Quinn Road (Mirak Mill Park East 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

	Quinn Road (Mirak Mill Park East Driveway)				Massachusetts Avenue				Massachusetts Avenue				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
4:45 PM	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	1	1
5:00 PM	1	0	0	1	0	1	0	1	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	1	0	1	0	0	0	0	2
Grand Total	1	0	0	1	0	1	0	1	1	0	0	1	3
Approach %	100.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
Total %	33.3	0.0	0.0	33.3	0.0	33.3	0.0	33.3	33.3	0.0	0.0	33.3	
Exiting Leg Total	0				1				2				3

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

4:15 PM	Quinn Road (Mirak Mill Park East Driveway)				Massachusetts Avenue				Massachusetts Avenue				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	1	0	0	1	0	1	0	1	0	0	0	0	2
Total Volume	1	0	0	1	0	1	0	1	1	0	0	1	3
% Approach Total	100.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
PHF	0.250	0.000	0.000	0.250	0.000	0.250	0.000	0.250	0.250	0.000	0.000	0.250	0.375
Entering Leg	1	0	0	1	0	1	0	1	1	0	0	1	3
Exiting Leg	0				1				2				3
Total	1				2				3				6

PDI File #: 207450 EE
 Location: N: Quinn Road (Mirak Mill Park East Driveway)
 Location: E: Massachusetts Avenue W: Massachusetts Avenue
 City, State: Arlington, MA
 Client: Nitsch Eng/B.Zimolka
 Site Code: TBD



PRECISION
 DATA
 INDUSTRIES, LLC

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

Count Date: Tuesday, February 4, 2020
 Start Time: 4:00 PM
 End Time: 6:00 PM

Class: Bicycles (on Roadway and Crosswalks)

	Quinn Road (Mirak Mill Park East Driveway)							Massachusetts Avenue						Massachusetts Avenue						Total	
	from North							from East						from West							
	Right	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	0	0	0	0	2	3
5:00 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	2	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
5:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	4	0	0	0	0	4	2	0	0	0	0	2	6
Total	0	0	0	0	0	0	0	0	7	0	0	0	0	7	2	0	0	0	0	2	9
Grand Total	0	0	0	0	0	0	0	0	8	0	0	0	0	8	4	0	0	0	0	4	12
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	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	0.0	66.7	0.0	0.0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	33.3	
Exiting Leg Total	0							4						8						12	

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

5:00 PM	Quinn Road (Mirak Mill Park East Driveway)							Massachusetts Avenue						Massachusetts Avenue						Total	
	from North							from East						from West							
	Right	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
5:00 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	2	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
5:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	4	0	0	0	0	4	2	0	0	0	0	2	6
Total Volume	0	0	0	0	0	0	0	0	7	0	0	0	0	7	2	0	0	0	0	2	9
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	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	0.000	0.438	0.000	0.000	0.000	0.438	0.250	0.000	0.000	0.000	0.000	0.250	0.375	
Entering Leg	0							7						2						9	
Exiting Leg	0							2						7						9	
Total	0							9						9						18	

PDI File #: 207450 EE
 Location: N: Quinn Road (Mirak Mill Park East 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



Pedestrians

	Quinn Road (Mirak Mill Park East Driveway)						Massachusetts Avenue						Massachusetts Avenue						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
4:30 PM	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4:45 PM	0	0	0	4	4	8	0	0	0	0	0	0	0	0	0	0	0	0	8
Total	0	0	0	7	7	14	0	0	0	0	0	0	0	0	0	0	1	1	15
5:00 PM	0	0	0	4	3	7	0	0	0	0	0	0	0	0	0	0	0	0	7
5:15 PM	0	0	0	1	1	2	0	0	0	0	1	1	0	0	0	0	0	0	3
5:30 PM	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
5:45 PM	0	0	0	3	2	5	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	0	0	0	11	6	17	0	0	0	0	1	1	0	0	0	0	0	0	18
Grand Total	0	0	0	18	13	31	0	0	0	0	1	1	0	0	0	0	1	1	33
Approach %	0	0	0	58.065	41.935		0	0	0	0	100		0	0	0	0	100		
Total %	0	0	0	54.545	39.394	93.939	0	0	0	0	3.0303	3.0303	0	0	0	0	3.0303	3.0303	
Exiting Leg Total	31						1						1						33

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

4:30 PM	Quinn Road (Mirak Mill Park East Driveway)						Massachusetts Avenue						Massachusetts Avenue						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:30 PM	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4:45 PM	0	0	0	4	4	8	0	0	0	0	0	0	0	0	0	0	0	0	8
5:00 PM	0	0	0	4	3	7	0	0	0	0	0	0	0	0	0	0	0	0	7
5:15 PM	0	0	0	1	1	2	0	0	0	0	1	1	0	0	0	0	0	0	3
Total Volume	0	0	0	9	11	20	0	0	0	0	1	1	0	0	0	0	0	0	21
% Approach Total	0.0	0.0	0.0	45.0	55.0		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	0.563	0.688	0.625	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.656
Entering Leg	0	0	0	9	11	20	0	0	0	0	1	1	0	0	0	0	0	0	21
Exiting Leg	20						1						0						21
Total	40						2						0						42

PDI File #: **207450 F**
 Location: **N: Mill Bridge S: Mirak Mill East Driveway**
 Location: **E: Quinn Access Road W: Parking Lot**
 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)

	Mill Bridge					Quinn Access Road					Mirak Mill East Driveway					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	1	0	1	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	4
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
7:30 AM	0	0	1	0	1	0	0	0	0	0	1	5	0	0	6	1	0	0	0	1	8
7:45 AM	0	2	2	1	5	1	0	0	0	1	1	4	0	0	5	0	0	0	0	0	11
Total	0	3	4	1	8	1	0	1	0	2	3	14	0	0	17	1	0	0	0	1	28
8:00 AM	0	0	1	0	1	0	0	1	0	1	2	3	0	0	5	0	0	0	0	0	7
8:15 AM	0	0	0	0	0	0	0	1	0	1	4	6	1	0	11	0	0	0	0	0	12
8:30 AM	0	0	1	0	1	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	6
8:45 AM	0	2	0	0	2	0	0	1	0	1	6	1	0	0	7	0	0	0	0	0	10
Total	0	2	2	0	4	0	0	3	0	3	14	13	1	0	28	0	0	0	0	0	35
Grand Total	0	5	6	1	12	1	0	4	0	5	17	27	1	0	45	1	0	0	0	1	63
Approach %	0.0	41.7	50.0	8.3		20.0	0.0	80.0	0.0		37.8	60.0	2.2	0.0		100.0	0.0	0.0	0.0		
Total %	0.0	7.9	9.5	1.6	19.0	1.6	0.0	6.3	0.0	7.9	27.0	42.9	1.6	0.0	71.4	1.6	0.0	0.0	0.0	1.6	
Exiting Leg Total	29					23					10					1					63
Cars	0	5	6	0	11	1	0	4	0	5	17	27	1	0	45	1	0	0	0	1	62
% Cars	0.0	100.0	100.0	0.0	91.7	100.0	0.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	0.0	0.0	0.0	100.0	98.4
Exiting Leg Total	28					23					10					1					62
Heavy Vehicles	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Heavy Vehicles	0.0	0.0	0.0	100.0	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	0.0	0.0	1.6
Exiting Leg Total	1					0					0					0					1

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

7:30 AM	Mill Bridge					Quinn Access Road					Mirak Mill East Driveway					Parking Lot					Total
	from North					from East					from South					from West					
	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	1	0	1	0	0	0	0	0	1	5	0	0	6	1	0	0	0	1	8
7:45 AM	0	2	2	1	5	1	0	0	0	1	1	4	0	0	5	0	0	0	0	0	11
8:00 AM	0	0	1	0	1	0	0	1	0	1	2	3	0	0	5	0	0	0	0	0	7
8:15 AM	0	0	0	0	0	0	0	1	0	1	4	6	1	0	11	0	0	0	0	0	12
Total Volume	0	2	4	1	7	1	0	2	0	3	8	18	1	0	27	1	0	0	0	1	38
% Approach Total	0.0	28.6	57.1	14.3		33.3	0.0	66.7	0.0		29.6	66.7	3.7	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.500	0.250	0.350	0.250	0.000	0.500	0.000	0.750	0.500	0.750	0.250	0.000	0.614	0.250	0.000	0.000	0.000	0.250	0.792
Cars	0	2	4	0	6	1	0	2	0	3	8	18	1	0	27	1	0	0	0	1	37
Cars %	0.0	100.0	100.0	0.0	85.7	100.0	0.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	0.0	0.0	0.0	100.0	97.4
Heavy Vehicles	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Heavy Vehicles %	0.0	0.0	0.0	100.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.6
Cars Enter Leg	0	2	4	0	6	1	0	2	0	3	8	18	1	0	27	1	0	0	0	1	37
Heavy Enter Leg	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Entering Leg	0	2	4	1	7	1	0	2	0	3	8	18	1	0	27	1	0	0	0	1	38
Cars Exiting Leg	19					12					5					1					37
Heavy Exiting Leg	1					0					0					0					1
Total Exiting Leg	20					12					5					1					38

PDI File #: **207450 F**
 Location: **N: Mill Bridge S: Mirak Mill East Driveway**
 Location: **E: Quinn Access Road W: Parking Lot**
 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

	Mill Bridge					Quinn Access Road					Mirak Mill East Driveway					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	1	0	1	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	4
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
7:30 AM	0	0	1	0	1	0	0	0	0	0	1	5	0	0	6	1	0	0	0	1	8
7:45 AM	0	2	2	0	4	1	0	0	0	1	1	4	0	0	5	0	0	0	0	0	10
Total	0	3	4	0	7	1	0	1	0	2	3	14	0	0	17	1	0	0	0	1	27
8:00 AM	0	0	1	0	1	0	0	1	0	1	2	3	0	0	5	0	0	0	0	0	7
8:15 AM	0	0	0	0	0	0	0	1	0	1	4	6	1	0	11	0	0	0	0	0	12
8:30 AM	0	0	1	0	1	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	6
8:45 AM	0	2	0	0	2	0	0	1	0	1	6	1	0	0	7	0	0	0	0	0	10
Total	0	2	2	0	4	0	0	3	0	3	14	13	1	0	28	0	0	0	0	0	35
Grand Total	0	5	6	0	11	1	0	4	0	5	17	27	1	0	45	1	0	0	0	1	62
Approach %	0.0	45.5	54.5	0.0		20.0	0.0	80.0	0.0		37.8	60.0	2.2	0.0		100.0	0.0	0.0	0.0		
Total %	0.0	8.1	9.7	0.0	17.7	1.6	0.0	6.5	0.0	8.1	27.4	43.5	1.6	0.0	72.6	1.6	0.0	0.0	0.0	1.6	
Exiting Leg Total	28					23					10					1					62

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

	Mill Bridge					Quinn Access Road					Mirak Mill East Driveway					Parking Lot					Total
	from North					from East					from South					from West					
	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	1	0	1	0	0	0	0	0	1	5	0	0	6	1	0	0	0	1	8
7:45 AM	0	2	2	0	4	1	0	0	0	1	1	4	0	0	5	0	0	0	0	0	10
8:00 AM	0	0	1	0	1	0	0	1	0	1	2	3	0	0	5	0	0	0	0	0	7
8:15 AM	0	0	0	0	0	0	0	1	0	1	4	6	1	0	11	0	0	0	0	0	12
Total Volume	0	2	4	0	6	1	0	2	0	3	8	18	1	0	27	1	0	0	0	1	37
% Approach Total	0.0	33.3	66.7	0.0		33.3	0.0	66.7	0.0		29.6	66.7	3.7	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.500	0.000	0.375	0.250	0.000	0.500	0.000	0.750	0.500	0.750	0.250	0.000	0.614	0.250	0.000	0.000	0.000	0.250	0.771
Entering Leg	0	2	4	0	6	1	0	2	0	3	8	18	1	0	27	1	0	0	0	1	37
Exiting Leg	19					12					5					1					37
Total	25					15					32					2					74

PDI File #: **207450 F**
 Location: **N: Mill Bridge S: Mirak Mill East Driveway**
 Location: **E: Quinn Access Road W: Parking Lot**
 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)

	Mill Bridge					Quinn Access Road					Mirak Mill East Driveway					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	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	100.0	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	
Exiting Leg Total	1					0					0					0					1
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0
Single-Unit Trucks	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Single-Unit	0.0	0.0	0.0	100.0	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	100.0
Exiting Leg Total	1					0					0					0					1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0

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

	Mill Bridge					Quinn Access Road					Mirak Mill East Driveway					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.250	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	0.250
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Single-Unit Trucks	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Single-Unit %	0.0	0.0	0.0	100.0	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	100.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Buses	0					0					0					0					0
Single-Unit Trucks	1					0					0					0					1
Articulated Trucks	0					0					0					0					0
Total Exiting Leg	1					0					0					0					1

PDI File #: **207450 F**
 Location: **N: Mill Bridge S: Mirak Mill East Driveway**
 Location: **E: Quinn Access Road W: Parking Lot**
 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

	Mill Bridge					Quinn Access Road					Mirak Mill East Driveway					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0

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

	Mill Bridge					Quinn Access Road					Mirak Mill East Driveway					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0					0					0					0					0
Total	0					0					0					0					0

PDI File #: **207450 F**
 Location: **N: Mill Bridge S: Mirak Mill East Driveway**
 Location: **E: Quinn Access Road W: Parking Lot**
 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

	Mill Bridge					Quinn Access Road					Mirak Mill East Driveway					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	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	100.0	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	
Exiting Leg Total	1					0					0					0					1

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

	Mill Bridge					Quinn Access Road					Mirak Mill East Driveway					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.250	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	0.250
Entering Leg	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg	1					0					0					0					1
Total	2					0					0					0					2

PDI File #: **207450 F**
 Location: **N: Mill Bridge S: Mirak Mill East Driveway**
 Location: **E: Quinn Access Road W: Parking Lot**
 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

	Mill Bridge					Quinn Access Road					Mirak Mill East Driveway					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0

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

	Mill Bridge					Quinn Access Road					Mirak Mill East Driveway					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0					0					0					0					0
Total	0					0					0					0					0

PDI File #: 207450 F
 Location: N: Mill Bridge S: Mirak Mill East Driveway
 Location: E: Quinn Access Road W: Parking Lot
 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

	Mill Bridge							Quinn Access Road							Mirak Mill East Driveway							Parking Lot							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg Total	0							0							0							0							0

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

	Mill Bridge							Quinn Access Road							Mirak Mill East Driveway							Parking Lot							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	
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	
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	
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	
% 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	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: **207450 FF**
 Location: **N: Mill Bridge S: Mirak Mill East Driveway**
 Location: **E: Quinn Access Road W: Parking Lot**
 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:



PRECISION
D A T A
INDUSTRIES, LLC

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

Cars and Heavy Vehicles (Combined)

	Mill Bridge					Quinn Access Road					Mirak Mill East Driveway					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	3	0	0	3	0	0	1	0	1	2	1	0	0	3	0	0	0	0	0	7
4:15 PM	0	1	0	0	1	0	0	3	0	3	0	1	0	0	1	0	0	0	0	0	5
4:30 PM	0	7	0	0	7	0	0	1	0	1	3	1	0	0	4	0	0	0	0	0	12
4:45 PM	0	5	0	0	5	0	0	4	0	4	1	0	0	0	1	0	0	0	0	0	10
Total	0	16	0	0	16	0	0	9	0	9	6	3	0	0	9	0	0	0	0	0	34
5:00 PM	0	7	0	0	7	0	0	3	0	3	1	1	0	0	2	1	0	0	0	1	13
5:15 PM	0	1	0	0	1	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	5
5:30 PM	0	4	0	0	4	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	6
5:45 PM	0	2	0	0	2	0	0	3	0	3	0	1	0	0	1	0	0	0	0	0	6
Total	0	14	0	0	14	0	0	7	0	7	2	4	1	0	7	2	0	0	0	2	30
Grand Total	0	30	0	0	30	0	0	16	0	16	8	7	1	0	16	2	0	0	0	2	64
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		50.0	43.8	6.3	0.0		100.0	0.0	0.0	0.0		
Total %	0.0	46.9	0.0	0.0	46.9	0.0	0.0	25.0	0.0	25.0	12.5	10.9	1.6	0.0	25.0	3.1	0.0	0.0	0.0	3.1	
Exiting Leg Total	7					8					48					1					64
Cars	0	29	0	0	29	0	0	16	0	16	8	7	1	0	16	2	0	0	0	2	63
% Cars	0.0	96.7	0.0	0.0	96.7	0.0	0.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	0.0	0.0	0.0	100.0	98.4
Exiting Leg Total	7					8					47					1					63
Heavy Vehicles	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Heavy Vehicles	0.0	3.3	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6
Exiting Leg Total	0					0					1					0					1

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

4:15 PM	Mill Bridge					Quinn Access Road					Mirak Mill East Driveway					Parking Lot					Total
	from North					from East					from South					from West					
	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	1	0	0	1	0	0	3	0	3	0	1	0	0	1	0	0	0	0	0	5
4:30 PM	0	7	0	0	7	0	0	1	0	1	3	1	0	0	4	0	0	0	0	0	12
4:45 PM	0	5	0	0	5	0	0	4	0	4	1	0	0	0	1	0	0	0	0	0	10
5:00 PM	0	7	0	0	7	0	0	3	0	3	1	1	0	0	2	1	0	0	0	1	13
Total Volume	0	20	0	0	20	0	0	11	0	11	5	3	0	0	8	1	0	0	0	1	40
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		62.5	37.5	0.0	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.714	0.000	0.000	0.714	0.000	0.000	0.688	0.000	0.688	0.417	0.750	0.000	0.000	0.500	0.250	0.000	0.000	0.000	0.250	0.769
Cars	0	20	0	0	20	0	0	11	0	11	5	3	0	0	8	1	0	0	0	1	40
Cars %	0.0	100.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	100.0	100.0	100.0	0.0	0.0	100.0	100.0	0.0	0.0	0.0	100.0	100.0
Heavy Vehicles	0	0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cars Enter Leg	0	20	0	0	20	0	0	11	0	11	5	3	0	0	8	1	0	0	0	1	40
Heavy Enter Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0	20	0	0	20	0	0	11	0	11	5	3	0	0	8	1	0	0	0	1	40
Cars Exiting Leg	3					5					32					0					40
Heavy Exiting Leg	0					0					0					0					0
Total Exiting Leg	3					5					32					0					40

PDI File #: **207450 FF**
 Location: **N: Mill Bridge S: Mirak Mill East Driveway**
 Location: **E: Quinn Access Road W: Parking Lot**
 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**



	Mill Bridge					Quinn Access Road					Mirak Mill East Driveway					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	3	0	0	3	0	0	1	0	1	2	1	0	0	3	0	0	0	0	0	7
4:15 PM	0	1	0	0	1	0	0	3	0	3	0	1	0	0	1	0	0	0	0	0	5
4:30 PM	0	7	0	0	7	0	0	1	0	1	3	1	0	0	4	0	0	0	0	0	12
4:45 PM	0	5	0	0	5	0	0	4	0	4	1	0	0	0	1	0	0	0	0	0	10
Total	0	16	0	0	16	0	0	9	0	9	6	3	0	0	9	0	0	0	0	0	34
5:00 PM	0	7	0	0	7	0	0	3	0	3	1	1	0	0	2	1	0	0	0	1	13
5:15 PM	0	1	0	0	1	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	5
5:30 PM	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	5
5:45 PM	0	2	0	0	2	0	0	3	0	3	0	1	0	0	1	0	0	0	0	0	6
Total	0	13	0	0	13	0	0	7	0	7	2	4	1	0	7	2	0	0	0	2	29
Grand Total	0	29	0	0	29	0	0	16	0	16	8	7	1	0	16	2	0	0	0	2	63
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		50.0	43.8	6.3	0.0		100.0	0.0	0.0	0.0		
Total %	0.0	46.0	0.0	0.0	46.0	0.0	0.0	25.4	0.0	25.4	12.7	11.1	1.6	0.0	25.4	3.2	0.0	0.0	0.0	3.2	
Exiting Leg Total	7					8					47					1					63

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

	Mill Bridge					Quinn Access Road					Mirak Mill East Driveway					Parking Lot					Total
	from North					from East					from South					from West					
	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	1	0	0	1	0	0	3	0	3	0	1	0	0	1	0	0	0	0	0	5
4:30 PM	0	7	0	0	7	0	0	1	0	1	3	1	0	0	4	0	0	0	0	0	12
4:45 PM	0	5	0	0	5	0	0	4	0	4	1	0	0	0	1	0	0	0	0	0	10
5:00 PM	0	7	0	0	7	0	0	3	0	3	1	1	0	0	2	1	0	0	0	1	13
Total Volume	0	20	0	0	20	0	0	11	0	11	5	3	0	0	8	1	0	0	0	1	40
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		62.5	37.5	0.0	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.714	0.000	0.000	0.714	0.000	0.000	0.688	0.000	0.688	0.417	0.750	0.000	0.000	0.500	0.250	0.000	0.000	0.000	0.250	0.769
Entering Leg	0	20	0	0	20	0	0	11	0	11	5	3	0	0	8	1	0	0	0	1	40
Exiting Leg	3					5					32					0					40
Total	23					16					40					1					80

PDI File #: **207450 FF**
 Location: **N: Mill Bridge S: Mirak Mill East Driveway**
 Location: **E: Quinn Access Road W: Parking Lot**
 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)

	Mill Bridge					Quinn Access Road					Mirak Mill East Driveway					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					0					1					0					1
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					1					0					0
Single-Unit Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Single-Unit	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0
Exiting Leg Total	0					0					1					0					1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0

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

	Mill Bridge					Quinn Access Road					Mirak Mill East Driveway					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Single-Unit Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Single-Unit %	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Buses	0					0					0					0					0
Single-Unit Trucks	0					0					1					0					1
Articulated Trucks	0					0					0					0					0
Total Exiting Leg	0					0					1					0					1

PDI File #: **207450 FF**
 Location: **N: Mill Bridge S: Mirak Mill East Driveway**
 Location: **E: Quinn Access Road W: Parking Lot**
 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

	Mill Bridge					Quinn Access Road					Mirak Mill East Driveway					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0

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

	Mill Bridge					Quinn Access Road					Mirak Mill East Driveway					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0					0					0					0					0
Total	0					0					0					0					0

PDI File #: **207450 FF**
 Location: **N: Mill Bridge S: Mirak Mill East Driveway**
 Location: **E: Quinn Access Road W: Parking Lot**
 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

	Mill Bridge					Quinn Access Road					Mirak Mill East Driveway					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					0					1					0					1

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

4:45 PM	Mill Bridge					Quinn Access Road					Mirak Mill East Driveway					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg	0					0					1					0					1
Total	1					0					1					0					2

PDI File #: **207450 FF**
 Location: **N: Mill Bridge S: Mirak Mill East Driveway**
 Location: **E: Quinn Access Road W: Parking Lot**
 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

	Mill Bridge					Quinn Access Road					Mirak Mill East Driveway					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0

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

	Mill Bridge					Quinn Access Road					Mirak Mill East Driveway					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0					0					0					0					0
Total	0					0					0					0					0

PDI File #: 207450 FF
 Location: N: Mill Bridge S: Mirak Mill East Driveway
 Location: E: Quinn Access Road W: Parking Lot
 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:



PRECISION
 DATA
 INDUSTRIES, LLC

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

Bicycles (on Roadway and Crosswalks)

	Mill Bridge							Quinn Access Road							Mirak Mill East Driveway							Parking Lot							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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
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
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
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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		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	100.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0							0							1							0	1						

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

	Mill Bridge							Quinn Access Road							Mirak Mill East Driveway							Parking Lot							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	
Entering Leg	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg	0							0							1							0	1						
Total	1							0							1							0	2						

PDI File #: 207450 FF
 Location: N: Mill Bridge S: Mirak Mill East Driveway
 Location: E: Quinn Access Road W: Parking Lot
 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

	Mill Bridge							Quinn Access Road							Mirak Mill East Driveway							Parking Lot							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
Total	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	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
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
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
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
Grand Total	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	3	3	6
Approach %	0	0	0	0	0	0	0	0	0	0	0	66.7	33.3	0	0	0	0	0	0	0	0	0	0	0	0	100			
Total %	0	0	0	0	0	0	0	0	0	0	0	33.3	16.7	50	0	0	0	0	0	0	0	0	0	0	0	0	50	50	
Exiting Leg Total	0							3							0							3							6

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

	Mill Bridge							Quinn Access Road							Mirak Mill East Driveway							Parking Lot							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4
% Approach Total	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	100.0			
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	0.250	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	0.250	0.250	0.333
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4
Exiting Leg	0							2							0							2							4
Total	0							4							0							4							8

PDI File #: 207450 G
 Location: N: Forest Street S: Forest Street
 Location: E: Ryder Street W: Peirce Street SE: Driveway
 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:



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

Cars and Heavy Vehicles (Combined)

	Forest Street						Ryder Street						Driveway						Forest Street						Peirce Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard 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	
7:00 AM	3	61	0	0	0	64	0	1	5	0	0	6	0	0	0	1	0	1	0	4	14	0	0	18	1	0	0	2	0	3	92
7:15 AM	9	58	0	0	0	67	2	0	6	0	0	8	0	0	0	1	0	1	0	1	14	0	0	15	0	0	0	3	0	3	94
7:30 AM	16	81	0	1	0	98	1	0	3	0	0	4	0	0	0	0	0	0	0	5	41	1	0	47	0	0	0	4	0	4	153
7:45 AM	34	62	0	3	0	99	1	0	1	0	0	2	0	0	0	0	0	0	0	2	50	1	0	53	0	0	0	0	0	0	154
Total	62	262	0	4	0	328	4	1	15	0	0	20	0	0	0	2	0	2	0	12	119	2	0	133	1	0	0	9	0	10	493
8:00 AM	6	74	0	5	0	85	1	0	3	0	0	4	0	1	0	0	0	1	0	2	53	1	0	56	1	0	0	4	0	5	151
8:15 AM	7	52	0	1	0	60	0	0	1	0	0	1	0	0	0	0	0	0	0	0	27	0	0	27	0	0	0	2	0	2	90
8:30 AM	1	44	0	2	0	47	1	0	0	0	0	1	0	0	0	0	0	0	0	1	26	0	0	27	0	0	0	1	0	1	76
8:45 AM	2	36	0	1	0	39	0	0	2	0	0	2	0	0	0	0	0	0	0	1	24	1	0	26	1	0	0	1	0	2	69
Total	16	206	0	9	0	231	2	0	6	0	0	8	0	1	0	0	0	1	0	4	130	2	0	136	2	0	0	8	0	10	386
Grand Total	78	468	0	13	0	559	6	1	21	0	0	28	0	1	0	2	0	3	0	16	249	4	0	269	3	0	0	17	0	20	879
Approach %	14.0	83.7	0.0	2.3	0.0		21.4	3.6	75.0	0.0	0.0		0.0	33.3	0.0	66.7	0.0		0.0	5.9	92.6	1.5	0.0		15.0	0.0	0.0	85.0	0.0		
Total %	8.9	53.2	0.0	1.5	0.0	63.6	0.7	0.1	2.4	0.0	0.0	3.2	0.0	0.1	0.0	0.2	0.0	0.3	0.0	1.8	28.3	0.5	0.0	30.6	0.3	0.0	0.0	1.9	0.0	2.3	
Exiting Leg Total	273						29						0						494						83						
Cars	76	459	0	13	0	548	5	1	12	0	0	18	0	1	0	2	0	3	0	12	246	2	0	260	3	0	0	17	0	20	849
% Cars	97.4	98.1	0.0	100.0	0.0	98.0	83.3	100.0	57.1	0.0	0.0	64.3	0.0	100.0	0.0	100.0	0.0	100.0	0.0	75.0	98.8	50.0	0.0	96.7	100.0	0.0	0.0	100.0	0.0	100.0	96.6
Exiting Leg Total	269						25						0						476						79						
Heavy Vehicles	2	9	0	0	0	11	1	0	9	0	0	10	0	0	0	0	0	0	0	4	3	2	0	9	0	0	0	0	0	0	30
% Heavy Vehicles	2.6	1.9	0.0	0.0	0.0	2.0	16.7	0.0	42.9	0.0	0.0	35.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	1.2	50.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	3.4
Exiting Leg Total	4						4						0						18						4						

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

	Forest Street						Ryder Street						Driveway						Forest Street						Peirce Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard 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	
7:15 AM	9	58	0	0	0	67	2	0	6	0	0	8	0	0	0	1	0	1	0	1	14	0	0	15	0	0	0	3	0	3	94
7:30 AM	16	81	0	1	0	98	1	0	3	0	0	4	0	0	0	0	0	0	0	5	41	1	0	47	0	0	0	4	0	4	153
7:45 AM	34	62	0	3	0	99	1	0	1	0	0	2	0	0	0	0	0	0	0	2	50	1	0	53	0	0	0	0	0	0	154
8:00 AM	6	74	0	5	0	85	1	0	3	0	0	4	0	1	0	0	0	1	0	2	53	1	0	56	1	0	0	4	0	5	151
Total Volume	65	275	0	9	0	349	5	0	13	0	0	18	0	1	0	1	0	2	0	10	158	3	0	171	1	0	0	11	0	12	552
% Approach Total	18.6	78.8	0.0	2.6	0.0		27.8	0.0	72.2	0.0	0.0		0.0	50.0	0.0	50.0	0.0		0.0	5.8	92.4	1.8	0.0		8.3	0.0	0.0	91.7	0.0		
PHF	0.478	0.849	0.000	0.450	0.000	0.881	0.625	0.000	0.542	0.000	0.000	0.563	0.000	0.250	0.000	0.250	0.000	0.500	0.000	0.500	0.745	0.750	0.000	0.763	0.250	0.000	0.000	0.688	0.000	0.600	0.896
Cars	64	272	0	9	0	345	4	0	8	0	0	12	0	1	0	1	0	2	0	7	156	2	0	165	1	0	0	11	0	12	536
Cars %	98.5	98.9	0.0	100.0	0.0	98.9	80.0	0.0	61.5	0.0	0.0	66.7	0.0	100.0	0.0	100.0	0.0	100.0	0.0	70.0	98.7	66.7	0.0	96.5	100.0	0.0	0.0	100.0	0.0	100.0	97.1
Heavy Vehicles	1	3	0	0	0	4	1	0	5	0	0	6	0	0	0	0	0	0	0	3	2	1	0	6	0	0	0	0	0	0	16
Heavy Vehicles %	1.5	1.1	0.0	0.0	0.0	1.1	20.0	0.0	38.5	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.0	1.3	33.3	0.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	2.9
Cars Enter Leg	64	272	0	9	0	345	4	0	8	0	0	12	0	1	0	1	0	2	0	7	156	2	0	165	1	0	0	11	0	12	536
Heavy Enter Leg	1	3	0	0	0	4	1	0	5	0	0	6	0	0	0	0	0	0	0	3	2	1	0	6	0	0	0	0	0	0	16
Total Entering Leg	65	275	0	9	0	349	5	0	13	0	0	18	0	1	0	1	0	2	0	10	158	3	0	171	1	0	0	11	0	12	552
Cars Exiting Leg	172						16						0						282						66						
Heavy Exiting Leg	3						3						0						8						2						
Total Exiting Leg	175						19						0						290						68						

PDI File #: 207450 G
 Location: N: Forest Street S: Forest Street
 Location: E: Ryder Street W: Peirce Street SE: Driveway
 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:



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

Cars

	Forest Street						Ryder Street						Driveway						Forest Street						Peirce Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard 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	
7:00 AM	3	59	0	0	0	62	0	1	3	0	0	4	0	0	0	1	0	1	0	4	14	0	0	18	1	0	0	2	0	3	88
7:15 AM	9	58	0	0	0	67	1	0	2	0	0	3	0	0	0	1	0	1	0	1	13	0	0	14	0	0	0	3	0	3	88
7:30 AM	16	81	0	1	0	98	1	0	2	0	0	3	0	0	0	0	0	0	0	2	40	0	0	42	0	0	0	4	0	4	147
7:45 AM	34	62	0	3	0	99	1	0	1	0	0	2	0	0	0	0	0	0	0	2	50	1	0	53	0	0	0	0	0	0	154
Total	62	260	0	4	0	326	3	1	8	0	0	12	0	0	0	2	0	2	0	9	117	1	0	127	1	0	0	9	0	10	477
8:00 AM	5	71	0	5	0	81	1	0	3	0	0	4	0	1	0	0	0	1	0	2	53	1	0	56	1	0	0	4	0	5	147
8:15 AM	7	51	0	1	0	59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	0	0	27	0	0	0	2	0	2	88
8:30 AM	1	42	0	2	0	45	1	0	0	0	0	1	0	0	0	0	0	0	0	0	25	0	0	25	0	0	0	1	0	1	72
8:45 AM	1	35	0	1	0	37	0	0	1	0	0	1	0	0	0	0	0	0	0	1	24	0	0	25	1	0	0	1	0	2	65
Total	14	199	0	9	0	222	2	0	4	0	0	6	0	1	0	0	0	1	0	3	129	1	0	133	2	0	0	8	0	10	372
Grand Total	76	459	0	13	0	548	5	1	12	0	0	18	0	1	0	2	0	3	0	12	246	2	0	260	3	0	0	17	0	20	849
Approach %	13.9	83.8	0.0	2.4	0.0	27.8	5.6	66.7	0.0	0.0	0.0	33.3	0.0	66.7	0.0	0.0	4.6	94.6	0.8	0.0	0.0	4.6	94.6	0.8	0.0	15.0	0.0	0.0	85.0	0.0	
Total %	9.0	54.1	0.0	1.5	0.0	64.5	0.6	0.1	1.4	0.0	0.0	2.1	0.0	0.1	0.0	0.2	0.0	0.4	0.0	1.4	29.0	0.2	0.0	30.6	0.4	0.0	0.0	2.0	0.0	2.4	
Exiting Leg Total	269						25						0						476						79	849					

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

	Forest Street						Ryder Street						Driveway						Forest Street						Peirce Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard 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	
7:15 AM	9	58	0	0	0	67	1	0	2	0	0	3	0	0	0	1	0	1	0	1	13	0	0	14	0	0	0	3	0	3	88
7:30 AM	16	81	0	1	0	98	1	0	2	0	0	3	0	0	0	0	0	0	0	2	40	0	0	42	0	0	0	4	0	4	147
7:45 AM	34	62	0	3	0	99	1	0	1	0	0	2	0	0	0	0	0	0	0	2	50	1	0	53	0	0	0	0	0	0	154
8:00 AM	5	71	0	5	0	81	1	0	3	0	0	4	0	1	0	0	0	1	0	2	53	1	0	56	1	0	0	4	0	5	147
Total Volume	64	272	0	9	0	345	4	0	8	0	0	12	0	1	0	1	0	2	0	7	156	2	0	165	1	0	0	11	0	12	536
% Approach Total	18.6	78.8	0.0	2.6	0.0	33.3	0.0	66.7	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	4.2	94.5	1.2	0.0	0.0	4.2	94.5	1.2	0.0	8.3	0.0	0.0	91.7	0.0	
PHF	0.471	0.840	0.000	0.450	0.000	0.871	1.000	0.000	0.667	0.000	0.000	0.750	0.000	0.250	0.000	0.250	0.000	0.500	0.000	0.875	0.736	0.500	0.000	0.737	0.250	0.000	0.000	0.688	0.000	0.600	0.870
Entering Leg	64	272	0	9	0	345	4	0	8	0	0	12	0	1	0	1	0	2	0	7	156	2	0	165	1	0	0	11	0	12	536
Exiting Leg	172						16						0						66						536						
Total	517						28						2						447						78	1072					

PDI File #: 207450 G
 Location: N: Forest Street S: Forest Street
 Location: E: Ryder Street W: Peirce Street SE: Driveway
 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						Ryder Street						Driveway						Forest Street						Peirce Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard 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	
7:00 AM	0	2	0	0	0	2	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4		
7:15 AM	0	0	0	0	0	0	1	0	4	0	0	5	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	6		
7:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3	1	1	0	5	0	0	0	0	6		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total	0	2	0	0	0	2	1	0	7	0	0	8	0	0	0	0	0	0	0	3	2	1	0	6	0	0	0	0	16		
8:00 AM	1	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4			
8:15 AM	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2			
8:30 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	4			
8:45 AM	1	1	0	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	4			
Total	2	7	0	0	0	9	0	0	2	0	0	2	0	0	0	0	0	0	1	1	1	0	3	0	0	0	0	14			
Grand Total	2	9	0	0	0	11	1	0	9	0	0	10	0	0	0	0	0	0	0	4	3	2	0	9	0	0	0	0	30		
Approach %	18.2	81.8	0.0	0.0	0.0		10.0	0.0	90.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	44.4	33.3	22.2	0.0		0.0	0.0	0.0	0.0			
Total %	6.7	30.0	0.0	0.0	0.0	36.7	3.3	0.0	30.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0		0.0	13.3	10.0	6.7	0.0	30.0	0.0	0.0	0.0	0.0			
Exiting Leg Total						4						4												18				4	30		
Buses	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			
% Buses	50.0	0.0	0.0	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.3			
Exiting Leg Total						0						0												0				1			
Single-Unit Trucks	1	9	0	0	0	10	1	0	8	0	0	9	0	0	0	0	0	0	3	3	2	0	8	0	0	0	0	27			
% Single-Unit	50.0	100.0	0.0	0.0	0.0	90.9	100.0	0.0	88.9	0.0	0.0	90.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	75.0	100.0	100.0	0.0	88.9	0.0	0.0	0.0	90.0			
Exiting Leg Total						4						3												17				3			
Articulated Trucks	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2			
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	6.7			
Exiting Leg Total						0						1												1				2			

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

	Forest Street						Ryder Street						Driveway						Forest Street						Peirce Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard 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	
7:00 AM	0	2	0	0	0	2	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4		
7:15 AM	0	0	0	0	0	0	1	0	4	0	0	5	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	6		
7:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3	1	1	0	5	0	0	0	0	6		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total Volume	0	2	0	0	0	2	1	0	7	0	0	8	0	0	0	0	0	0	0	3	2	1	0	6	0	0	0	0	16		
% Approach Total	0.0	100.0	0.0	0.0	0.0		12.5	0.0	87.5	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	50.0	33.3	16.7	0.0		0.0	0.0	0.0	0.0			
PHF	0.000	0.250	0.000	0.000	0.000	0.250	0.250	0.000	0.438	0.000	0.000	0.400	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.250	0.000	0.300	0.000	0.000	0.000	0.000	0.667		
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Single-Unit Trucks	0	2	0	0	0	2	1	0	6	0	0	7	0	0	0	0	0	0	0	2	2	1	0	5	0	0	0	0	14		
Single-Unit %	0.0	100.0	0.0	0.0	0.0	100.0	100.0	0.0	85.7	0.0	0.0	87.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	66.7	100.0	100.0	0.0	83.3	0.0	0.0	0.0	0.0	87.5		
Articulated Trucks	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2		
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.3	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0	12.5		
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Single-Unit Trucks	0	2	0	0	0	2	1	0	6	0	0	7	0	0	0	0	0	0	0	2	2	1	0	5	0	0	0	0	14		
Articulated Trucks	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2		
Total Entering Leg	0	2	0	0	0	2	1	0	7	0	0	8	0	0	0	0	0	0	0	3	2	1	0	6	0	0	0	0	16		
Buses						0						0												0				0			
Single-Unit Trucks						3						7												8				1	14		
Articulated Trucks						0						1												1				0	2		
Total Exiting Leg						3						3												9				1	16		

PDI File #: 207450 G
 Location: N: Forest Street S: Forest Street
 Location: E: Ryder Street W: Peirce Street SE: Driveway
 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:



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

Buses

	Forest Street						Ryder Street						Driveway						Forest Street						Peirce Street						
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard 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	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
Total	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
Grand Total	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
Approach %	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Total %	100.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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						1						1

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

	Forest Street						Ryder Street						Driveway						Forest Street						Peirce Street						
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard 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	Total
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
Total Volume	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
% Approach Total	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
PHF	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250		
Entering Leg	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
Exiting Leg	0						0						0						0						1						1
Total	1						0						0						0						1						2

PDI File #: 207450 G
 Location: N: Forest Street S: Forest Street
 Location: E: Ryder Street W: Peirce Street SE: Driveway
 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:



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

Single-Unit Trucks

	Forest Street						Ryder Street						Driveway						Forest Street						Peirce Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard 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	
7:00 AM	0	2	0	0	0	2	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4		
7:15 AM	0	0	0	0	0	0	1	0	3	0	0	4	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	5		
7:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	1	1	0	4	0	0	0	0	5		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total	0	2	0	0	0	2	1	0	6	0	0	7	0	0	0	0	0	0	0	2	2	1	0	5	0	0	0	0	14		
8:00 AM	1	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4			
8:15 AM	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2			
8:30 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	4			
8:45 AM	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	3			
Total	1	7	0	0	0	8	0	0	2	0	0	2	0	0	0	0	0	0	1	1	1	0	3	0	0	0	0	13			
Grand Total	1	9	0	0	0	10	1	0	8	0	0	9	0	0	0	0	0	0	3	3	2	0	8	0	0	0	0	27			
Approach %	10.0	90.0	0.0	0.0	0.0		11.1	0.0	88.9	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	37.5	37.5	25.0	0.0		0.0	0.0	0.0	0.0			
Total %	3.7	33.3	0.0	0.0	0.0	37.0	3.7	0.0	29.6	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0		0.0	11.1	11.1	7.4	0.0	29.6	0.0	0.0	0.0	0.0			
Exiting Leg Total	4						3						0						17						3						27

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

	Forest Street						Ryder Street						Driveway						Forest Street						Peirce Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard 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	
7:00 AM	0	2	0	0	0	2	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4		
7:15 AM	0	0	0	0	0	0	1	0	3	0	0	4	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	5		
7:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	1	1	0	4	0	0	0	0	5		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total Volume	0	2	0	0	0	2	1	0	6	0	0	7	0	0	0	0	0	0	0	2	2	1	0	5	0	0	0	0	14		
% Approach Total	0.0	100.0	0.0	0.0	0.0		14.3	0.0	85.7	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	40.0	40.0	20.0	0.0		0.0	0.0	0.0	0.0			
PHF	0.000	0.250	0.000	0.000	0.000	0.250	0.250	0.000	0.500	0.000	0.000	0.438	0.000	0.000	0.000	0.000	0.000		0.000	0.250	0.500	0.250	0.000	0.313	0.000	0.000	0.000	0.000	0.700		
Entering Leg	0	2	0	0	0	2	1	0	6	0	0	7	0	0	0	0	0	0	0	2	2	1	0	5	0	0	0	0	14		
Exiting Leg	3						2						0						8						1						14
Total	5						9						0						13						1						28

PDI File #: 207450 GG
 Location: N: Forest Street S: Forest Street
 Location: E: Ryder Street W: Peirce Street SE: Driveway
 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@pdillc.com

Cars and Heavy Vehicles (Combined)

	Forest Street						Ryder Street						Driveway						Forest Street						Peirce Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard 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	
4:00 PM	0	30	0	1	0	31	1	0	3	0	0	4	0	0	0	0	0	0	0	2	43	0	0	45	1	0	0	1	0	2	82
4:15 PM	0	23	1	2	0	26	3	0	1	0	0	4	0	0	0	0	0	0	0	1	62	1	0	64	0	0	0	4	0	4	98
4:30 PM	0	31	0	0	0	31	3	0	2	0	0	5	0	2	0	1	0	3	0	3	47	1	0	51	0	0	0	1	0	1	91
4:45 PM	1	26	1	1	0	29	4	0	3	0	0	7	0	0	0	1	0	1	0	3	36	0	0	39	0	0	0	2	0	2	78
Total	1	110	2	4	0	117	11	0	9	0	0	20	0	2	0	2	0	4	0	9	188	2	0	199	1	0	0	8	0	9	349
5:00 PM	1	25	0	1	0	27	3	0	2	0	0	5	0	0	0	0	0	0	2	0	73	1	0	76	0	0	1	2	0	3	111
5:15 PM	1	16	0	2	0	19	1	0	1	0	0	2	0	0	0	1	0	1	0	0	72	1	0	73	0	0	0	1	0	1	96
5:30 PM	1	21	1	2	0	25	1	1	3	0	0	5	0	0	0	0	0	0	0	3	67	0	0	70	1	0	0	2	0	3	103
5:45 PM	2	28	0	0	0	30	0	0	3	0	0	3	0	0	0	0	0	0	0	1	61	2	0	64	1	0	0	2	0	3	100
Total	5	90	1	5	0	101	5	1	9	0	0	15	0	0	0	1	0	1	2	4	273	4	0	283	2	0	1	7	0	10	410
Grand Total	6	200	3	9	0	218	16	1	18	0	0	35	0	2	0	3	0	5	2	13	461	6	0	482	3	0	1	15	0	19	759
Approach %	2.8	91.7	1.4	4.1	0.0		45.7	2.9	51.4	0.0	0.0		0.0	40.0	0.0	60.0	0.0		0.4	2.7	95.6	1.2	0.0		15.8	0.0	5.3	78.9	0.0		
Total %	0.8	26.4	0.4	1.2	0.0	28.7	2.1	0.1	2.4	0.0	0.0	4.6	0.0	0.3	0.0	0.4	0.0	0.7	0.3	1.7	60.7	0.8	0.0	63.5	0.4	0.0	0.1	2.0	0.0	2.5	
Exiting Leg Total	494						23						5						224						13						759
Cars	6	200	3	8	0	217	16	1	18	0	0	35	0	2	0	3	0	5	2	9	458	6	0	475	3	0	1	15	0	19	751
% Cars	100.0	100.0	100.0	88.9	0.0	99.5	100.0	100.0	100.0	0.0	0.0	100.0	0.0	100.0	0.0	100.0	0.0	100.0	100.0	69.2	99.3	100.0	0.0	98.5	100.0	0.0	100.0	100.0	0.0	100.0	98.9
Exiting Leg Total	491						18						5						224						13						751
Heavy Vehicles	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	0	0	7	0	0	0	0	0	0	8
% Heavy Vehicles	0.0	0.0	0.0	11.1	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.8	0.7	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	1.1
Exiting Leg Total	3						5						0						0						0						8

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

	Forest Street						Ryder Street						Driveway						Forest Street						Peirce Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard 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	
5:00 PM	1	25	0	1	0	27	3	0	2	0	0	5	0	0	0	0	0	0	2	0	73	1	0	76	0	0	1	2	0	3	111
5:15 PM	1	16	0	2	0	19	1	0	1	0	0	2	0	0	0	1	0	1	0	0	72	1	0	73	0	0	0	1	0	1	96
5:30 PM	1	21	1	2	0	25	1	1	3	0	0	5	0	0	0	0	0	0	0	3	67	0	0	70	1	0	0	2	0	3	103
5:45 PM	2	28	0	0	0	30	0	0	3	0	0	3	0	0	0	0	0	0	0	1	61	2	0	64	1	0	0	2	0	3	100
Total Volume	5	90	1	5	0	101	5	1	9	0	0	15	0	0	0	1	0	1	2	4	273	4	0	283	2	0	1	7	0	10	410
% Approach Total	5.0	89.1	1.0	5.0	0.0		33.3	6.7	60.0	0.0	0.0		0.0	0.0	0.0	100.0	0.0		0.7	1.4	96.5	1.4	0.0		20.0	0.0	10.0	70.0	0.0		
PHF	0.625	0.804	0.250	0.625	0.000	0.842	0.417	0.250	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.250	0.000	0.250	0.250	0.333	0.935	0.500	0.000	0.931	0.500	0.000	0.250	0.875	0.000	0.833	0.923
Cars	5	90	1	5	0	101	5	1	9	0	0	15	0	0	0	1	0	1	2	3	271	4	0	280	2	0	1	7	0	10	407
Cars %	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	100.0	100.0	75.0	99.3	100.0	0.0	98.9	100.0	0.0	100.0	100.0	0.0	100.0	99.3
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	3
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.7	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.7
Cars Enter Leg	5	90	1	5	0	101	5	1	9	0	0	15	0	0	0	1	0	1	2	3	271	4	0	280	2	0	1	7	0	10	407
Heavy Enter Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	3
Total Entering Leg	5	90	1	5	0	101	5	1	9	0	0	15	0	0	0	1	0	1	2	4	273	4	0	283	2	0	1	7	0	10	410
Cars Exiting Leg	283						9						3						102						10						407
Heavy Exiting Leg	2						1						0						0						0						3
Total Exiting Leg	285						10						3						102						10						410

PDI File #: 207450 GG
 Location: N: Forest Street S: Forest Street
 Location: E: Ryder Street W: Peirce Street SE: Driveway
 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@pdillc.com

Cars

	Forest Street						Ryder Street						Driveway						Forest Street						Peirce Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard 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	
4:00 PM	0	30	0	0	0	30	1	0	3	0	0	4	0	0	0	0	0	0	0	1	42	0	0	43	1	0	0	1	0	2	79
4:15 PM	0	23	1	2	0	26	3	0	1	0	0	4	0	0	0	0	0	0	0	0	62	1	0	63	0	0	0	4	0	4	97
4:30 PM	0	31	0	0	0	31	3	0	2	0	0	5	0	2	0	1	0	3	0	3	47	1	0	51	0	0	0	1	0	1	91
4:45 PM	1	26	1	1	0	29	4	0	3	0	0	7	0	0	0	1	0	1	0	2	36	0	0	38	0	0	0	2	0	2	77
Total	1	110	2	3	0	116	11	0	9	0	0	20	0	2	0	2	0	4	0	6	187	2	0	195	1	0	0	8	0	9	344
5:00 PM	1	25	0	1	0	27	3	0	2	0	0	5	0	0	0	0	0	0	2	0	71	1	0	74	0	0	1	2	0	3	109
5:15 PM	1	16	0	2	0	19	1	0	1	0	0	2	0	0	0	1	0	1	0	0	72	1	0	73	0	0	0	1	0	1	96
5:30 PM	1	21	1	2	0	25	1	1	3	0	0	5	0	0	0	0	0	0	0	2	67	0	0	69	1	0	0	2	0	3	102
5:45 PM	2	28	0	0	0	30	0	0	3	0	0	3	0	0	0	0	0	0	0	1	61	2	0	64	1	0	0	2	0	3	100
Total	5	90	1	5	0	101	5	1	9	0	0	15	0	0	0	1	0	1	2	3	271	4	0	280	2	0	1	7	0	10	407
Grand Total	6	200	3	8	0	217	16	1	18	0	0	35	0	2	0	3	0	5	2	9	458	6	0	475	3	0	1	15	0	19	751
Approach %	2.8	92.2	1.4	3.7	0.0		45.7	2.9	51.4	0.0	0.0		0.0	40.0	0.0	60.0	0.0		0.4	1.9	96.4	1.3	0.0		15.8	0.0	5.3	78.9	0.0		
Total %	0.8	26.6	0.4	1.1	0.0	28.9	2.1	0.1	2.4	0.0	0.0	4.7	0.0	0.3	0.0	0.4	0.0	0.7	0.3	1.2	61.0	0.8	0.0	63.2	0.4	0.0	0.1	2.0	0.0	2.5	
Exiting Leg Total	491						18						5						224						13	751					

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

	Forest Street						Ryder Street						Driveway						Forest Street						Peirce Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard 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	
5:00 PM	1	25	0	1	0	27	3	0	2	0	0	5	0	0	0	0	0	0	2	0	71	1	0	74	0	0	1	2	0	3	109
5:15 PM	1	16	0	2	0	19	1	0	1	0	0	2	0	0	0	1	0	1	0	0	72	1	0	73	0	0	0	1	0	1	96
5:30 PM	1	21	1	2	0	25	1	1	3	0	0	5	0	0	0	0	0	0	0	2	67	0	0	69	1	0	0	2	0	3	102
5:45 PM	2	28	0	0	0	30	0	0	3	0	0	3	0	0	0	0	0	0	0	1	61	2	0	64	1	0	0	2	0	3	100
Total Volume	5	90	1	5	0	101	5	1	9	0	0	15	0	0	0	1	0	1	2	3	271	4	0	280	2	0	1	7	0	10	407
% Approach Total	5.0	89.1	1.0	5.0	0.0		33.3	6.7	60.0	0.0	0.0		0.0	0.0	0.0	100.0	0.0		0.7	1.1	96.8	1.4	0.0		20.0	0.0	10.0	70.0	0.0		
PHF	0.625	0.804	0.250	0.625	0.000	0.842	0.417	0.250	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.250	0.000	0.250	0.250	0.375	0.941	0.500	0.000	0.946	0.500	0.000	0.250	0.875	0.000	0.833	0.933
Entering Leg	5	90	1	5	0	101	5	1	9	0	0	15	0	0	0	1	0	1	2	3	271	4	0	280	2	0	1	7	0	10	407
Exiting Leg	283						9						3						102						10	407					
Total	384						24						4						382						20	814					

PDI File #: 207450 GG
 Location: N: Forest Street S: Forest Street
 Location: E: Ryder Street W: Peirce Street SE: Driveway
 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)

	Forest Street						Ryder Street						Driveway						Forest Street						Peirce Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard 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	
4:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	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	1	0	0	0	0	1	0	0	0	0	0	1	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	0	0	0	1	0	0	0	0	0	1	
Total	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	0	0	0	0	0	5	
5:00 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	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	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	2	0	0	0	3	0	0	0	0	0	3	
Grand Total	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	3	0	0	0	7	0	0	0	0	0	8	
Approach %	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	57.1	42.9	0.0	0.0		0.0	0.0	0.0	0.0	0.0			
Total %	0.0	0.0	0.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	37.5	0.0	0.0	87.5	0.0	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total	3						5						0						0						0						8
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Single-Unit Trucks	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	3	0	0	0	7	0	0	0	0	0	8	
% Single-Unit	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	100.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0		
Exiting Leg Total	3						5						0						0						0						8
Articulated Trucks	0	0	0	0	0	0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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

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

	Forest Street						Ryder Street						Driveway						Forest Street						Peirce Street						Total						
	from North						from East						from Southeast						from South						from West												
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard 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							
4:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	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	1	0	0	0	0	1	0	0	0	0	0	1							
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	0	0	0	1	0	0	0	0	0	1							
Total Volume	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	0	0	0	0	0	5							
% Approach Total	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	75.0	25.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0									
PHF	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.250	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.417								
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0							
Single-Unit Trucks	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	0	5							
Single-Unit %	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	100.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0								
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0							
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
Single-Unit Trucks	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	0	5							
Articulated Trucks	0	0	0	0	0	0	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 Entering Leg	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	5								
Buses	0						0						0						0						0						0						
Single-Unit Trucks	1						4						0						0						0						5						
Articulated Trucks	0						0						0						0						0						0						0
Total Exiting Leg	1						4						0						0						0						0						5

PDI File #: 207450 GG
 Location: N: Forest Street S: Forest Street
 Location: E: Ryder Street W: Peirce Street SE: Driveway
 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@pdillc.com

Buses

	Forest Street						Ryder Street						Driveway						Forest Street						Peirce Street					
	from North						from East						from Southeast						from South						from West					
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard 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
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
Exiting Leg Total	0						0						0						0						0					

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

	Forest Street						Ryder Street						Driveway						Forest Street						Peirce Street											
	from North						from East						from Southeast						from South						from West											
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard 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	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								
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								
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								
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								
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								
% 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								
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000								
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
Exiting Leg	0						0						0						0						0											
Total	0						0						0						0						0						0					

PDI File #: 207450 GG
 Location: N: Forest Street S: Forest Street
 Location: E: Ryder Street W: Peirce Street SE: Driveway
 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@pdillc.com

Single-Unit Trucks

	Forest Street						Ryder Street						Driveway						Forest Street						Peirce Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard 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	
4:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	3
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	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
Total	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	0	5
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	3
Grand Total	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	0	0	7	0	0	0	0	0	0	8
Approach %	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	57.1	42.9	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	37.5	0.0	0.0	87.5	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	3						5						0						0						0						

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

	Forest Street						Ryder Street						Driveway						Forest Street						Peirce Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard 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	
4:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	3
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	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
Total Volume	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	0	5
% Approach Total	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	75.0	25.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.250	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.417
Entering Leg	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	0	5
Exiting Leg	1						4						0						0						5						
Total	2						4						0						4						10						

PDI File #: 207450 GG
 Location: N: Forest Street S: Forest Street
 Location: E: Ryder Street W: Peirce Street SE: Driveway
 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@pdillc.com

Articulated Trucks

	Forest Street						Ryder Street						Driveway						Forest Street						Peirce Street						
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard 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	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		
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		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	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		
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		
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		
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		
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		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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		
Exiting Leg Total	0						0						0						0						0						0

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

	Forest Street						Ryder Street						Driveway						Forest Street						Peirce Street						
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard 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	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		
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		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Exiting Leg	0						0						0						0						0						0
Total	0						0						0						0						0						0

PDI File #: 207450 GG
 Location: N: Forest Street S: Forest Street
 Location: E: Ryder Street W: Peirce Street SE: Driveway
 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@pdillc.com

Pedestrians

	Forest Street								Ryder Street								Driveway								Forest Street								Peirce Street								Total	
	from North								from East								from Southeast								from South								from West									
	Right	Thru	Bear Left	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-SB	CW-NB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SWB	CW-NEB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	4
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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	5
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	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	0	0	0	0	0	0	1	1	0	0	0	0	0	3	3	6	0	0	0	0	0	1	0	1	0	0	0	0	5	0	5	13		
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	3	3	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	6		
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	4			
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	2	4	6	0	0	0	0	0	0	0	1	1	0	0	0	0	2	2	11		
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	5	7	12	0	0	0	0	0	1	1	2	0	0	0	0	5	2	7	24			
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	33.3	66.7	0	0	0	0	0	0	41.7	58.3	0	0	0	0	0	50	50	0	0	0	0	0	71.4	28.6	0	0	0			
Total %	0	0	0	0	0	0	0	0	0	0	0	0	4.17	8.33	12.5	0	0	0	0	0	20.8	29.2	50	0	0	0	0	0	4.17	4.17	8.33	0	0	0	0	20.8	8.33	29.2				
Exiting Leg Total	0								3								12								2								7								24	

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

4:15 PM	Forest Street								Ryder Street								Driveway								Forest Street								Peirce Street								Total
	from North								from East								from Southeast								from South								from West								
	Right	Thru	Bear Left	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-SB	CW-NB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SWB	CW-NEB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	5	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	1	1	0	0	0	0	1	1	6		
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	6	8	0	0	0	0	0	0	1	1	0	0	0	4	1	5	15			
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	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	100.0	0.0	0.0	0.0	0.0	0.0	80.0	20.0	0.0				
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.667	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.250	0.250	0.313	0.625					
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	6	8	0	0	0	0	0	0	1	1	0	0	0	4	1	5	15			
Exiting Leg	0								1								8								1								5								15
Total	0								2								16								2								10								30

PDI File #: **207450 H**
 Location: **N: Ryder Street S: Ryder Street**
 Location: **E: Mirak Mill Park South Driveway**
 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)

	Ryder Street				Mirak Mill Park South Driveway				Ryder Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	1	1	0	2	0	5	0	5	1	3	0	4	11
7:15 AM	6	0	0	6	0	2	0	2	0	1	0	1	9
7:30 AM	4	0	0	4	0	0	0	0	4	3	0	7	11
7:45 AM	1	1	0	2	1	1	0	2	3	2	0	5	9
Total	12	2	0	14	1	8	0	9	8	9	0	17	40
8:00 AM	3	0	0	3	0	1	0	1	5	2	0	7	11
8:15 AM	1	3	0	4	0	0	0	0	1	0	0	1	5
8:30 AM	1	0	0	1	0	1	0	1	3	0	0	3	5
8:45 AM	0	0	0	0	0	2	0	2	0	2	0	2	4
Total	5	3	0	8	0	4	0	4	9	4	0	13	25
Grand Total	17	5	0	22	1	12	0	13	17	13	0	30	65
Approach %	77.3	22.7	0.0		7.7	92.3	0.0		56.7	43.3	0.0		
Total %	26.2	7.7	0.0	33.8	1.5	18.5	0.0	20.0	26.2	20.0	0.0	46.2	
Exiting Leg Total				14				22				29	65
Cars	11	5	0	16	1	9	0	10	15	12	0	27	53
% Cars	64.7	100.0	0.0	72.7	100.0	75.0	0.0	76.9	88.2	92.3	0.0	90.0	81.5
Exiting Leg Total				13				20				20	53
Heavy Vehicles	6	0	0	6	0	3	0	3	2	1	0	3	12
% Heavy Vehicles	35.3	0.0	0.0	27.3	0.0	25.0	0.0	23.1	11.8	7.7	0.0	10.0	18.5
Exiting Leg Total				1				2				9	12

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

	Ryder Street				Mirak Mill Park South Driveway				Ryder Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	1	1	0	2	0	5	0	5	1	3	0	4	11
7:15 AM	6	0	0	6	0	2	0	2	0	1	0	1	9
7:30 AM	4	0	0	4	0	0	0	0	4	3	0	7	11
7:45 AM	1	1	0	2	1	1	0	2	3	2	0	5	9
Total Volume	12	2	0	14	1	8	0	9	8	9	0	17	40
% Approach Total	85.7	14.3	0.0		11.1	88.9	0.0		47.1	52.9	0.0		
PHF	0.500	0.500	0.000	0.583	0.250	0.400	0.000	0.450	0.500	0.750	0.000	0.607	0.909
Cars	7	2	0	9	1	6	0	7	7	8	0	15	31
Cars %	58.3	100.0	0.0	64.3	100.0	75.0	0.0	77.8	87.5	88.9	0.0	88.2	77.5
Heavy Vehicles	5	0	0	5	0	2	0	2	1	1	0	2	9
Heavy Vehicles %	41.7	0.0	0.0	35.7	0.0	25.0	0.0	22.2	12.5	11.1	0.0	11.8	22.5
Cars Enter Leg	7	2	0	9	1	6	0	7	7	8	0	15	31
Heavy Enter Leg	5	0	0	5	0	2	0	2	1	1	0	2	9
Total Entering Leg	12	2	0	14	1	8	0	9	8	9	0	17	40
Cars Exiting Leg				9				9				13	31
Heavy Exiting Leg				1				1				7	9
Total Exiting Leg				10				10				20	40

PDI File #: **207450 H**
 Location: **N: Ryder Street S: Ryder Street**
 Location: **E: Mirak Mill Park South Driveway**
 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

	Ryder Street				Mirak Mill Park South Driveway				Ryder Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	0	1	0	1	0	4	0	4	1	3	0	4	9
7:15 AM	3	0	0	3	0	1	0	1	0	1	0	1	5
7:30 AM	3	0	0	3	0	0	0	0	3	2	0	5	8
7:45 AM	1	1	0	2	1	1	0	2	3	2	0	5	9
Total	7	2	0	9	1	6	0	7	7	8	0	15	31
8:00 AM	3	0	0	3	0	1	0	1	5	2	0	7	11
8:15 AM	0	3	0	3	0	0	0	0	1	0	0	1	4
8:30 AM	1	0	0	1	0	1	0	1	2	0	0	2	4
8:45 AM	0	0	0	0	0	1	0	1	0	2	0	2	3
Total	4	3	0	7	0	3	0	3	8	4	0	12	22
Grand Total	11	5	0	16	1	9	0	10	15	12	0	27	53
Approach %	68.8	31.3	0.0		10.0	90.0	0.0		55.6	44.4	0.0		
Total %	20.8	9.4	0.0	30.2	1.9	17.0	0.0	18.9	28.3	22.6	0.0	50.9	
Exiting Leg Total				13				20				20	53

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

	Ryder Street				Mirak Mill Park South Driveway				Ryder Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:15 AM	3	0	0	3	0	1	0	1	0	1	0	1	5
7:30 AM	3	0	0	3	0	0	0	0	3	2	0	5	8
7:45 AM	1	1	0	2	1	1	0	2	3	2	0	5	9
8:00 AM	3	0	0	3	0	1	0	1	5	2	0	7	11
Total Volume	10	1	0	11	1	3	0	4	11	7	0	18	33
% Approach Total	90.9	9.1	0.0		25.0	75.0	0.0		61.1	38.9	0.0		
PHF	0.833	0.250	0.000	0.917	0.250	0.750	0.000	0.500	0.550	0.875	0.000	0.643	0.750
Entering Leg	10	1	0	11	1	3	0	4	11	7	0	18	33
Exiting Leg				8				12				13	33
Total				19				16				31	66

PDI File #: **207450 H**
 Location: **N: Ryder Street S: Ryder Street**
 Location: **E: Mirak Mill Park South Driveway**
 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)**

	Ryder Street				Mirak Mill Park South Driveway				Ryder Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	1	0	0	1	0	1	0	1	0	0	0	0	2
7:15 AM	3	0	0	3	0	1	0	1	0	0	0	0	4
7:30 AM	1	0	0	1	0	0	0	0	1	1	0	2	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	0	0	5	0	2	0	2	1	1	0	2	9
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
8:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	1	0	0	1	0	1	0	1	1	0	0	1	3
Grand Total	6	0	0	6	0	3	0	3	2	1	0	3	12
Approach %	100.0	0.0	0.0		0.0	100.0	0.0		66.7	33.3	0.0		
Total %	50.0	0.0	0.0	50.0	0.0	25.0	0.0	25.0	16.7	8.3	0.0	25.0	
Exiting Leg Total				1				2				9	12
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total				0				0				0	0
Single-Unit Trucks	5	0	0	5	0	3	0	3	1	1	0	2	10
% Single-Unit	83.3	0.0	0.0	83.3	0.0	100.0	0.0	100.0	50.0	100.0	0.0	66.7	83.3
Exiting Leg Total				1				1				8	10
Articulated Trucks	1	0	0	1	0	0	0	0	1	0	0	1	2
% Articulated	16.7	0.0	0.0	16.7	0.0	0.0	0.0	0.0	50.0	0.0	0.0	33.3	16.7
Exiting Leg Total				0				1				1	2

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

	Ryder Street				Mirak Mill Park South Driveway				Ryder Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	1	0	0	1	0	1	0	1	0	0	0	0	2
7:15 AM	3	0	0	3	0	1	0	1	0	0	0	0	4
7:30 AM	1	0	0	1	0	0	0	0	1	1	0	2	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	5	0	0	5	0	2	0	2	1	1	0	2	9
% Approach Total	100.0	0.0	0.0		0.0	100.0	0.0		50.0	50.0	0.0		
PHF	0.417	0.000	0.000	0.417	0.000	0.500	0.000	0.500	0.250	0.250	0.000	0.250	0.563
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Single-Unit Trucks	4	0	0	4	0	2	0	2	0	1	0	1	7
Single-Unit %	80.0	0.0	0.0	80.0	0.0	100.0	0.0	100.0	0.0	100.0	0.0	50.0	77.8
Articulated Trucks	1	0	0	1	0	0	0	0	1	0	0	1	2
Articulated %	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	50.0	22.2
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	4	0	0	4	0	2	0	2	0	1	0	1	7
Articulated Trucks	1	0	0	1	0	0	0	0	1	0	0	1	2
Total Entering Leg	5	0	0	5	0	2	0	2	1	1	0	2	9
Buses				0				0				0	0
Single-Unit Trucks				1				0				6	7
Articulated Trucks				0				1				1	2
Total Exiting Leg				1				1				7	9

PDI File #: **207450 H**
 Location: **N: Ryder Street S: Ryder Street**
 Location: **E: Mirak Mill Park South Driveway**
 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

	Ryder Street				Mirak Mill Park South Driveway				Ryder Street				Total	
	from North				from East				from South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
7:00 AM	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
7:30 AM	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
Total	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
8:15 AM	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
8:45 AM	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
Grand Total	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			
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		
Exiting Leg Total	0				0				0				0	

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

	Ryder Street				Mirak Mill Park South Driveway				Ryder Street				Total	
	from North				from East				from South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
7:00 AM	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
7:30 AM	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
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0			
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
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0				0				0				0	
Total	0				0				0				0	

PDI File #: **207450 H**
 Location: **N: Ryder Street S: Ryder Street**
 Location: **E: Mirak Mill Park South Driveway**
 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

	Ryder Street				Mirak Mill Park South Driveway				Ryder Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	1	0	0	1	0	1	0	1	0	0	0	0	2
7:15 AM	2	0	0	2	0	1	0	1	0	0	0	0	3
7:30 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	0	0	4	0	2	0	2	0	1	0	1	7
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
8:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	1	0	0	1	0	1	0	1	1	0	0	1	3
Grand Total	5	0	0	5	0	3	0	3	1	1	0	2	10
Approach %	100.0	0.0	0.0		0.0	100.0	0.0		50.0	50.0	0.0		
Total %	50.0	0.0	0.0	50.0	0.0	30.0	0.0	30.0	10.0	10.0	0.0	20.0	
Exiting Leg Total				1				1				8	10

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

	Ryder Street				Mirak Mill Park South Driveway				Ryder Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	1	0	0	1	0	1	0	1	0	0	0	0	2
7:15 AM	2	0	0	2	0	1	0	1	0	0	0	0	3
7:30 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	4	0	0	4	0	2	0	2	0	1	0	1	7
% Approach Total	100.0	0.0	0.0		0.0	100.0	0.0		0.0	100.0	0.0		
PHF	0.500	0.000	0.000	0.500	0.000	0.500	0.000	0.500	0.000	0.250	0.000	0.250	0.583
Entering Leg	4	0	0	4	0	2	0	2	0	1	0	1	7
Exiting Leg				1				0				6	7
Total				5				2				7	14

PDI File #: **207450 H**
 Location: **N: Ryder Street S: Ryder Street**
 Location: **E: Mirak Mill Park South Driveway**
 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

	Ryder Street				Mirak Mill Park South Driveway				Ryder Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	1	0	0	1	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1	0	0	1	0	0	0	0	1	0	0	1	2
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		100.0	0.0	0.0		
Total %	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	
Exiting Leg Total				0				1				1	2

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

	Ryder Street				Mirak Mill Park South Driveway				Ryder Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	0	0	0	1	0	0	1	2
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		100.0	0.0	0.0		
PHF	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.500
Entering Leg	1	0	0	1	0	0	0	0	1	0	0	1	2
Exiting Leg				0				1				1	2
Total				1				1				2	4

PDI File #: 207450 H
 Location: N: Ryder Street S: Ryder Street
 Location: E: Mirak Mill Park South Driveway
 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



Bicycles (on Roadway and Crosswalks)

	Ryder Street						Mirak Mill Park South Driveway						Ryder Street						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
8:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	2
Total	0	1	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	3	4
Grand Total	3	1	0	0	0	4	0	0	0	0	0	0	0	3	0	0	0	3	7
Approach %	75.0	25.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		
Total %	42.9	14.3	0.0	0.0	0.0	57.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	42.9	0.0	0.0	0.0	42.9	
Exiting Leg Total	3						1						3						7

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

7:45 AM	Ryder Street						Mirak Mill Park South Driveway						Ryder Street						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
7:45 AM	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total Volume	3	0	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	2	5
% Approach Total	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		
PHF	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.500	0.417
Entering Leg	3	0	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	2	5
Exiting Leg																			3
Total	5						0						5						10

PDI File #: 207450 H
 Location: N: Ryder Street S: Ryder Street
 Location: E: Mirak Mill Park South Driveway
 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

	Ryder Street						Mirak Mill Park South Driveway						Ryder Street						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	21	1	22	0	0	0	0	0	0	22
7:45 AM	0	0	0	0	0	0	0	0	0	8	0	8	0	0	0	0	0	0	8
Total	0	0	0	0	0	0	0	0	0	30	2	32	0	0	0	0	0	0	32
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0	0	4
Grand Total	0	0	0	0	0	0	0	0	0	33	3	36	0	0	0	0	0	0	36
Approach %	0	0	0	0	0	0	0	0	0	91.667	8.3333	0	0	0	0	0	0	0	
Total %	0	0	0	0	0	0	0	0	0	91.667	8.3333	100	0	0	0	0	0	0	0
Exiting Leg Total	0						36						0						36

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

7:00 AM	Ryder Street						Mirak Mill Park South Driveway						Ryder Street						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	21	1	22	0	0	0	0	0	0	22
7:45 AM	0	0	0	0	0	0	0	0	0	8	0	8	0	0	0	0	0	0	8
Total Volume	0	0	0	0	0	0	0	0	0	30	2	32	0	0	0	0	0	0	32
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	93.8	6.3	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	0.357	0.500	0.364	0.000	0.000	0.000	0.000	0.000	0.000	0.364
Entering Leg	0	0	0	0	0	0	0	0	0	30	2	32	0	0	0	0	0	0	32
Exiting Leg	0						32						0						32
Total	0						64						0						64

PDI File #: **207450 HH**
 Location: **N: Ryder Street S: Ryder Street**
 Location: **E: Mirak Mill Park South Driveway**
 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 and Heavy Vehicles (Combined)

	Ryder Street				Mirak Mill Park South Driveway				Ryder Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	2	0	0	2	2	3	0	5	1	1	0	2	9
4:15 PM	2	0	0	2	1	1	0	2	2	1	0	3	7
4:30 PM	1	1	0	2	1	3	0	4	0	3	0	3	9
4:45 PM	1	0	0	1	0	6	0	6	0	3	0	3	10
Total	6	1	0	7	4	13	0	17	3	8	0	11	35
5:00 PM	1	0	0	1	0	4	0	4	1	0	0	1	6
5:15 PM	0	0	0	0	0	2	0	2	1	1	0	2	4
5:30 PM	1	0	0	1	1	3	0	4	2	3	1	6	11
5:45 PM	3	0	0	3	0	0	0	0	0	1	1	2	5
Total	5	0	0	5	1	9	0	10	4	5	2	11	26
Grand Total	11	1	0	12	5	22	0	27	7	13	2	22	61
Approach %	91.7	8.3	0.0		18.5	81.5	0.0		31.8	59.1	9.1		
Total %	18.0	1.6	0.0	19.7	8.2	36.1	0.0	44.3	11.5	21.3	3.3	36.1	
Exiting Leg Total				18				8				35	61
Cars	11	1	0	12	5	22	0	27	5	11	2	18	57
% Cars	100.0	100.0	0.0	100.0	100.0	100.0	0.0	100.0	71.4	84.6	100.0	81.8	93.4
Exiting Leg Total				16				6				35	57
Heavy Vehicles	0	0	0	0	0	0	0	0	2	2	0	4	4
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.6	15.4	0.0	18.2	6.6
Exiting Leg Total				2				2				0	4

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

4:00 PM	Ryder Street				Mirak Mill Park South Driveway				Ryder Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	2	0	0	2	2	3	0	5	1	1	0	2	9
4:15 PM	2	0	0	2	1	1	0	2	2	1	0	3	7
4:30 PM	1	1	0	2	1	3	0	4	0	3	0	3	9
4:45 PM	1	0	0	1	0	6	0	6	0	3	0	3	10
Total Volume	6	1	0	7	4	13	0	17	3	8	0	11	35
% Approach Total	85.7	14.3	0.0		23.5	76.5	0.0		27.3	72.7	0.0		
PHF	0.750	0.250	0.000	0.875	0.500	0.542	0.000	0.708	0.375	0.667	0.000	0.917	0.875
Cars	6	1	0	7	4	13	0	17	2	6	0	8	32
Cars %	100.0	100.0	0.0	100.0	100.0	100.0	0.0	100.0	66.7	75.0	0.0	72.7	91.4
Heavy Vehicles	0	0	0	0	0	0	0	0	1	2	0	3	3
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	25.0	0.0	27.3	8.6
Cars Enter Leg	6	1	0	7	4	13	0	17	2	6	0	8	32
Heavy Enter Leg	0	0	0	0	0	0	0	0	1	2	0	3	3
Total Entering Leg	6	1	0	7	4	13	0	17	3	8	0	11	35
Cars Exiting Leg				10				3				19	32
Heavy Exiting Leg				2				1				0	3
Total Exiting Leg				12				4				19	35

PDI File #: **207450 HH**
 Location: **N: Ryder Street S: Ryder Street**
 Location: **E: Mirak Mill Park South Driveway**
 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

	Ryder Street				Mirak Mill Park South Driveway				Ryder Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	2	0	0	2	2	3	0	5	0	1	0	1	8
4:15 PM	2	0	0	2	1	1	0	2	2	0	0	2	6
4:30 PM	1	1	0	2	1	3	0	4	0	3	0	3	9
4:45 PM	1	0	0	1	0	6	0	6	0	2	0	2	9
Total	6	1	0	7	4	13	0	17	2	6	0	8	32
5:00 PM	1	0	0	1	0	4	0	4	1	0	0	1	6
5:15 PM	0	0	0	0	0	2	0	2	1	1	0	2	4
5:30 PM	1	0	0	1	1	3	0	4	1	3	1	5	10
5:45 PM	3	0	0	3	0	0	0	0	0	1	1	2	5
Total	5	0	0	5	1	9	0	10	3	5	2	10	25
Grand Total	11	1	0	12	5	22	0	27	5	11	2	18	57
Approach %	91.7	8.3	0.0		18.5	81.5	0.0		27.8	61.1	11.1		
Total %	19.3	1.8	0.0	21.1	8.8	38.6	0.0	47.4	8.8	19.3	3.5	31.6	
Exiting Leg Total				16				6				35	57

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

	Ryder Street				Mirak Mill Park South Driveway				Ryder Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	2	0	0	2	2	3	0	5	0	1	0	1	8
4:15 PM	2	0	0	2	1	1	0	2	2	0	0	2	6
4:30 PM	1	1	0	2	1	3	0	4	0	3	0	3	9
4:45 PM	1	0	0	1	0	6	0	6	0	2	0	2	9
Total Volume	6	1	0	7	4	13	0	17	2	6	0	8	32
% Approach Total	85.7	14.3	0.0		23.5	76.5	0.0		25.0	75.0	0.0		
PHF	0.750	0.250	0.000	0.875	0.500	0.542	0.000	0.708	0.250	0.500	0.000	0.667	0.889
Entering Leg	6	1	0	7	4	13	0	17	2	6	0	8	32
Exiting Leg				10				3				19	32
Total				17				20				27	64

PDI File #: **207450 HH**
 Location: **N: Ryder Street S: Ryder Street**
 Location: **E: Mirak Mill Park South Driveway**
 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)**

	Ryder Street				Mirak Mill Park South Driveway				Ryder Street				Total	
	from North				from East				from South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	1	2	0	3	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Grand Total	0	0	0	0	0	0	0	0	0	2	2	0	4	4
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	100.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	100.0	
Exiting Leg Total	2				2				0				4	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0				0				0				0	
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	2	2	0	4	4
% Single-Unit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	100.0	100.0
Exiting Leg Total	2				2				0				4	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0				0				0				0	

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

	Ryder Street				Mirak Mill Park South Driveway				Ryder Street				Total	
	from North				from East				from South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	1	2	0	3	3
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	66.7	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.750	0.750
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	1	2	0	3	3
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	100.0	100.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	1	2	0	3	3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0	0	0	0	0	0	0	0	0	1	2	0	3	3
Buses	0				0				0				0	
Single-Unit Trucks	2				1				0				3	
Articulated Trucks	0				0				0				0	
Total Exiting Leg	2				1				0				3	

PDI File #: **207450 HH**
 Location: **N: Ryder Street S: Ryder Street**
 Location: **E: Mirak Mill Park South Driveway**
 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:



PRECISION
 D A T A
 INDUSTRIES, LLC

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

Buses

	Ryder Street				Mirak Mill Park South Driveway				Ryder Street				Total	
	from North				from East				from South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	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
Approach %	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		
Exiting Leg Total				0				0					0	0

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

4:00 PM	Ryder Street				Mirak Mill Park South Driveway				Ryder Street				Total	
	from North				from East				from South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	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
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0			
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
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg				0				0					0	0
Total				0				0					0	0

PDI File #: **207450 HH**
 Location: **N: Ryder Street S: Ryder Street**
 Location: **E: Mirak Mill Park South Driveway**
 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

	Ryder Street				Mirak Mill Park South Driveway				Ryder Street				Total	
	from North				from East				from South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	1	2	0	3	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Grand Total	0	0	0	0	0	0	0	0	0	2	2	0	4	4
Approach %	0.0	0.0	0.0		0.0	0.0	0.0			50.0	50.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	100.0	
Exiting Leg Total					2								0	4

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

4:00 PM	Ryder Street				Mirak Mill Park South Driveway				Ryder Street				Total	
	from North				from East				from South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	1	2	0	3	3
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0			33.3	66.7	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.750	0.750
Entering Leg	0	0	0	0	0	0	0	0	0	1	2	0	3	3
Exiting Leg					2								0	3
Total					2								3	6

PDI File #: **207450 HH**
 Location: **N: Ryder Street S: Ryder Street**
 Location: **E: Mirak Mill Park South Driveway**
 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

	Ryder Street				Mirak Mill Park South Driveway				Ryder Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	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
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	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		
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	
Exiting Leg Total	0				0				0				0

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

4:00 PM	Ryder Street				Mirak Mill Park South Driveway				Ryder Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	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
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0				0				0				0
Total	0				0				0				0

PDI File #: 207450 HH
 Location: N: Ryder Street S: Ryder Street
 Location: E: Mirak Mill Park South Driveway
 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



Bicycles (on Roadway and Crosswalks)

	Ryder Street						Mirak Mill Park South Driveway						Ryder Street						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
5:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	
Total	1	0	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	1	
Grand Total	1	0	0	0	0	1	1	0	0	0	0	1	0	2	0	0	0	2	
Approach %	100.0	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 %	25.0	0.0	0.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	25.0	0.0	50.0	0.0	0.0	0.0	50.0	
Exiting Leg Total	3						0						1						4

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

	Ryder Street						Mirak Mill Park South Driveway						Ryder Street						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
5:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	
Total Volume	1	0	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	1	
% Approach Total	100.0	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		
PHF	0.250	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.250	
Entering Leg	1	0	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	1	
Exiting Leg	2						0						1						3
Total	3						1						2						6

PDI File #: 207450 HH
 Location: N: Ryder Street S: Ryder Street
 Location: E: Mirak Mill Park South Driveway
 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

	Ryder Street						Mirak Mill Park South Driveway						Ryder Street						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	3	2	5	0	0	0	0	1	1	6
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	0	0	0	0	4	3	7	0	0	0	0	1	1	8
Approach %	0	0	0	0	0	0	0	0	0	57.143	42.857		0	0	0	0	100		
Total %	0	0	0	0	0	0	0	0	0	50	37.5	87.5	0	0	0	0	12.5	12.5	
Exiting Leg Total	0						7						1						8

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

	Ryder Street						Mirak Mill Park South Driveway						Ryder Street						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	1	
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	
4:30 PM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	2	
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	
Total Volume	0	0	0	0	0	0	0	0	0	3	2	5	0	0	0	0	1	1	6
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	60.0	40.0		0.0	0.0	0.0	0.0	100.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.500	0.625	0.000	0.000	0.000	0.000	0.250	0.250	0.750
Entering Leg	0	0	0	0	0	0	0	0	0	3	2	5	0	0	0	0	1	1	6
Exiting Leg	0						5						1						6
Total	0						10						2						12



Appendix B: MassDOT's 2019 Weekday Seasonal Adjustment Factors

Massachusetts Highway Department
Statewide Traffic Data Collection
2019 Weekday Seasonal Factors

Factor Group	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Axle Factor
R1	1.22	1.14	1.12	1.06	1.00	0.96	0.87	0.85	0.96	0.99	1.04	1.12	0.85
R2	0.95	0.96	0.98	0.97	0.97	0.93	0.97	0.94	0.96	0.90	0.92	0.93	0.96
R3	1.15	1.06	1.07	1.00	0.89	0.88	0.89	0.89	0.95	0.92	1.02	1.01	0.97
R4-R7	1.09	1.09	1.11	1.02	0.96	0.92	0.89	0.89	0.99	0.98	1.09	1.13	0.98
U1-Boston	1.03	1.01	0.98	0.94	0.94	0.92	0.95	0.93	0.94	0.94	0.97	1.04	0.96
U1-Essex	1.09	1.06	1.03	0.99	0.94	0.90	0.88	0.86	0.93	0.94	0.99	1.06	0.93
U1-Southeast	1.06	1.05	1.01	0.97	0.95	0.93	0.93	0.90	0.94	0.94	0.98	1.04	0.98
U1-West	1.19	1.14	1.09	0.95	0.92	0.89	0.89	0.86	0.91	0.95	0.97	1.07	0.84
U1-Worcester	1.02	1.04	0.97	0.94	0.93	0.91	0.95	0.91	0.93	0.92	0.95	1.10	0.88
U2	1.01	1.00	0.94	0.93	0.91	0.89	0.93	0.90	0.90	0.91	0.94	1.02	0.99
U3	1.06	1.03	0.98	0.94	0.93	0.91	0.95	0.91	0.92	0.93	0.97	1.00	0.98
U4-U7	1.01	1.00	0.95	0.92	0.88	0.86	0.92	0.91	0.92	0.94	0.99	1.04	0.99
Rec - East	1.04	1.16	1.12	0.98	0.92	0.88	0.77	0.81	0.94	1.02	1.08	1.12	0.99
Rec - West	1.30	1.23	1.32	1.18	0.95	0.82	0.70	0.69	0.97	0.96	1.16	1.15	0.98

Round off:

0-999 = 10

>1000 = 100

U = Urban

R = Rural

1 - Interstate

2 - Freeway and Expressway

3 - Other Principal Arterial

4 - Minor Arterial

5 - Major Collector

6 - Minor Collector

7 - Local Road and Street

Recreational - East Group - Cape Cod (all towns) including the town of Plymouth south of Route 3A (stations 7014,7079,7080,7090,7091,7092,7093,7094,7095,7096,7097,7108 and 7178), Martha's Vineyard and Nantucket.

Recreational - West Group - Continuous Stations 2 and 189 including stations 1066,1067,1083,1084,1085,1086,1087,1088,1089,1090,1091,1092,1093,1094,1095,1096,1097,1098,1099,1100,1101,1102,1103,1104,1105,1106,1107,1108,1113,1114,1116,2196,2197 and 2198.



Appendix C: Crash Rate Worksheets

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Arlington COUNT DATE : 2/4/2020

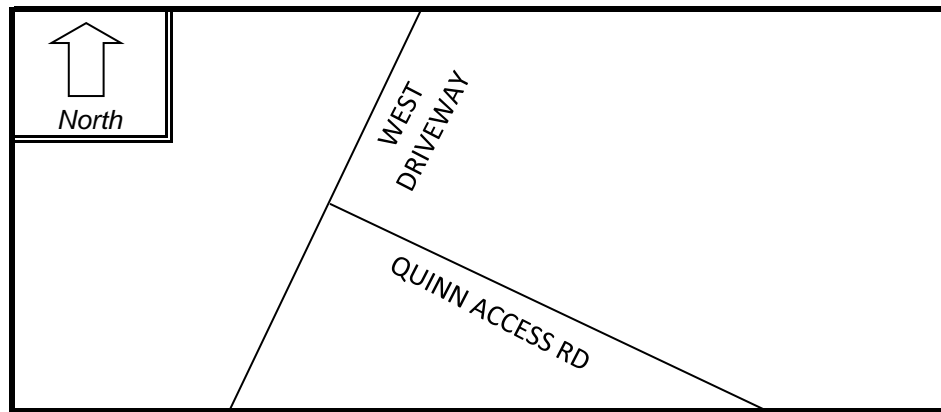
DISTRICT : 4 UNSIGNALIZED : SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : Mirak Mill Innovation Park West Driveway

MINOR STREET(S) : Quinn Access Road

**INTERSECTION
DIAGRAM**



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :		WB	NB	SB		
PEAK HOURLY VOLUMES (AM/PM) :		11	8	20		39

" 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 : PM Peak used

Project Title & Date : 1167 Massachusetts Ave, June 2020

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Arlington COUNT DATE : 2/4/2020

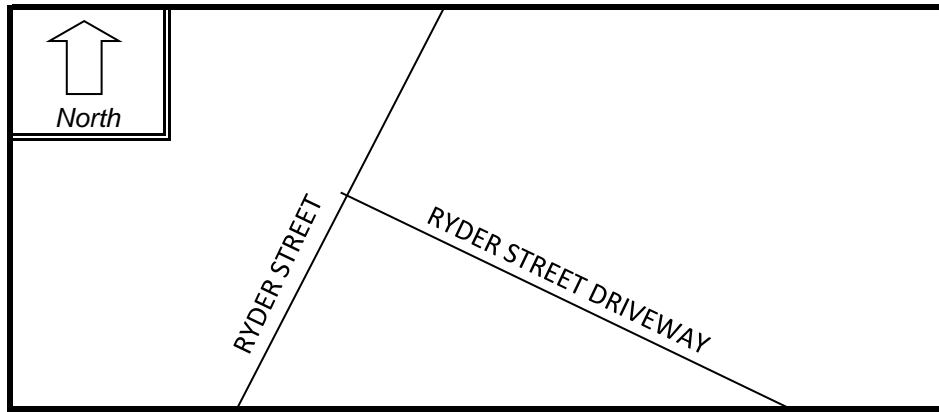
DISTRICT : 4 UNSIGNALIZED : SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : Ryder Street

MINOR STREET(S) : Ryder Street Driveway

**INTERSECTION
DIAGRAM**



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	SB		
PEAK HOURLY VOLUMES (AM/PM) :		9	17	14		40

" 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 : AM Peak used

Project Title & Date : 1167 Massachusetts Ave, June 2020



Appendix D: Traffic Signal Warrant Analyses

MUTCD Traffic Signal Warrant Summary Worksheet

The Worksheet(s) attached are provided as an attachment to the Engineering Investigation Study for:

Intersection: Massachusetts Avenue and Forest Street/Burton Street
City: Arlington

100%
Volume Level

Major Street: Massachusetts Avenue
Critical Approach Speed: 30 mph
Lanes: 1 lane

Minor Street: Forest St/ Burton St
Critical Approach Speed: 25 mph
Lanes: 1 lane

% Right Turns Included
From North (SB) 0%
From East (WB) 0%
From South (NB) 0%
From West (EB) 0%

In built-up area of isolated community of < 10,000 population? No
Total number of approaches at intersection? 4 or more
Manually set volume level? No

Analysis based on **EXISTING** volume data.

Date	Day of the Week	Time (HH:MM)			
		From	AM / PM	To	AM / PM
2/5/2020	Wednesday	6:00	AM / PM	10:00	PM

Warrant Evaluation Summary	Warrant Met:
Warrant 1: Eight - Hour Vehicular Volume	Yes
Condition A: Minimum Vehicular Volume	No
Condition B: Interruption of Continuous Traffic	Yes
Condition C: Combination: 80% of A and B	No
Warrant 2: Four-Hour Volume	Yes
Warrant 3: Peak Hour Volume	Yes
Warrant 4: Pedestrian Volume	N/A
Criterion A: Four-Hour	
Criterion B: Peak-Hour	
Warrant 5: School Crossing	N/A
Warrant 6: Coordinated Signal System	N/A
Warrant 7: Crash Experience	N/A
Warrant 8: Roadway Network	N/A
Warrant 9: Intersection Near a Grade Crossing	N/A

Warrant Analysis Conducted By:

Name:

Date:

Nitsch Engineering

Warrant 1: Eight - Hour Vehicular Volume

100%

Warrant Evaluated? Yes

Condition A :		
Min. Veh. Volume		
Volume Level	100%	80%
Major Rd. Req	500	400
Minor Rd. Req	150	120
Number of Hours	2	4

Satisfied? No

Condition B:		
Interruption of Continuous Traffic		
Volume Level	100%	80%
Major Rd. Req	750	600
Minor Rd. Req	75	60
Number of Hours	11	12

Satisfied? Yes

Condition C:		
Combination of A & B at 80%		

Satisfied? No

Warrant Satisfied? Yes

Manually Set To:

6:00 AM		Enter Start Time (Military Time) (HH:MM)			Total
Time Period	From	To	Major Road: Both App. (VPH)	Minor Road: High App. (VPH)	
1	6:00	7:00	457	100	557
2	7:00	8:00	941	281	1222
3	8:00	9:00	981	230	1211
4	9:00	10:00	867	90	957
5	10:00	11:00	765	73	838
6	11:00	12:00	826	94	920
7	12:00	13:00	956	108	1064
8	13:00	14:00	881	80	961
9	14:00	15:00	927	104	1031
10	15:00	16:00	1021	100	1121
11	16:00	17:00	992	115	1107
12	17:00	18:00	1075	139	1214
13	18:00	19:00	919	125	1044
14	19:00	20:00	619	54	673
15	20:00	21:00	540	49	589
16	21:00	22:00	303	27	330

Warrant 2: Four-Hour Volume

100%

Four hours with highest total volume meeting warrant criteria:

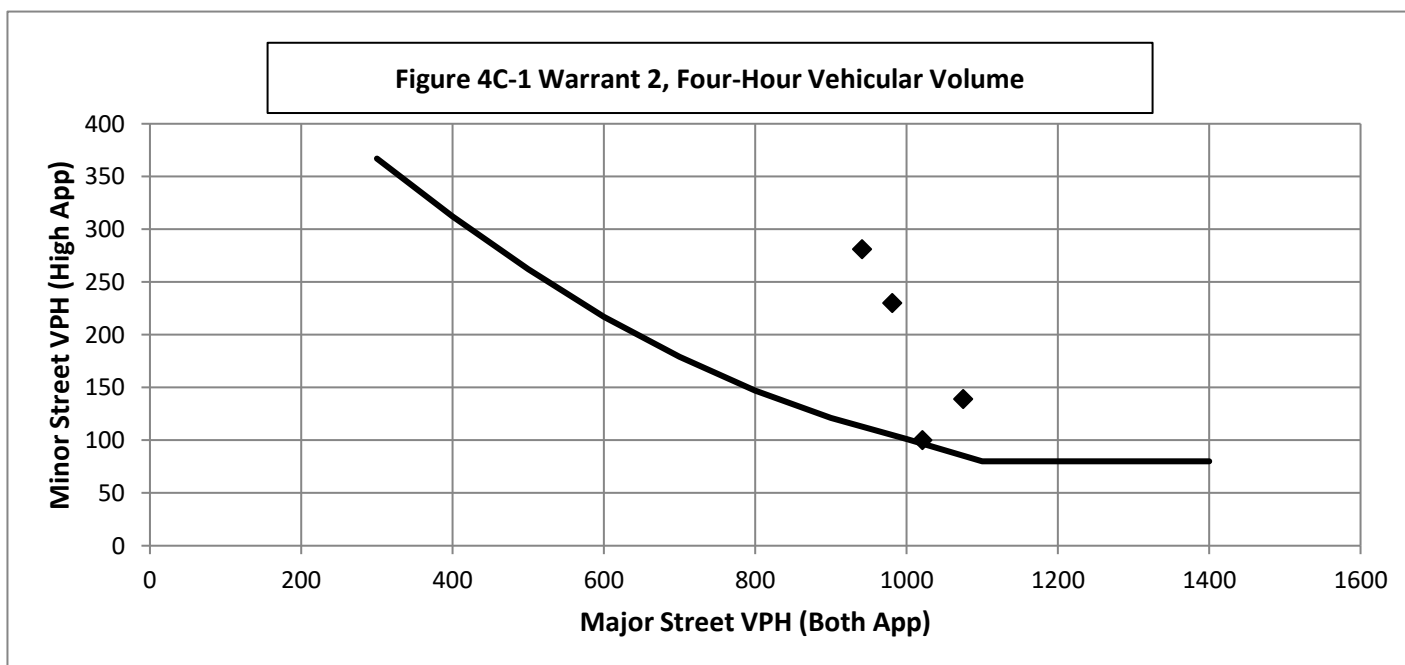
Hour Start	7:00	17:00	8:00	15:00
Major Road Vol.	941	1075	981	1021
Minor Road Vol.	281	139	230	100

Warrant Evaluated? Yes

Number of Hours 6

Warrant Satisfied? Yes

Manually Set To:



Warrant 3: Peak Hour Volume

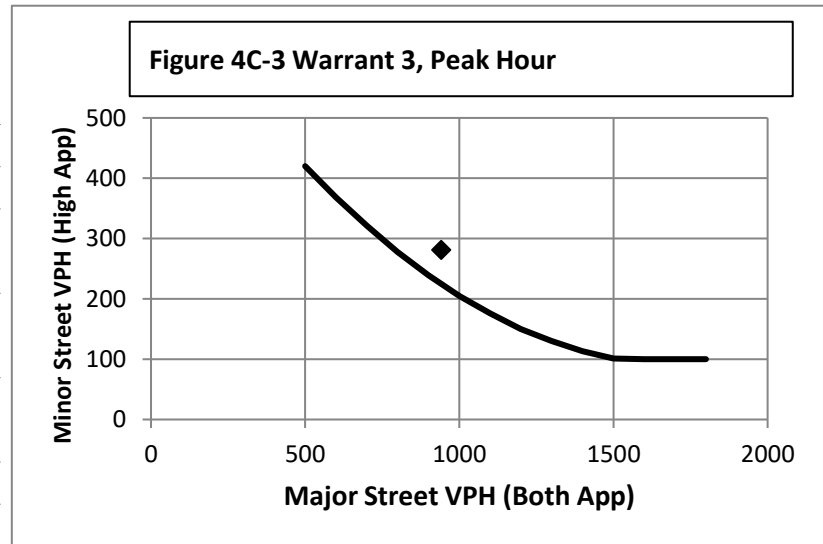
100%

Warrant Evaluated? Yes

Warrant Satisfied? Yes

Manually Set To:

Condition justifying use of warrant:



Criteria		Met?
Delay on Minor Approach	4	Yes
Volume on Minor Approach	100	
Total Entering Volume (veh/h)	800	

Manually Set Peak Hour?

Peak Hour	Major Road Vol. (Both App.)	Minor Road Vol. (High App.)
7:00	941	281

Warrant 4: Pedestrian Volume

100%

Warrant Evaluated? No

Warrant Satisfied? N/A

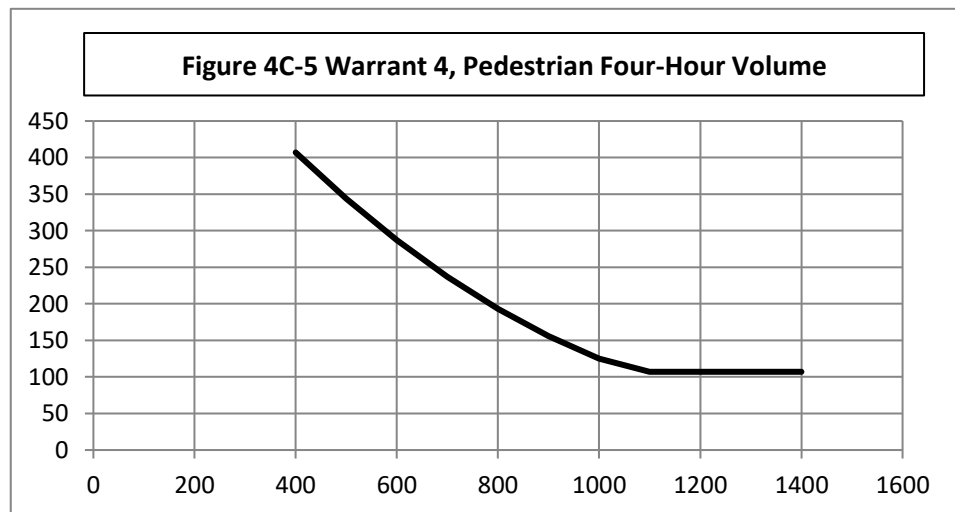
Manually Set To:

Criterion A: Four Hour

Hour (Start)	Pedestrian Volume	Major Road Vol.
		0
		0
		0
		0

Manually Set Major Rd Vol?
15th % walk speed < 3.5 ft/s?

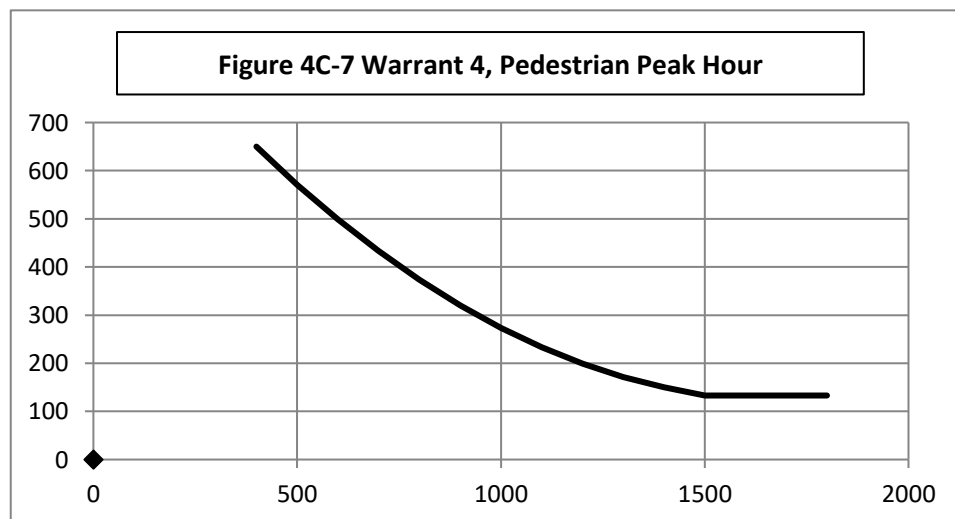
Criterion A Satisfied?



Criterion B: Peak Hour

Peak Hour	Pedestrian Vol.	Major Road Vol.
0:00	0	0

Criterion B Satisfied?



MUTCD Traffic Signal Warrant Summary Worksheet

The Worksheet(s) attached are provided as an attachment to the Engineering Investigation Study for:

Intersection: Massachusetts Avenue and Forest Street/Burton Street
City: Arlington

100%
Volume Level

Major Street: Massachusetts Avenue
Critical Approach Speed: 30 mph
Lanes: 1 lane

Minor Street: Quinn Street
Critical Approach Speed: 25 mph
Lanes: 1 lane

% Right Turns Included
From North (SB) 0%
From East (WB) 0%
From South (NB) 0%
From West (EB) 0%

In built-up area of isolated community of < 10,000 population? No
Total number of approaches at intersection? 4 or more
Manually set volume level? No

Analysis based on **EXISTING** volume data.

Date	Day of the Week	Time (HH:MM)			
		From	AM / PM	To	AM / PM
2/5/2020	Wednesday	6:00	AM / PM	10:00	PM

Warrant Evaluation Summary	Warrant Met:
Warrant 1: Eight - Hour Vehicular Volume	No
Condition A: Minimum Vehicular Volume	No
Condition B: Interruption of Continuous Traffic	No
Condition C: Combination: 80% of A and B	No
Warrant 2: Four-Hour Volume	No
Warrant 3: Peak Hour Volume	No
Warrant 4: Pedestrian Volume	N/A
Criterion A: Four-Hour Criterion B: Peak-Hour	
Warrant 5: School Crossing	N/A
Warrant 6: Coordinated Signal System	N/A
Warrant 7: Crash Experience	N/A
Warrant 8: Roadway Network	N/A
Warrant 9: Intersection Near a Grade Crossing	N/A

Warrant Analysis Conducted By:

Name: Ashrafur Rahman

Date: 2/21/2020

Nitsch Engineering

Warrant 1: Eight - Hour Vehicular Volume

100%

Warrant Evaluated? Yes

Condition A :		
Min. Veh. Volume		
Volume Level	100%	80%
Major Rd. Req	500	400
Minor Rd. Req	150	120
Number of Hours	0	0

Satisfied? No

Condition B:		
Interruption of Continuous Traffic		
Volume Level	100%	80%
Major Rd. Req	750	600
Minor Rd. Req	75	60
Number of Hours	0	0

Satisfied? No

Condition C:		
Combination of A & B at 80%		

Satisfied? No

Warrant Satisfied? No

Manually Set To:

6:00 AM		Enter Start Time (Military Time) (HH:MM)			Total
Time Period	From	To	Major Road: Both App. (VPH)	Minor Road: High App. (VPH)	
1	6:00	7:00	370	25	395
2	7:00	8:00	932	21	953
3	8:00	9:00	998	36	1034
4	9:00	10:00	828	35	863
5	10:00	11:00	742	13	755
6	11:00	12:00	804	29	833
7	12:00	13:00	900	28	928
8	13:00	14:00	489	28	517
9	14:00	15:00	669	24	693
10	15:00	16:00	979	20	999
11	16:00	17:00	910	25	935
12	17:00	18:00	934	31	965
13	18:00	19:00	810	12	822
14	19:00	20:00	632	6	638
15	20:00	21:00	531	8	539
16	21:00	22:00	348	2	350

Warrant 2: Four-Hour Volume

100%

Four hours with highest total volume meeting warrant criteria:

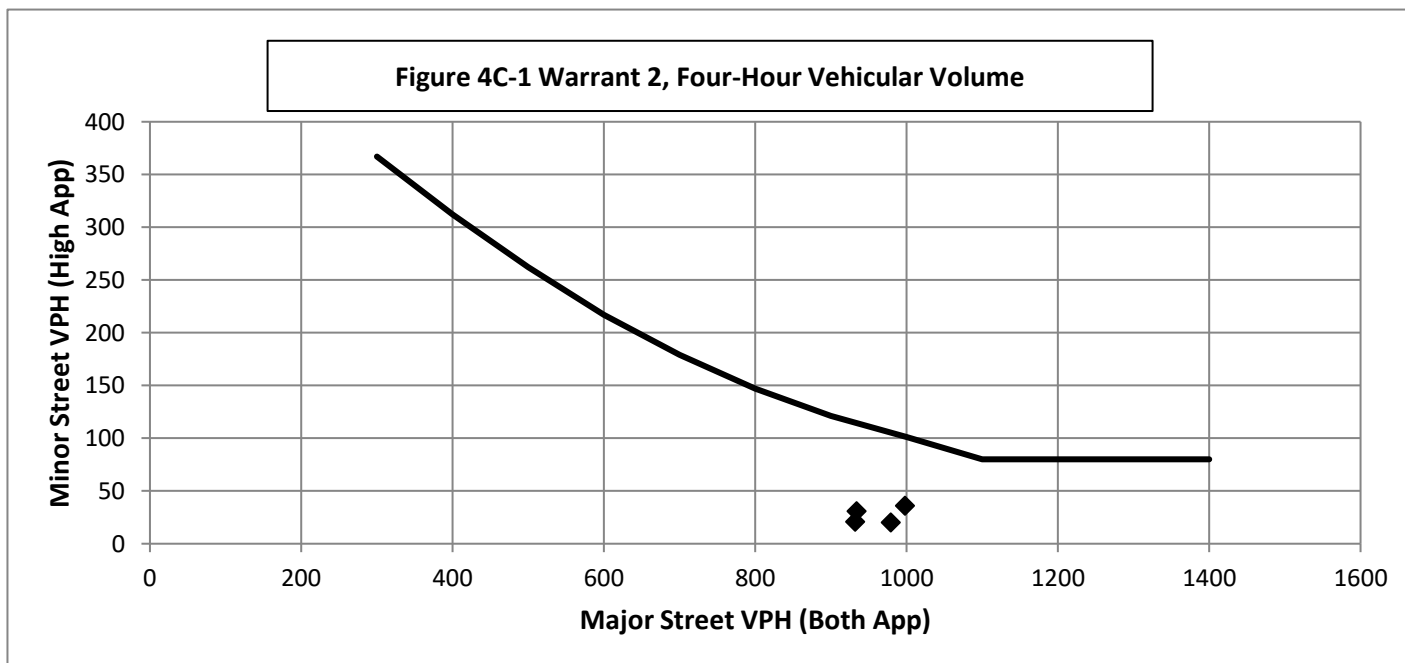
Hour Start	8:00	17:00	15:00	7:00
Major Road Vol.	998	934	979	932
Minor Road Vol.	36	31	20	21

Warrant Evaluated? Yes

Number of Hours 0

Warrant Satisfied? No

Manually Set To:



Warrant 3: Peak Hour Volume

100%

Warrant Evaluated? Yes

Condition justifying use of warrant:

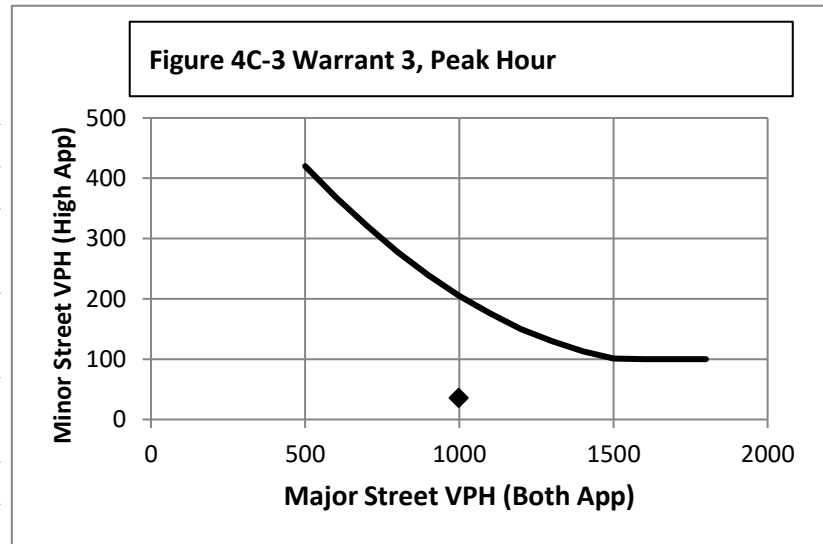
Criteria		Met?
Delay on Minor Approach	4	No
Volume on Minor Approach	100	
Total Entering Volume (veh/h)	800	

Manually Set Peak Hour?

Peak Hour	Major Road Vol. (Both App.)	Minor Road Vol. (High App.)
8:00	998	36

Warrant Satisfied? No

Manually Set To:



Warrant 4: Pedestrian Volume

100%

Warrant Evaluated? No

Warrant Satisfied? N/A

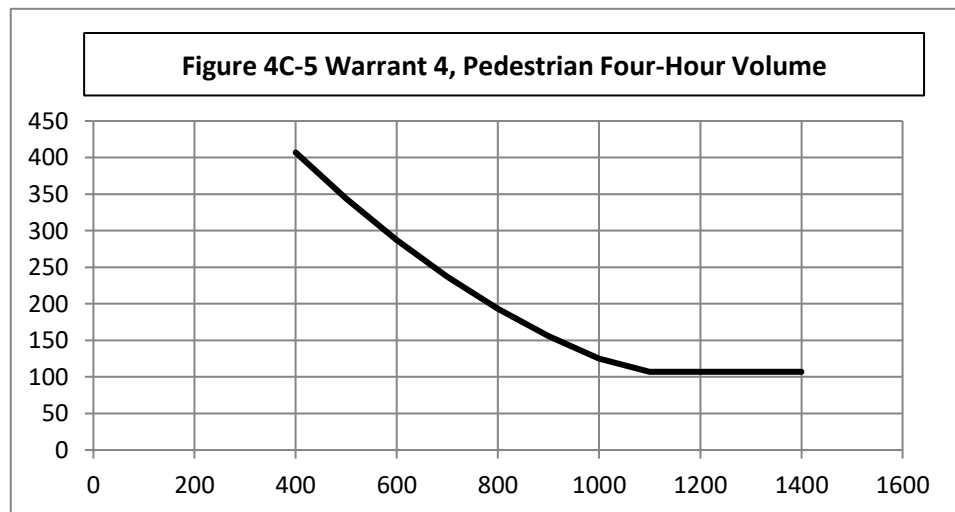
Manually Set To:

Criterion A: Four Hour

Hour (Start)	Pedestrian Volume	Major Road Vol.
		0
		0
		0
		0

Manually Set Major Rd Vol?
15th % walk speed < 3.5 ft/s?

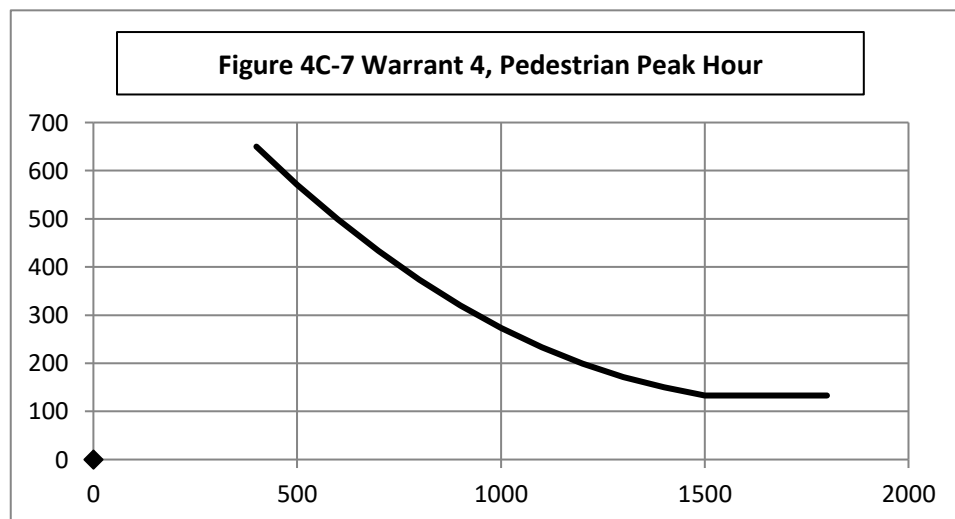
Criterion A Satisfied?



Criterion B: Peak Hour

Peak Hour	Pedestrian Vol.	Major Road Vol.
0:00	0	0

Criterion B Satisfied?





















Appendix E: Capacity Analysis













Lanes, Volumes, Timings
 1: Appleton St & Appleton Pl & Massachusetts Ave

2020 Existing AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	341	46	284	359	0	17	0	163	1	0	0
Future Volume (vph)	0	341	46	284	359	0	17	0	163	1	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	14	14	14	12	12	12	12	12	12
Grade (%)		0%			0%			-4%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.984						0.878				
Flt Protected					0.978			0.995			0.950	
Satd. Flow (prot)	0	1580	0	0	1648	0	0	1678	0	0	1770	0
Flt Permitted					0.978			0.995			0.950	
Satd. Flow (perm)	0	1580	0	0	1648	0	0	1678	0	0	1770	0
Link Speed (mph)		15			15			25			25	
Link Distance (ft)		330			357			73			97	
Travel Time (s)		15.0			16.2			2.0			2.6	
Confl. Peds. (#/hr)	109		11	118		215	11		118	215		109
Confl. Bikes (#/hr)			2			1						
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
Heavy Vehicles (%)	0%	11%	2%	2%	7%	0%	0%	0%	1%	2%	2%	2%
Bus Blockages (#/hr)	8	8	8	8	8	8	0	0	0	0	0	0
Parking (#/hr)	0	0	0	0	0	0						
Adj. Flow (vph)	0	455	61	338	427	0	20	0	192	1	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	516	0	0	765	0	0	212	0	0	1	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.92	1.10	0.92	0.92	1.10	0.92	0.97	0.97	0.97	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	81.9%						ICU Level of Service D					
Analysis Period (min)	15											










HCM Unsignalized Intersection Capacity Analysis
 1: Appleton St & Appleton Pl & Massachusetts Ave

2020 Existing AM Peak Hour

												
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	*3.0	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			60			85	100	66	99	100	100
cM capacity (veh/h)	757			842			131	29	565	86	183	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												

Lanes, Volumes, Timings
2: Appleton St & Appleton Pl

2020 Existing AM Peak Hour

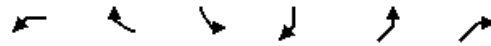
						
Lane Group	WBL	WBR	SBL	SBR	NEL	NER
Lane Configurations						
Traffic Volume (vph)	35	29	26	304	151	8
Future Volume (vph)	35	29	26	304	151	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12
Grade (%)	-4%		0%		-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.939		0.876		0.994	
Flt Protected	0.973		0.996		0.955	
Satd. Flow (prot)	1657	0	1628	0	1640	0
Flt Permitted	0.973		0.996		0.955	
Satd. Flow (perm)	1657	0	1628	0	1640	0
Link Speed (mph)	25		25		25	
Link Distance (ft)	178		73		363	
Travel Time (s)	4.9		2.0		9.9	
Confl. Peds. (#/hr)	109	91	91	18	18	109
Confl. Bikes (#/hr)						4
Peak Hour Factor	0.38	0.38	0.84	0.84	0.85	0.85
Heavy Vehicles (%)	6%	0%	0%	2%	1%	0%
Parking (#/hr)					0	0
Adj. Flow (vph)	92	76	31	362	178	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	168	0	393	0	187	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Right
Median Width(ft)	11		12		12	
Link Offset(ft)	0		0		0	
Crosswalk Width(ft)	16		16		16	
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.00	1.00	1.12	0.97
Turning Speed (mph)	15	9	15	9	15	9
Sign Control	Stop		Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	58.1%
ICU Level of Service	B
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis
 2: Appleton St & Appleton Pl

















2020 Existing AM Peak Hour



Movement	WBL	WBR	SBL	SBR	NEL	NER
Lane Configurations	T		T		T	
Traffic Volume (veh/h)	35	29	26	304	151	8
Future Volume (Veh/h)	35	29	26	304	151	8
Sign Control	Stop		Free		Stop	
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					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	642	200	109		565	461
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	642	200	109		565	461
tC, single (s)	*5.0	*5.0	4.1		*5.0	*5.0
tC, 2 stage (s)						
tF (s)	*3.0	*3.0	2.2		*3.0	*3.0
p0 queue free %	82	91	98		52	99
cM capacity (veh/h)	503	816	1352		370	604
Direction, Lane #	WB 1	SB 1	NE 1			
Volume Total	168	393	187			
Volume Left	0	31	178			
Volume Right	76	362	0			
cSH	609	1352	377			
Volume to Capacity	0.28	0.02	0.50			
Queue Length 95th (ft)	28	2	66			
Control Delay (s)	13.2	0.8	23.6			
Lane LOS	B	A	C			
Approach Delay (s)	13.2	0.8	23.6			
Approach LOS	B		C			
Intersection Summary						
Average Delay			9.3			
Intersection Capacity Utilization			58.1%	ICU Level of Service	B	
Analysis Period (min)			15			
* User Entered Value						

Lanes, Volumes, Timings
3: Burton St/Forest St & Massachusetts Ave

2020 Existing AM Peak Hour

















												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	91	415	1	10	445	98	0	9	19	65	22	194
Future Volume (vph)	91	415	1	10	445	98	0	9	19	65	22	194
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	12	12	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Fr _t					0.976			0.908			0.907	
Fl _t Protected		0.991			0.999						0.989	
Satd. Flow (prot)	0	1675	0	0	1764	0	0	1553	0	0	1670	0
Fl _t Permitted		0.991			0.999						0.989	
Satd. Flow (perm)	0	1675	0	0	1764	0	0	1553	0	0	1670	0
Link Speed (mph)		15			25			25			15	
Link Distance (ft)		357			87			283			336	
Travel Time (s)		16.2			2.4			7.7			15.3	
Confl. Peds. (#/hr)	57		56	8		9	56		8	9		57
Confl. Bikes (#/hr)			4			1						
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
Heavy Vehicles (%)	3%	9%	0%	0%	6%	1%	0%	0%	0%	3%	0%	2%
Parking (#/hr)	0	0	0				0	0	0			
Adj. Flow (vph)	105	477	1	11	511	113	0	20	43	73	25	218
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	583	0	0	635	0	0	63	0	0	316	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.92	1.05	0.92	1.00	1.00	1.00	1.00	1.14	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	93.4%
Analysis Period (min)	15
	ICU Level of Service F

HCM Unsignalized Intersection Capacity Analysis
3: Burton St/Forest St & Massachusetts Ave

2020 Existing AM Peak Hour

												
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												

Lanes, Volumes, Timings
4: Massachusetts Ave & West Dr

2020 Existing AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↔	↔		↔	
Traffic Volume (vph)	22	477	552	6	1	1
Future Volume (vph)	22	477	552	6	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	14	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.999		0.932	
Flt Protected		0.998			0.976	
Satd. Flow (prot)	0	1585	1720	0	1613	0
Flt Permitted		0.998			0.976	
Satd. Flow (perm)	0	1585	1720	0	1613	0
Link Speed (mph)		25	15		10	
Link Distance (ft)		87	240		169	
Travel Time (s)		2.4	10.9		11.5	
Confl. Peds. (#/hr)	8			8	8	8
Confl. Bikes (#/hr)				1		
Peak Hour Factor	0.87	0.87	0.87	0.87	0.25	0.25
Heavy Vehicles (%)	0%	8%	6%	1%	0%	0%
Parking (#/hr)	0	0	0	0		
Adj. Flow (vph)	25	548	634	7	4	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	573	641	0	8	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.14	1.05	0.92	1.09	1.09
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	55.3%
Analysis Period (min)	15
	ICU Level of Service B

HCM Unsignalized Intersection Capacity Analysis
 4: Massachusetts Ave & West Dr

2020 Existing AM Peak Hour



Movement	EBL	EBT	WBT	WBR	SWL	SWR
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	SW 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
Analysis Period (min)	15	B

* User Entered Value

Lanes, Volumes, Timings
5: Pine Ct & Massachusetts Ave

2020 Existing AM Peak Hour

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗			↖	↗	
Traffic Volume (vph)	484	2	0	553	1	7
Future Volume (vph)	484	2	0	553	1	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	14	12	12
Grade (%)	0%			0%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt					0.882	
Flt Protected					0.994	
Satd. Flow (prot)	1506	0	0	1563	1529	0
Flt Permitted					0.994	
Satd. Flow (perm)	1506	0	0	1563	1529	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	240			134	415	
Travel Time (s)	6.5			3.7	11.3	
Confl. Peds. (#/hr)		10	10		10	10
Confl. Bikes (#/hr)		3				
Peak Hour Factor	0.85	0.85	0.88	0.88	0.50	0.50
Heavy Vehicles (%)	9%	0%	0%	5%	0%	0%
Parking (#/hr)	0	0	0	0		
Adj. Flow (vph)	569	2	0	628	2	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	571	0	0	628	16	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.20	1.05	1.05	1.20	1.12	1.12
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	CBD					
Control Type:	Unsignalized					
Intersection Capacity Utilization	45.2%			ICU Level of Service A		
Analysis Period (min)	15					










HCM Unsignalized Intersection Capacity Analysis
5: Pine Ct & Massachusetts Ave

2020 Existing AM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗			↖	↗	
Traffic Volume (veh/h)	484	2	0	553	1	7
Future Volume (Veh/h)	484	2	0	553	1	7
Sign Control	Free			Free	Stop	
Grade	0%			0%	-4%	
Peak Hour Factor	0.85	0.85	0.88	0.88	0.50	0.50
Hourly flow rate (vph)	569	2	0	628	2	14
Pedestrians	10			10	10	
Lane Width (ft)	14.0			14.0	12.0	
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			581		1218	590
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			581		1218	590
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		99	98
cM capacity (veh/h)			994		345	656
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	571	628	16			
Volume Left	0	0	2			
Volume Right	2	0	14			
cSH	1700	994	589			
Volume to Capacity	0.34	0.00	0.03			
Queue Length 95th (ft)	0	0	2			
Control Delay (s)	0.0	0.0	11.3			
Lane LOS				B		
Approach Delay (s)	0.0	0.0	11.3			
Approach LOS				B		
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			45.2%	ICU Level of Service	A	
Analysis Period (min)			15			
* User Entered Value						

Lanes, Volumes, Timings
6: Massachusetts Ave & Quinn Rd

2020 Existing AM Peak Hour










						
Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	28	466	547	10	3	7
Future Volume (vph)	28	466	547	10	3	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	14	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Fr _t			0.998		0.907	
Fl _t Protected		0.997			0.985	
Satd. Flow (prot)	0	1758	1677	0	1652	0
Fl _t Permitted		0.997			0.985	
Satd. Flow (perm)	0	1758	1677	0	1652	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		134	384		203	
Travel Time (s)		3.7	10.5		5.5	
Confl. Peds. (#/hr)	10			10	10	10
Confl. Bikes (#/hr)				3		
Peak Hour Factor	0.85	0.85	0.88	0.88	0.62	0.62
Heavy Vehicles (%)	4%	8%	5%	0%	0%	14%
Parking (#/hr)			6	0		
Adj. Flow (vph)	33	548	622	11	5	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	581	633	0	16	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		14	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.10	0.92	0.92	0.92
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	60.3% ICU Level of Service B
Analysis Period (min)	15










HCM Unsignalized Intersection Capacity Analysis
6: Massachusetts Ave & Quinn Rd

2020 Existing AM Peak Hour

						
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (veh/h)	28	466	547	10	3	7
Future Volume (Veh/h)	28	466	547	10	3	7
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.85	0.85	0.88	0.88	0.62	0.62
Hourly flow rate (vph)	33	548	622	11	5	11
Pedestrians		10	10		10	
Lane Width (ft)		12.0	14.0		14.0	
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	643				1262	648
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	643				1262	648
tC, single (s)	4.1				*5.0	*5.0
tC, 2 stage (s)						
tF (s)	2.2				*3.0	*3.0
p0 queue free %	96				98	98
cM capacity (veh/h)	922				317	619
Direction, Lane #	SE 1	NW 1	SW 1			
Volume Total	581	633	16			
Volume Left	33	0	5			
Volume Right	0	11	11			
cSH	922	1700	477			
Volume to Capacity	0.04	0.37	0.03			
Queue Length 95th (ft)	3	0	3			
Control Delay (s)	1.0	0.0	12.8			
Lane LOS	A		B			
Approach Delay (s)	1.0	0.0	12.8			
Approach LOS			B			
Intersection Summary						
Average Delay			0.6			
Intersection Capacity Utilization			60.3%	ICU Level of Service		B
Analysis Period (min)			15			
* User Entered Value						

Lanes, Volumes, Timings
7: West Dr/Mill Brook Br & Quinn Access Rd

2020 Existing AM Peak Hour










						
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	2	1	18	8	5	2
Future Volume (vph)	2	1	18	8	5	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	9	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.966		0.959			
Flt Protected	0.964					0.966
Satd. Flow (prot)	1592	0	1822	0	0	1449
Flt Permitted	0.964					0.966
Satd. Flow (perm)	1592	0	1822	0	0	1449
Link Speed (mph)	25		25			25
Link Distance (ft)	315		169			187
Travel Time (s)	8.6		4.6			5.1
Peak Hour Factor	0.75	0.75	0.61	0.61	0.35	0.35
Heavy Vehicles (%)	0%	0%	0%	0%	20%	0%
Parking (#/hr)	0	0				
Adj. Flow (vph)	3	1	30	13	14	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	43	0	0	20
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.14	1.00	1.00	1.00	1.14	1.14
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 14.5% ICU Level of Service A
 Analysis Period (min) 15

















HCM Unsignalized Intersection Capacity Analysis
7: West Dr/Mill Brook Br & Quinn Access Rd

2020 Existing AM Peak Hour

						
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	2	1	18	8	5	2
Future Volume (Veh/h)	2	1	18	8	5	2
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.75	0.75	0.61	0.61	0.35	0.35
Hourly flow rate (vph)	3	1	30	13	14	6
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	70	36			43	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	70	36			43	
tC, single (s)	6.4	6.2			4.3	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.4	
p0 queue free %	100	100			99	
cM capacity (veh/h)	930	1042			1457	
Direction, Lane #	NW 1	NE 1	SW 1			
Volume Total	4	43	20			
Volume Left	3	0	14			
Volume Right	1	13	0			
cSH	955	1700	1457			
Volume to Capacity	0.00	0.03	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	8.8	0.0	5.3			
Lane LOS	A		A			
Approach Delay (s)	8.8	0.0	5.3			
Approach LOS	A					
Intersection Summary						
Average Delay			2.1			
Intersection Capacity Utilization			14.5%	ICU Level of Service	A	
Analysis Period (min)			15			













Lanes, Volumes, Timings
8: Forest St & Peirce St/Ryder St

2020 Existing AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	0	1	8	0	3	3	171	9	10	269	63
Future Volume (vph)	10	0	1	8	0	3	3	171	9	10	269	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Fr _t		0.986			0.966			0.993			0.975	
Fl _t Protected		0.957			0.964			0.999			0.998	
Satd. Flow (prot)	0	1733	0	0	1440	0	0	1827	0	0	1767	0
Fl _t Permitted		0.957			0.964			0.999			0.998	
Satd. Flow (perm)	0	1733	0	0	1440	0	0	1827	0	0	1767	0
Link Speed (mph)		25			25			20			25	
Link Distance (ft)		451			157			336			396	
Travel Time (s)		12.3			4.3			11.5			10.8	
Confl. Peds. (#/hr)	10		13	3			13		3			10
Peak Hour Factor	0.55	0.55	0.55	0.69	0.69	0.69	0.82	0.82	0.82	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	25%	0%	0%	33%	1%	33%	0%	1%	2%
Adj. Flow (vph)	18	0	2	12	0	4	4	209	11	12	313	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	20	0	0	16	0	0	224	0	0	398	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	37.3%											
Analysis Period (min)	15											
	ICU Level of Service A											










HCM Unsignalized Intersection Capacity Analysis
8: Forest St & Peirce St/Ryder St

2020 Existing AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	10	0	1	8	0	3	3	171	9	10	269	63
Future Volume (Veh/h)	10	0	1	8	0	3	3	171	9	10	269	63
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.55	0.55	0.55	0.69	0.69	0.69	0.82	0.82	0.82	0.86	0.86	0.86
Hourly flow rate (vph)	18	0	2	12	0	4	4	209	11	12	313	73
Pedestrians		13			3			13			10	
Lane Width (ft)		11.0			11.0			12.0			11.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		1			0			1			1	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	623	618	376	614	648	228	399			223		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	623	618	376	614	648	228	399			223		
tC, single (s)	7.1	6.5	6.2	7.3	6.5	6.2	4.4			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.7	4.0	3.3	2.5			2.2		
p0 queue free %	95	100	100	97	100	100	100			99		
cM capacity (veh/h)	383	397	659	359	381	808	999			1354		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	20	16	224	398								
Volume Left	18	12	4	12								
Volume Right	2	4	11	73								
cSH	400	417	999	1354								
Volume to Capacity	0.05	0.04	0.00	0.01								
Queue Length 95th (ft)	4	3	0	1								
Control Delay (s)	14.5	14.0	0.2	0.3								
Lane LOS	B	B	A	A								
Approach Delay (s)	14.5	14.0	0.2	0.3								
Approach LOS	B	B										
Intersection Summary												
Average Delay			1.0									
Intersection Capacity Utilization			37.3%		ICU Level of Service					A		
Analysis Period (min)			15									










Lanes, Volumes, Timings
9: Ryder St & South Dr

2020 Existing AM Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	2	1	7	13	4	9
Future Volume (vph)	2	1	7	13	4	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.949		0.913			
Flt Protected	0.970					0.985
Satd. Flow (prot)	1749	0	1417	0	0	1463
Flt Permitted	0.970					0.985
Satd. Flow (perm)	1749	0	1417	0	0	1463
Link Speed (mph)	25		25			25
Link Distance (ft)	269		157			797
Travel Time (s)	7.3		4.3			21.7
Confl. Peds. (#/hr)	32	32		32	32	
Confl. Bikes (#/hr)				2		
Peak Hour Factor	0.38	0.38	0.71	0.71	0.81	0.81
Heavy Vehicles (%)	0%	0%	14%	8%	0%	22%
Parking (#/hr)			0	0	0	0
Adj. Flow (vph)	5	3	10	18	5	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	0	28	0	0	16
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.14	1.00	1.00	1.14
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	26.5%			ICU Level of Service A		
Analysis Period (min)	15					

















HCM Unsignalized Intersection Capacity Analysis
 9: Ryder St & South Dr

2020 Existing AM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	2	1	7	13	4	9
Future Volume (Veh/h)	2	1	7	13	4	9
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.38	0.38	0.71	0.71	0.81	0.81
Hourly flow rate (vph)	5	3	10	18	5	11
Pedestrians	32		32			32
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	104	83			60	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	104	83			60	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	100			100	
cM capacity (veh/h)	842	923			1509	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	8	28	16			
Volume Left	5	0	5			
Volume Right	3	18	0			
cSH	871	1700	1509			
Volume to Capacity	0.01	0.02	0.00			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	9.2	0.0	2.3			
Lane LOS	A		A			
Approach Delay (s)	9.2	0.0	2.3			
Approach LOS	A					
Intersection Summary						
Average Delay			2.1			
Intersection Capacity Utilization			26.5%		ICU Level of Service	A
Analysis Period (min)			15			














Lanes, Volumes, Timings
 1: Appleton St & Appleton Pl & Massachusetts Ave

2020 Existing PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	423	18	114	318	2	18	1	331	1	1	3
Future Volume (vph)	3	423	18	114	318	2	18	1	331	1	1	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	14	14	14	12	12	12	12	12	12
Grade (%)		0%			0%			-4%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Fr _t		0.995			0.999			0.872			0.925	
Fl _t Protected					0.987			0.997			0.989	
Satd. Flow (prot)	0	1724	0	0	1699	0	0	1669	0	0	1738	0
Fl _t Permitted					0.987			0.997			0.989	
Satd. Flow (perm)	0	1724	0	0	1699	0	0	1669	0	0	1738	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		330			357			73			97	
Travel Time (s)		9.0			9.7			2.0			2.6	
Confl. Peds. (#/hr)	21		1	7		27	1		7	27		21
Confl. Bikes (#/hr)			2			2						
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
Heavy Vehicles (%)	0%	2%	0%	1%	3%	0%	0%	0%	1%	0%	0%	0%
Bus Blockages (#/hr)	8	8	8	8	8	8	0	0	0	0	0	0
Parking (#/hr)	0	0	0	0	0	0						
Adj. Flow (vph)	3	455	19	130	361	2	20	1	368	2	2	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	477	0	0	493	0	0	389	0	0	9	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.92	1.10	0.92	0.92	1.10	0.92	0.97	0.97	0.97	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	80.4%						ICU Level of Service D					
Analysis Period (min)	15											

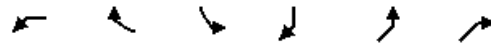
HCM Unsignalized Intersection Capacity Analysis
 1: Appleton St & Appleton Pl & Massachusetts Ave

2020 Existing PM Peak Hour

													
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%			-4%			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	7.1	6.5	6.2	
tC, 2 stage (s)													
tF (s)	2.2			2.2			*3.0	*3.0	*3.0	3.5	4.0	3.3	
p0 queue free %	100			88			94	100	48	95	99	99	
cM capacity (veh/h)	1149			1080			326	328	707	40	173	615	
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	665	128									
Volume to Capacity	0.00	0.12	0.58	0.07									
Queue Length 95th (ft)	0	10	95	6									
Control Delay (s)	0.1	3.3	17.7	35.2									
Lane LOS	A	A	C	E									
Approach Delay (s)	0.1	3.3	17.7	35.2									
Approach LOS			C	E									
Intersection Summary													
Average Delay			6.5										
Intersection Capacity Utilization			80.4%		ICU Level of Service					D			
Analysis Period (min)			15										
* User Entered Value													

Lanes, Volumes, Timings
2: Appleton St & Appleton Pl

2020 Existing PM Peak Hour












Lane Group	WBL	WBR	SBL	SBR	NEL	NER
Lane Configurations						
Traffic Volume (vph)	3	23	10	123	327	5
Future Volume (vph)	3	23	10	123	327	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12
Grade (%)	-4%		0%		-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.882		0.875		0.998	
Flt Protected	0.994		0.996		0.953	
Satd. Flow (prot)	1642	0	1626	0	1643	0
Flt Permitted	0.994		0.996		0.953	
Satd. Flow (perm)	1642	0	1626	0	1643	0
Link Speed (mph)	25		25		25	
Link Distance (ft)	178		73		363	
Travel Time (s)	4.9		2.0		9.9	
Confl. Peds. (#/hr)	20	18	9	11	11	20
Peak Hour Factor	0.65	0.65	0.84	0.84	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Parking (#/hr)					0	0
Adj. Flow (vph)	5	35	12	146	363	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	40	0	158	0	369	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Right
Median Width(ft)	11		12		12	
Link Offset(ft)	0		0		0	
Crosswalk Width(ft)	16		16		16	
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.00	1.00	1.12	0.97
Turning Speed (mph)	15	9	15	9	15	9
Sign Control	Stop		Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	46.8%
Analysis Period (min)	15
	ICU Level of Service A

















HCM Unsignalized Intersection Capacity Analysis
 2: Appleton St & Appleton Pl

2020 Existing PM Peak Hour

						
Movement	WBL	WBR	SBL	SBR	NEL	NER
Lane Configurations						
Traffic Volume (veh/h)	3	23	10	123	327	5
Future Volume (Veh/h)	3	23	10	123	327	5
Sign Control	Stop		Free		Stop	
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					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	210	38	20		172	137
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	210	38	20		172	137
tC, single (s)	*5.0	*5.0	4.1		*5.0	*5.0
tC, 2 stage (s)						
tF (s)	*3.0	*3.0	2.2		*3.0	*3.0
p0 queue free %	99	97	99		60	99
cM capacity (veh/h)	935	1117	1581		912	1004
Direction, Lane #	WB 1	SB 1	NE 1			
Volume Total	40	158	369			
Volume Left	0	12	363			
Volume Right	35	146	0			
cSH	1090	1581	913			
Volume to Capacity	0.04	0.01	0.40			
Queue Length 95th (ft)	3	1	49			
Control Delay (s)	8.4	0.6	11.6			
Lane LOS	A	A	B			
Approach Delay (s)	8.4	0.6	11.6			
Approach LOS	A		B			
Intersection Summary						
Average Delay			8.3			
Intersection Capacity Utilization			46.8%	ICU Level of Service	A	
Analysis Period (min)			15			
* User Entered Value						

Lanes, Volumes, Timings
3: Burton St/Forest St & Massachusetts Ave

2020 Existing PM Peak Hour













												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	201	562	2	3	375	92	1	3	8	38	4	65
Future Volume (vph)	201	562	2	3	375	92	1	3	8	38	4	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	12	12	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Fr _t					0.973			0.912			0.918	
Fl _t Protected		0.987						0.995			0.983	
Satd. Flow (prot)	0	1676	0	0	1799	0	0	1552	0	0	1715	0
Fl _t Permitted		0.987						0.995			0.983	
Satd. Flow (perm)	0	1676	0	0	1799	0	0	1552	0	0	1715	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		357			87			283			336	
Travel Time (s)		9.7			2.4			7.7			9.2	
Confl. Peds. (#/hr)	19		21			2	19		14	16		21
Confl. Bikes (#/hr)			2			3						1
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
Heavy Vehicles (%)	3%	9%	0%	0%	3%	2%	0%	0%	0%	0%	0%	0%
Parking (#/hr)	0	0	0				0	0	0			
Adj. Flow (vph)	216	604	2	3	426	105	2	5	13	47	5	80
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	822	0	0	534	0	0	20	0	0	132	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.92	1.05	0.92	1.00	1.00	1.00	1.00	1.14	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	90.6%
Analysis Period (min)	15
	ICU Level of Service E

HCM Unsignalized Intersection Capacity Analysis
3: Burton St/Forest St & Massachusetts Ave

2020 Existing PM Peak Hour

												
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												

Lanes, Volumes, Timings
4: Massachusetts Ave & West Dr

2020 Existing PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↕	↕		↕	
Traffic Volume (vph)	6	602	453	2	6	17
Future Volume (vph)	6	602	453	2	6	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	14	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.999		0.899	
Flt Protected					0.988	
Satd. Flow (prot)	0	1677	1769	0	1575	0
Flt Permitted					0.988	
Satd. Flow (perm)	0	1677	1769	0	1575	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		87	240		169	
Travel Time (s)		2.4	6.5		4.6	
Confl. Peds. (#/hr)					19	19
Confl. Bikes (#/hr)				3		
Peak Hour Factor	0.93	0.93	0.88	0.88	0.64	0.64
Heavy Vehicles (%)	0%	2%	3%	0%	0%	0%
Parking (#/hr)	0	0	0	0		
Adj. Flow (vph)	6	647	515	2	9	27
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	653	517	0	36	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.14	1.05	0.92	1.09	1.09
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	51.2% ICU Level of Service A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis
4: Massachusetts Ave & West Dr

2020 Existing PM Peak Hour



Movement	EBL	EBT	WBT	WBR	SWL	SWR
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	SW 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
Analysis Period (min)	15	A

* User Entered Value

Lanes, Volumes, Timings
5: Pine Ct & Massachusetts Ave

2020 Existing PM Peak Hour

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗			↖	↗	
Traffic Volume (vph)	606	3	2	456	1	1
Future Volume (vph)	606	3	2	456	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	14	12	12
Grade (%)	0%			0%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.999				0.932	
Flt Protected					0.976	
Satd. Flow (prot)	1608	0	0	1641	1587	0
Flt Permitted					0.976	
Satd. Flow (perm)	1608	0	0	1641	1587	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	240			134	415	
Travel Time (s)	6.5			3.7	11.3	
Confl. Peds. (#/hr)		8	8		8	8
Confl. Bikes (#/hr)		1				
Peak Hour Factor	0.92	0.92	0.90	0.90	0.50	0.50
Heavy Vehicles (%)	2%	0%	3%	0%	0%	0%
Parking (#/hr)	0	0	0	0		
Adj. Flow (vph)	659	3	2	507	2	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	662	0	0	509	4	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.20	1.05	1.05	1.20	1.12	1.12
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	CBD					
Control Type:	Unsignalized					
Intersection Capacity Utilization	48.0%			ICU Level of Service A		
Analysis Period (min)	15					










HCM Unsignalized Intersection Capacity Analysis
5: Pine Ct & Massachusetts Ave

2020 Existing PM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗			↖	↗	
Traffic Volume (veh/h)	606	3	2	456	1	1
Future Volume (Veh/h)	606	3	2	456	1	1
Sign Control	Free			Free	Stop	
Grade	0%			0%	-4%	
Peak Hour Factor	0.92	0.92	0.90	0.90	0.50	0.50
Hourly flow rate (vph)	659	3	2	507	2	2
Pedestrians	8			8	8	
Lane Width (ft)	14.0			14.0	12.0	
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			670	1188		676
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			670	1188		676
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	99		100
cM capacity (veh/h)			909	356		603
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	662	509	4			
Volume Left	0	2	2			
Volume Right	3	0	2			
cSH	1700	909	448			
Volume to Capacity	0.39	0.00	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	0.0	0.1	13.1			
Lane LOS			A		B	
Approach Delay (s)	0.0	0.1	13.1			
Approach LOS			B			
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			48.0%	ICU Level of Service		A
Analysis Period (min)			15			
* User Entered Value						

Lanes, Volumes, Timings
6: Massachusetts Ave & Quinn Rd

2020 Existing PM Peak Hour










						
Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	4	600	439	5	13	19
Future Volume (vph)	4	600	439	5	13	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	14	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.998		0.920	
Flt Protected					0.980	
Satd. Flow (prot)	0	1863	1726	0	1775	0
Flt Permitted					0.980	
Satd. Flow (perm)	0	1863	1726	0	1775	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		134	384		203	
Travel Time (s)		3.7	10.5		5.5	
Confl. Peds. (#/hr)	20			21	21	20
Confl. Bikes (#/hr)				7		
Peak Hour Factor	0.98	0.98	0.90	0.90	0.50	0.50
Heavy Vehicles (%)	0%	2%	2%	0%	0%	5%
Parking (#/hr)			6	0		
Adj. Flow (vph)	4	612	488	6	26	38
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	616	494	0	64	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		14	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.10	0.92	0.92	0.92
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	49.6%
Analysis Period (min)	15
	ICU Level of Service A










HCM Unsignalized Intersection Capacity Analysis
6: Massachusetts Ave & Quinn Rd

2020 Existing PM Peak Hour

						
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (veh/h)	4	600	439	5	13	19
Future Volume (Veh/h)	4	600	439	5	13	19
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.98	0.98	0.90	0.90	0.50	0.50
Hourly flow rate (vph)	4	612	488	6	26	38
Pedestrians		20	21		21	
Lane Width (ft)		12.0	14.0		14.0	
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	515				1153	532
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	515				1153	532
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				93	94
cM capacity (veh/h)	1036				358	680
Direction, Lane #	SE 1	NW 1	SW 1			
Volume Total	616	494	64			
Volume Left	4	0	26			
Volume Right	0	6	38			
cSH	1036	1700	498			
Volume to Capacity	0.00	0.29	0.13			
Queue Length 95th (ft)	0	0	11			
Control Delay (s)	0.1	0.0	13.3			
Lane LOS	A		B			
Approach Delay (s)	0.1	0.0	13.3			
Approach LOS			B			
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization			49.6%	ICU Level of Service		A
Analysis Period (min)			15			
* User Entered Value						










Lanes, Volumes, Timings
7: West Dr/Mill Brook Br & Quinn Access Rd

2020 Existing PM Peak Hour

						
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	11	0	3	5	0	20
Future Volume (vph)	11	0	3	5	0	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	9	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.913			
Flt Protected	0.950					
Satd. Flow (prot)	1624	0	1735	0	0	1693
Flt Permitted	0.950					
Satd. Flow (perm)	1624	0	1735	0	0	1693
Link Speed (mph)	25		25			25
Link Distance (ft)	315		169			187
Travel Time (s)	8.6		4.6			5.1
Confl. Peds. (#/hr)	2	2		2	2	
Peak Hour Factor	0.58	0.58	0.58	0.58	0.50	0.50
Heavy Vehicles (%)	0%	0%	0%	0%	0%	1%
Parking (#/hr)	0	0				
Adj. Flow (vph)	19	0	5	9	0	40
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	14	0	0	40
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.14	1.00	1.00	1.00	1.14	1.14
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.6%			ICU Level of Service A		
Analysis Period (min)	15					

















HCM Unsignalized Intersection Capacity Analysis
 7: West Dr/Mill Brook Br & Quinn Access Rd

2020 Existing PM Peak Hour

						
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	11	0	3	5	0	20
Future Volume (Veh/h)	11	0	3	5	0	20
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.58	0.58	0.58	0.58	0.50	0.50
Hourly flow rate (vph)	19	0	5	9	0	40
Pedestrians	2		2			2
Lane Width (ft)	12.0		12.0			9.0
Walking Speed (ft/s)	3.5		3.5			3.5
Percent Blockage	0		0			0
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	54	14			16	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	54	14			16	
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)	956	1069			1612	
Direction, Lane #	NW 1	NE 1	SW 1			
Volume Total	19	14	40			
Volume Left	19	0	0			
Volume Right	0	9	0			
cSH	956	1700	1612			
Volume to Capacity	0.02	0.01	0.00			
Queue Length 95th (ft)	2	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			2.3			
Intersection Capacity Utilization			14.6%		ICU Level of Service	A
Analysis Period (min)			15			













Lanes, Volumes, Timings
8: Forest St & Peirce St/Ryder St

2020 Existing PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	1	2	9	1	5	4	273	4	5	90	5
Future Volume (vph)	7	1	2	9	1	5	4	273	4	5	90	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Fr _t		0.975			0.961			0.998			0.993	
Fl _t Protected		0.965			0.974			0.999			0.997	
Satd. Flow (prot)	0	1728	0	0	1719	0	0	1870	0	0	1818	0
Fl _t Permitted		0.965			0.974			0.999			0.997	
Satd. Flow (perm)	0	1728	0	0	1719	0	0	1870	0	0	1818	0
Link Speed (mph)		25			25			20			25	
Link Distance (ft)		451			157			336			396	
Travel Time (s)		12.3			4.3			11.5			10.8	
Confl. Peds. (#/hr)	5		6	2		1	6		2	1		5
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.83	0.83	0.83	0.67	0.25	0.75	0.93	0.93	0.93	0.84	0.84	0.84
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	25%	1%	0%	0%	0%	0%
Adj. Flow (vph)	8	1	2	13	4	7	4	294	4	6	107	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	0	0	24	0	0	302	0	0	119	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	27.7%						ICU Level of Service A					
Analysis Period (min)	15											










HCM Unsignalized Intersection Capacity Analysis
8: Forest St & Peirce St/Ryder St

2020 Existing PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	7	1	2	9	1	5	4	273	4	5	90	5
Future Volume (Veh/h)	7	1	2	9	1	5	4	273	4	5	90	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.67	0.25	0.75	0.93	0.93	0.93	0.84	0.84	0.84
Hourly flow rate (vph)	8	1	2	13	4	7	4	294	4	6	107	6
Pedestrians		6			2			6			5	
Lane Width (ft)		11.0			11.0			12.0			11.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		1			0			1			0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	446	436	122	436	437	303	119			300		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	446	436	122	436	437	303	119			300		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.3			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.4			2.2		
p0 queue free %	98	100	100	98	99	99	100			100		
cM capacity (veh/h)	507	509	924	522	509	737	1331			1270		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	11	24	302	119								
Volume Left	8	13	4	6								
Volume Right	2	7	4	6								
cSH	553	568	1331	1270								
Volume to Capacity	0.02	0.04	0.00	0.00								
Queue Length 95th (ft)	2	3	0	0								
Control Delay (s)	11.6	11.6	0.1	0.4								
Lane LOS	B	B	A	A								
Approach Delay (s)	11.6	11.6	0.1	0.4								
Approach LOS	B	B										
Intersection Summary												
Average Delay			1.1									
Intersection Capacity Utilization			27.7%		ICU Level of Service					A		
Analysis Period (min)			15									










Lanes, Volumes, Timings
9: Ryder St & South Dr

2020 Existing PM Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	9	1	5	4	0	5
Future Volume (vph)	9	1	5	4	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.984		0.937			
Flt Protected	0.958					
Satd. Flow (prot)	1791	0	1435	0	0	1402
Flt Permitted	0.958					
Satd. Flow (perm)	1791	0	1435	0	0	1402
Link Speed (mph)	25		25			25
Link Distance (ft)	269		157			797
Travel Time (s)	7.3		4.3			21.7
Confl. Peds. (#/hr)	6	5		6	5	
Confl. Bikes (#/hr)				1		
Peak Hour Factor	0.62	0.62	0.59	0.59	0.42	0.42
Heavy Vehicles (%)	0%	0%	0%	25%	0%	22%
Parking (#/hr)			0	0	0	0
Adj. Flow (vph)	15	2	8	7	0	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	17	0	15	0	0	12
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.14	1.00	1.00	1.14
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	16.7%			ICU Level of Service A		
Analysis Period (min)	15					

















HCM Unsignalized Intersection Capacity Analysis
 9: Ryder St & South Dr

2020 Existing PM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	9	1	5	4	0	5
Future Volume (Veh/h)	9	1	5	4	0	5
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.62	0.62	0.59	0.59	0.42	0.42
Hourly flow rate (vph)	15	2	8	7	0	12
Pedestrians	6		6			5
Lane Width (ft)	12.0		12.0			12.0
Walking Speed (ft/s)	3.5		3.5			3.5
Percent Blockage	1		1			0
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	36	22			21	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	36	22			21	
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)	971	1049			1599	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	17	15	12			
Volume Left	15	0	0			
Volume Right	2	7	0			
cSH	980	1700	1599			
Volume to Capacity	0.02	0.01	0.00			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	8.7	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	8.7	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			3.4			
Intersection Capacity Utilization			16.7%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings
 1: Appleton St & Appleton Pl & Massachusetts Ave

2025 No-Build AM Peak Hour

















												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	376	51	313	396	0	19	0	180	0	0	0
Future Volume (vph)	0	376	51	313	396	0	19	0	180	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	14	14	14	12	12	12	12	12	12
Grade (%)		0%			0%			-4%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.984						0.878				
Flt Protected					0.978			0.995				
Satd. Flow (prot)	0	1581	0	0	1648	0	0	1678	0	0	1863	0
Flt Permitted					0.978			0.995				
Satd. Flow (perm)	0	1581	0	0	1648	0	0	1678	0	0	1863	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		330			357			73			97	
Travel Time (s)		9.0			9.7			2.0			2.6	
Confl. Peds. (#/hr)	109		11	118		215	11		118	215		109
Confl. Bikes (#/hr)			2			1						
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
Heavy Vehicles (%)	0%	11%	2%	2%	7%	0%	0%	0%	1%	2%	2%	2%
Bus Blockages (#/hr)	8	8	8	8	8	8	0	0	0	0	0	0
Parking (#/hr)	0	0	0	0	0	0						
Adj. Flow (vph)	0	501	68	373	471	0	22	0	212	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	569	0	0	844	0	0	234	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.92	1.10	0.92	0.92	1.10	0.92	0.97	0.97	0.97	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	89.3%
ICU Level of Service	E
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis
 1: Appleton St & Appleton Pl & Massachusetts Ave

2025 No-Build AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	376	51	313	396	0	19	0	180	0	0	0
Future Volume (Veh/h)	0	376	51	313	396	0	19	0	180	0	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	501	68	373	471	0	22	0	212	0	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	686			687			1979	2085	868	2394	2119	795
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	686			687			1979	2085	868	2394	2119	795
tC, single (s)	4.1			4.1			*4.0	6.5	*3.0	*3.0	*3.0	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			*3.0	4.0	*3.0	3.5	*3.0	3.3
p0 queue free %	100			54			79	100	62	100	100	100
cM capacity (veh/h)	729			805			107	20	553	68	166	271
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	569	844	234	0								
Volume Left	0	373	22	0								
Volume Right	68	0	212	0								
cSH	729	805	397	1700								
Volume to Capacity	0.00	0.46	0.59	0.01								
Queue Length 95th (ft)	0	62	91	0								
Control Delay (s)	0.0	10.6	26.3	0.0								
Lane LOS		B	D	A								
Approach Delay (s)	0.0	10.6	26.3	0.0								
Approach LOS			D	A								
Intersection Summary												
Average Delay			9.2									
Intersection Capacity Utilization			89.3%		ICU Level of Service				E			
Analysis Period (min)			15									

* User Entered Value

Lanes, Volumes, Timings
2: Appleton St & Appleton Pl

2025 No-Build AM Peak Hour



Lane Group	WBL	WBR	SBL	SBR	NEL	NER
Lane Configurations						
Traffic Volume (vph)	39	32	29	335	167	9
Future Volume (vph)	39	32	29	335	167	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12
Grade (%)	-4%		0%		-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.939		0.876		0.993	
Flt Protected	0.973		0.996		0.955	
Satd. Flow (prot)	1657	0	1628	0	1639	0
Flt Permitted	0.973		0.996		0.955	
Satd. Flow (perm)	1657	0	1628	0	1639	0
Link Speed (mph)	25		25		25	
Link Distance (ft)	178		73		363	
Travel Time (s)	4.9		2.0		9.9	
Confl. Peds. (#/hr)	109	91	91	18	18	109
Confl. Bikes (#/hr)						4
Peak Hour Factor	0.38	0.38	0.84	0.84	0.85	0.85
Heavy Vehicles (%)	6%	0%	0%	2%	1%	0%
Parking (#/hr)					0	0
Adj. Flow (vph)	103	84	35	399	196	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	187	0	434	0	207	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Right
Median Width(ft)	11		12		12	
Link Offset(ft)	0		0		0	
Crosswalk Width(ft)	16		16		16	
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.00	1.00	1.12	0.97
Turning Speed (mph)	15	9	15	9	15	9
Sign Control	Stop		Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	60.2%
ICU Level of Service	B
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis
2: Appleton St & Appleton Pl

2025 No-Build AM Peak Hour



















Movement	WBL	WBR	SBL	SBR	NEL	NER
Lane Configurations	T		T		T	
Traffic Volume (veh/h)	39	32	29	335	167	9
Future Volume (Veh/h)	39	32	29	335	167	9
Sign Control	Stop		Free		Stop	
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	399	196	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					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	687	200	109		605	488
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	687	200	109		605	488
tC, single (s)	*5.0	*5.0	4.1		*5.0	*5.0
tC, 2 stage (s)						
tF (s)	*3.0	*3.0	2.2		*3.0	*3.0
p0 queue free %	79	90	97		43	98
cM capacity (veh/h)	479	816	1352		341	586
Direction, Lane #	WB 1	SB 1	NE 1			
Volume Total	187	434	207			
Volume Left	0	35	196			
Volume Right	84	399	0			
cSH	588	1352	349			
Volume to Capacity	0.32	0.03	0.59			
Queue Length 95th (ft)	34	2	91			
Control Delay (s)	13.9	0.9	29.3			
Lane LOS	B	A	D			
Approach Delay (s)	13.9	0.9	29.3			
Approach LOS	B		D			
Intersection Summary						
Average Delay			10.9			
Intersection Capacity Utilization			60.2%	ICU Level of Service	B	
Analysis Period (min)			15			

* User Entered Value

Lanes, Volumes, Timings
3: Burton St/Forest St & Massachusetts Ave

2025 No-Build AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	456	1	10	491	108	0	10	21	72	24	214
Future Volume (vph)	100	456	1	10	491	108	0	10	21	72	24	214
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	12	12	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.976			0.909				0.907
Flt Protected		0.991			0.999							0.988
Satd. Flow (prot)	0	1675	0	0	1764	0	0	1554	0	0	1668	0
Flt Permitted		0.991			0.999							0.988
Satd. Flow (perm)	0	1675	0	0	1764	0	0	1554	0	0	1668	0
Link Speed (mph)		25			25			25				25
Link Distance (ft)		357			87			283				336
Travel Time (s)		9.7			2.4			7.7				9.2
Confl. Peds. (#/hr)	57		56	8		9	56		8	9		57
Confl. Bikes (#/hr)			4			1						
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
Heavy Vehicles (%)	3%	9%	0%	0%	6%	1%	0%	0%	0%	3%	0%	2%
Parking (#/hr)	0	0	0				0	0	0			
Adj. Flow (vph)	115	524	1	11	564	124	0	23	48	81	27	240
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	640	0	0	699	0	0	71	0	0	348	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	0.92	1.05	0.92	1.00	1.00	1.00	1.00	1.14	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop				Stop

Intersection Summary
 Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 100.8% ICU Level of Service G
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
3: Burton St/Forest St & Massachusetts Ave

2025 No-Build AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	100	456	1	10	491	108	0	10	21	72	24	214
Future Volume (Veh/h)	100	456	1	10	491	108	0	10	21	72	24	214
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)	115	524	1	11	564	124	0	23	48	81	27	240
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			1769	1578	590	1528	1516	740
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	745			581			1769	1578	590	1528	1516	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 %	86			99			100	87	92	50	86	53
cM capacity (veh/h)	812			950			23	183	629	163	195	510

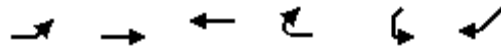
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	640	699	71	348
Volume Left	115	11	0	81
Volume Right	1	124	48	240
cSH	812	950	352	314
Volume to Capacity	0.14	0.01	0.20	1.11
Queue Length 95th (ft)	12	1	19	343
Control Delay (s)	3.5	0.3	17.8	119.7
Lane LOS	A	A	C	F
Approach Delay (s)	3.5	0.3	17.8	119.7
Approach LOS			C	F

Intersection Summary			
Average Delay		25.8	
Intersection Capacity Utilization		100.8%	ICU Level of Service
Analysis Period (min)		15	G

* User Entered Value

Lanes, Volumes, Timings
4: Massachusetts Ave & West Dr

2025 No-Build AM Peak Hour



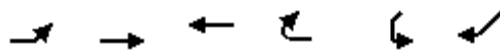
Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	22	527	608	6	1	1
Future Volume (vph)	22	527	608	6	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	14	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.999		0.932	
Flt Protected		0.998			0.976	
Satd. Flow (prot)	0	1585	1720	0	1613	0
Flt Permitted		0.998			0.976	
Satd. Flow (perm)	0	1585	1720	0	1613	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		87	240		169	
Travel Time (s)		2.4	6.5		4.6	
Confl. Peds. (#/hr)	8			8	8	8
Confl. Bikes (#/hr)				1		
Peak Hour Factor	0.87	0.87	0.87	0.87	0.25	0.25
Heavy Vehicles (%)	0%	8%	6%	1%	0%	0%
Parking (#/hr)	0	0	0	0		
Adj. Flow (vph)	25	606	699	7	4	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	631	706	0	8	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.14	1.05	0.92	1.09	1.09
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	57.9%
Analysis Period (min)	15
	ICU Level of Service B

HCM Unsignalized Intersection Capacity Analysis
4: Massachusetts Ave & West Dr

2025 No-Build AM Peak Hour



Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↔	↔		↔	
Traffic Volume (veh/h)	22	527	608	6	1	1
Future Volume (Veh/h)	22	527	608	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	606	699	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	714				1374	718
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	714				1374	718
tC, single (s)	4.1				*5.0	*5.0
tC, 2 stage (s)						
tF (s)	2.2				*5.0	*5.0
p0 queue free %	97				98	99
cM capacity (veh/h)	890				229	414
Direction, Lane #	EB 1	WB 1	SW 1			
Volume Total	631	706	8			
Volume Left	25	0	4			
Volume Right	0	7	4			
cSH	890	1700	295			
Volume to Capacity	0.03	0.42	0.03			
Queue Length 95th (ft)	2	0	2			
Control Delay (s)	0.7	0.0	17.6			
Lane LOS	A		C			
Approach Delay (s)	0.7	0.0	17.6			
Approach LOS			C			
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			57.9%	ICU Level of Service		B
Analysis Period (min)			15			

* User Entered Value

Lanes, Volumes, Timings
5: Pine Ct & Massachusetts Ave

2025 No-Build AM Peak Hour



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	534	2	0	610	1	8
Future Volume (vph)	534	2	0	610	1	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	14	12	12
Grade (%)	0%			0%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt					0.880	
Flt Protected					0.994	
Satd. Flow (prot)	1506	0	0	1563	1526	0
Flt Permitted					0.994	
Satd. Flow (perm)	1506	0	0	1563	1526	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	240			134	415	
Travel Time (s)	6.5			3.7	11.3	
Confl. Peds. (#/hr)		10	10		10	10
Confl. Bikes (#/hr)		3				
Peak Hour Factor	0.85	0.85	0.88	0.88	0.50	0.50
Heavy Vehicles (%)	9%	0%	0%	5%	0%	0%
Parking (#/hr)	0	0	0	0		
Adj. Flow (vph)	628	2	0	693	2	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	630	0	0	693	18	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.20	1.05	1.05	1.20	1.12	1.12
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	48.5%
ICU Level of Service	A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis
5: Pine Ct & Massachusetts Ave

2025 No-Build AM Peak Hour

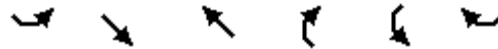


Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↻			↻	↻	
Traffic Volume (veh/h)	534	2	0	610	1	8
Future Volume (Veh/h)	534	2	0	610	1	8
Sign Control	Free			Free	Stop	
Grade	0%			0%	-4%	
Peak Hour Factor	0.85	0.85	0.88	0.88	0.50	0.50
Hourly flow rate (vph)	628	2	0	693	2	16
Pedestrians	10			10	10	
Lane Width (ft)	14.0			14.0	12.0	
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			640		1342	649
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			640		1342	649
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		99	97
cM capacity (veh/h)			945		303	618
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	630	693	18			
Volume Left	0	0	2			
Volume Right	2	0	16			
cSH	1700	945	554			
Volume to Capacity	0.37	0.00	0.03			
Queue Length 95th (ft)	0	0	3			
Control Delay (s)	0.0	0.0	11.7			
Lane LOS			B			
Approach Delay (s)	0.0	0.0	11.7			
Approach LOS			B			
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			48.5%	ICU Level of Service	A	
Analysis Period (min)			15			

* User Entered Value

Lanes, Volumes, Timings
6: Massachusetts Ave & Quinn Rd

2025 No-Build AM Peak Hour



Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	28	513	603	10	3	7
Future Volume (vph)	28	513	603	10	3	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	14	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.998		0.907	
Flt Protected		0.997			0.985	
Satd. Flow (prot)	0	1757	1677	0	1652	0
Flt Permitted		0.997			0.985	
Satd. Flow (perm)	0	1757	1677	0	1652	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		134	384		203	
Travel Time (s)		3.7	10.5		5.5	
Confl. Peds. (#/hr)	10			10	10	10
Confl. Bikes (#/hr)				3		
Peak Hour Factor	0.85	0.85	0.88	0.88	0.62	0.62
Heavy Vehicles (%)	4%	8%	5%	0%	0%	14%
Parking (#/hr)			6	0		
Adj. Flow (vph)	33	604	685	11	5	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	637	696	0	16	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		14	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.10	0.92	0.92	0.92
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	62.7%
Analysis Period (min)	15
	ICU Level of Service B

HCM Unsignalized Intersection Capacity Analysis
6: Massachusetts Ave & Quinn Rd

2025 No-Build AM Peak Hour



Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations		↕	↔		↕	
Traffic Volume (veh/h)	28	513	603	10	3	7
Future Volume (Veh/h)	28	513	603	10	3	7
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.85	0.85	0.88	0.88	0.62	0.62
Hourly flow rate (vph)	33	604	685	11	5	11
Pedestrians		10	10		10	
Lane Width (ft)		12.0	14.0		14.0	
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	706				1380	710
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	706				1380	710
tC, single (s)	4.1				*5.0	*5.0
tC, 2 stage (s)						
tF (s)	2.2				*3.0	*3.0
p0 queue free %	96				98	98
cM capacity (veh/h)	873				279	581
Direction, Lane #	SE 1	NW 1	SW 1			
Volume Total	637	696	16			
Volume Left	33	0	5			
Volume Right	0	11	11			
cSH	873	1700	434			
Volume to Capacity	0.04	0.41	0.04			
Queue Length 95th (ft)	3	0	3			
Control Delay (s)	1.0	0.0	13.6			
Lane LOS	A		B			
Approach Delay (s)	1.0	0.0	13.6			
Approach LOS			B			
Intersection Summary						
Average Delay			0.6			
Intersection Capacity Utilization			62.7%		ICU Level of Service	B
Analysis Period (min)			15			

* User Entered Value

Lanes, Volumes, Timings
7: West Dr/Mill Brook Br & Quinn Access Rd

2025 No-Build AM Peak Hour



Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	2	1	18	8	5	2
Future Volume (vph)	2	1	18	8	5	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	9	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.966		0.959			
Flt Protected	0.964					0.966
Satd. Flow (prot)	1592	0	1822	0	0	1449
Flt Permitted	0.964					0.966
Satd. Flow (perm)	1592	0	1822	0	0	1449
Link Speed (mph)	25		25			25
Link Distance (ft)	315		169			187
Travel Time (s)	8.6		4.6			5.1
Peak Hour Factor	0.75	0.75	0.61	0.61	0.35	0.35
Heavy Vehicles (%)	0%	0%	0%	0%	20%	0%
Parking (#/hr)	0	0				
Adj. Flow (vph)	3	1	30	13	14	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	43	0	0	20
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.14	1.00	1.00	1.00	1.14	1.14
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	14.5%
ICU Level of Service	A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis
7: West Dr/Mill Brook Br & Quinn Access Rd

















2025 No-Build AM Peak Hour



Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	2	1	18	8	5	2
Future Volume (Veh/h)	2	1	18	8	5	2
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.75	0.75	0.61	0.61	0.35	0.35
Hourly flow rate (vph)	3	1	30	13	14	6
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	70	36			43	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	70	36			43	
tC, single (s)	6.4	6.2			4.3	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.4	
p0 queue free %	100	100			99	
cM capacity (veh/h)	930	1042			1457	
Direction, Lane #	NW 1	NE 1	SW 1			
Volume Total	4	43	20			
Volume Left	3	0	14			
Volume Right	1	13	0			
cSH	955	1700	1457			
Volume to Capacity	0.00	0.03	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	8.8	0.0	5.3			
Lane LOS	A		A			
Approach Delay (s)	8.8	0.0	5.3			
Approach LOS	A					
Intersection Summary						
Average Delay			2.1			
Intersection Capacity Utilization			14.5%		ICU Level of Service	A
Analysis Period (min)			15			

















Lanes, Volumes, Timings
8: Forest St & Peirce St/Ryder St

2025 No-Build AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	0	1	9	0	3	3	189	10	11	297	69
Future Volume (vph)	11	0	1	9	0	3	3	189	10	11	297	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Fr _t		0.988			0.968			0.993			0.975	
Fl _t Protected		0.957			0.963			0.999			0.999	
Satd. Flow (prot)	0	1737	0	0	1437	0	0	1828	0	0	1769	0
Fl _t Permitted		0.957			0.963			0.999			0.999	
Satd. Flow (perm)	0	1737	0	0	1437	0	0	1828	0	0	1769	0
Link Speed (mph)		25			25			20			25	
Link Distance (ft)		451			157			336			396	
Travel Time (s)		12.3			4.3			11.5			10.8	
Confl. Peds. (#/hr)	10		13	3			13		3			10
Peak Hour Factor	0.55	0.55	0.55	0.69	0.69	0.69	0.82	0.82	0.82	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	25%	0%	0%	33%	1%	33%	0%	1%	2%
Adj. Flow (vph)	20	0	2	13	0	4	4	230	12	13	345	80
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	22	0	0	17	0	0	246	0	0	438	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	39.9%						ICU Level of Service A					
Analysis Period (min)	15											










HCM Unsignalized Intersection Capacity Analysis
8: Forest St & Peirce St/Ryder St

2025 No-Build AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	0	1	9	0	3	3	189	10	11	297	69
Future Volume (Veh/h)	11	0	1	9	0	3	3	189	10	11	297	69
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.55	0.55	0.55	0.69	0.69	0.69	0.82	0.82	0.82	0.86	0.86	0.86
Hourly flow rate (vph)	20	0	2	13	0	4	4	230	12	13	345	80
Pedestrians		13			3			13			10	
Lane Width (ft)		11.0			11.0			12.0			11.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		1			0			1			1	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	682	677	411	673	711	249	438			245		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	682	677	411	673	711	249	438			245		
tC, single (s)	7.1	6.5	6.2	7.3	6.5	6.2	4.4			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.7	4.0	3.3	2.5			2.2		
p0 queue free %	94	100	100	96	100	99	100			99		
cM capacity (veh/h)	350	367	630	326	351	786	964			1329		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	22	17	246	438								
Volume Left	20	13	4	13								
Volume Right	2	4	12	80								
cSH	365	378	964	1329								
Volume to Capacity	0.06	0.04	0.00	0.01								
Queue Length 95th (ft)	5	4	0	1								
Control Delay (s)	15.5	15.0	0.2	0.3								
Lane LOS	C	B	A	A								
Approach Delay (s)	15.5	15.0	0.2	0.3								
Approach LOS	C	B										
Intersection Summary												
Average Delay			1.1									
Intersection Capacity Utilization			39.9%		ICU Level of Service				A			
Analysis Period (min)			15									

Lanes, Volumes, Timings
9: Ryder St & South Dr

2025 No-Build AM Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	2	1	8	13	4	10
Future Volume (vph)	2	1	8	13	4	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.949		0.916			
Flt Protected	0.970					0.986
Satd. Flow (prot)	1749	0	1420	0	0	1459
Flt Permitted	0.970					0.986
Satd. Flow (perm)	1749	0	1420	0	0	1459
Link Speed (mph)	25		25			25
Link Distance (ft)	269		157			797
Travel Time (s)	7.3		4.3			21.7
Confl. Peds. (#/hr)	32	32		32	32	
Confl. Bikes (#/hr)				2		
Peak Hour Factor	0.38	0.38	0.71	0.71	0.81	0.81
Heavy Vehicles (%)	0%	0%	14%	8%	0%	22%
Parking (#/hr)			0	0	0	0
Adj. Flow (vph)	5	3	11	18	5	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	0	29	0	0	17
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.14	1.00	1.00	1.14
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	26.5%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis
 9: Ryder St & South Dr

















2025 No-Build AM Peak Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	2	1	8	13	4	10
Future Volume (Veh/h)	2	1	8	13	4	10
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.38	0.38	0.71	0.71	0.81	0.81
Hourly flow rate (vph)	5	3	11	18	5	12
Pedestrians	32		32			32
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	106	84			61	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	106	84			61	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	100			100	
cM capacity (veh/h)	840	922			1508	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	8	29	17			
Volume Left	5	0	5			
Volume Right	3	18	0			
cSH	869	1700	1508			
Volume to Capacity	0.01	0.02	0.00			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	9.2	0.0	2.2			
Lane LOS	A		A			
Approach Delay (s)	9.2	0.0	2.2			
Approach LOS	A					
Intersection Summary						
Average Delay			2.1			
Intersection Capacity Utilization			26.5%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings
 1: Appleton St & Appleton Pl & Massachusetts Ave

2025 No-Build PM Peak Hour

















												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	467	20	126	351	2	20	1	364	1	1	3
Future Volume (vph)	3	467	20	126	351	2	20	1	364	1	1	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	14	14	14	12	12	12	12	12	12
Grade (%)		0%			0%			-4%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.994						0.872			0.925	
Flt Protected					0.987			0.997			0.989	
Satd. Flow (prot)	0	1722	0	0	1701	0	0	1669	0	0	1738	0
Flt Permitted					0.987			0.997			0.989	
Satd. Flow (perm)	0	1722	0	0	1701	0	0	1669	0	0	1738	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		330			357			73			97	
Travel Time (s)		9.0			9.7			2.0			2.6	
Confl. Peds. (#/hr)	21		1	7		27	1		7	27		21
Confl. Bikes (#/hr)			2			2						
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
Heavy Vehicles (%)	0%	2%	0%	1%	3%	0%	0%	0%	1%	0%	0%	0%
Bus Blockages (#/hr)	8	8	8	8	8	8	0	0	0	0	0	0
Parking (#/hr)	0	0	0	0	0	0						
Adj. Flow (vph)	3	502	22	143	399	2	22	1	404	2	2	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	527	0	0	544	0	0	427	0	0	9	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.92	1.10	0.92	0.92	1.10	0.92	0.97	0.97	0.97	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	87.5%
ICU Level of Service	E
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis
 1: Appleton St & Appleton Pl & Massachusetts Ave

2025 No-Build PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	467	20	126	351	2	20	1	364	1	1	3
Future Volume (Veh/h)	3	467	20	126	351	2	20	1	364	1	1	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			-4%			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	502	22	143	399	2	22	1	404	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	428			531			1239	1240	547	1664	1250	448
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	428			531			1239	1240	547	1664	1250	448
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	40	97	99	99
cM capacity (veh/h)	1113			1035			287	286	673	72	283	734
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	527	544	427	9								
Volume Left	3	143	22	2								
Volume Right	22	2	404	5								
cSH	1113	1035	628	217								
Volume to Capacity	0.00	0.14	0.68	0.04								
Queue Length 95th (ft)	0	12	132	3								
Control Delay (s)	0.1	3.6	22.0	22.3								
Lane LOS	A	A	C	C								
Approach Delay (s)	0.1	3.6	22.0	22.3								
Approach LOS			C	C								
Intersection Summary												
Average Delay			7.7									
Intersection Capacity Utilization			87.5%		ICU Level of Service				E			
Analysis Period (min)			15									

* User Entered Value

Lanes, Volumes, Timings
2: Appleton St & Appleton Pl

2025 No-Build PM Peak Hour



Lane Group	WBL	WBR	SBL	SBR	NEL	NER
Lane Configurations						
Traffic Volume (vph)	3	25	11	136	360	6
Future Volume (vph)	3	25	11	136	360	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12
Grade (%)	-4%		0%		-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.881		0.875		0.998	
Flt Protected	0.994		0.996		0.953	
Satd. Flow (prot)	1641	0	1626	0	1643	0
Flt Permitted	0.994		0.996		0.953	
Satd. Flow (perm)	1641	0	1626	0	1643	0
Link Speed (mph)	25		25		25	
Link Distance (ft)	178		73		363	
Travel Time (s)	4.9		2.0		9.9	
Confl. Peds. (#/hr)	20	18	9	11	11	20
Peak Hour Factor	0.65	0.65	0.84	0.84	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Parking (#/hr)					0	0
Adj. Flow (vph)	5	38	13	162	400	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	43	0	175	0	407	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Right
Median Width(ft)	11		12		12	
Link Offset(ft)	0		0		0	
Crosswalk Width(ft)	16		16		16	
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.00	1.00	1.12	0.97
Turning Speed (mph)	15	9	15	9	15	9
Sign Control	Stop		Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	49.3%
Analysis Period (min)	15
	ICU Level of Service A

HCM Unsignalized Intersection Capacity Analysis
2: Appleton St & Appleton Pl

2025 No-Build PM Peak Hour



Movement	WBL	WBR	SBL	SBR	NEL	NER
Lane Configurations	Y		Y		Y	
Traffic Volume (veh/h)	3	25	11	136	360	6
Future Volume (Veh/h)	3	25	11	136	360	6
Sign Control	Stop		Free		Stop	
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	400	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					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	228	38	20		186	147
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	228	38	20		186	147
tC, single (s)	*5.0	*5.0	4.1		*5.0	*5.0
tC, 2 stage (s)						
tF (s)	*3.0	*3.0	2.2		*3.0	*3.0
p0 queue free %	99	97	99		55	99
cM capacity (veh/h)	918	1117	1581		897	994
Direction, Lane #	WB 1	SB 1	NE 1			
Volume Total	43	175	407			
Volume Left	0	13	400			
Volume Right	38	162	0			
cSH	1089	1581	899			
Volume to Capacity	0.04	0.01	0.45			
Queue Length 95th (ft)	3	1	60			
Control Delay (s)	8.4	0.6	12.3			
Lane LOS	A	A	B			
Approach Delay (s)	8.4	0.6	12.3			
Approach LOS	A		B			
Intersection Summary						
Average Delay			8.7			
Intersection Capacity Utilization			49.3%	ICU Level of Service	A	
Analysis Period (min)			15			

* User Entered Value

Lanes, Volumes, Timings
3: Burton St/Forest St & Massachusetts Ave

2025 No-Build PM Peak Hour



















Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	221	619	2	3	412	100	1	3	9	42	4	72
Future Volume (vph)	221	619	2	3	412	100	1	3	9	42	4	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	12	12	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Fr _t					0.974			0.908			0.918	
Fl _t Protected		0.987						0.995			0.983	
Satd. Flow (prot)	0	1676	0	0	1800	0	0	1545	0	0	1715	0
Fl _t Permitted		0.987						0.995			0.983	
Satd. Flow (perm)	0	1676	0	0	1800	0	0	1545	0	0	1715	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		357			87			283			336	
Travel Time (s)		9.7			2.4			7.7			9.2	
Confl. Peds. (#/hr)	19		21			2	19		14	16		21
Confl. Bikes (#/hr)			2			3						1
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
Heavy Vehicles (%)	3%	9%	0%	0%	3%	2%	0%	0%	0%	0%	0%	0%
Parking (#/hr)	0	0	0				0	0	0			
Adj. Flow (vph)	238	666	2	3	468	114	2	5	15	52	5	89
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	906	0	0	585	0	0	22	0	0	146	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.92	1.05	0.92	1.00	1.00	1.00	1.00	1.14	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary
 Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 97.7% ICU Level of Service F
 Analysis Period (min) 15

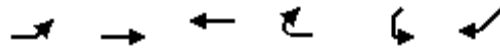
HCM Unsignalized Intersection Capacity Analysis
3: Burton St/Forest St & Massachusetts Ave

2025 No-Build PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	221	619	2	3	412	100	1	3	9	42	4	72
Future Volume (Veh/h)	221	619	2	3	412	100	1	3	9	42	4	72
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	666	2	3	468	114	2	5	15	52	5	89
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	601			689			1808	1771	704	1726	1715	565
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	601			689			1808	1771	704	1726	1715	565
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	65	97	86
cM capacity (veh/h)	954			896			119	141	576	148	150	658
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	906	585	22	146								
Volume Left	238	3	2	52								
Volume Right	2	114	15	89								
cSH	954	896	281	281								
Volume to Capacity	0.25	0.00	0.08	0.52								
Queue Length 95th (ft)	25	0	6	70								
Control Delay (s)	5.7	0.1	18.9	30.9								
Lane LOS	A	A	C	D								
Approach Delay (s)	5.7	0.1	18.9	30.9								
Approach LOS			C	D								
Intersection Summary												
Average Delay			6.1									
Intersection Capacity Utilization			97.7%		ICU Level of Service				F			
Analysis Period (min)			15									
* User Entered Value												

Lanes, Volumes, Timings
4: Massachusetts Ave & West Dr

2025 No-Build PM Peak Hour

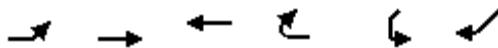


Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	6	664	498	2	6	17
Future Volume (vph)	6	664	498	2	6	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	14	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt					0.899	
Flt Protected					0.988	
Satd. Flow (prot)	0	1677	1771	0	1575	0
Flt Permitted					0.988	
Satd. Flow (perm)	0	1677	1771	0	1575	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		87	240		169	
Travel Time (s)		2.4	6.5		4.6	
Confl. Peds. (#/hr)					19	19
Confl. Bikes (#/hr)				3		
Peak Hour Factor	0.93	0.93	0.88	0.88	0.64	0.64
Heavy Vehicles (%)	0%	2%	3%	0%	0%	0%
Parking (#/hr)	0	0	0	0		
Adj. Flow (vph)	6	714	566	2	9	27
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	720	568	0	36	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.14	1.05	0.92	1.09	1.09
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	54.4%
Analysis Period (min)	15
	ICU Level of Service A

HCM Unsignalized Intersection Capacity Analysis
4: Massachusetts Ave & West Dr

2025 No-Build PM Peak Hour



Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↕	↔		↕	
Traffic Volume (veh/h)	6	664	498	2	6	17
Future Volume (Veh/h)	6	664	498	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	714	566	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	568				1312	586
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	568				1312	586
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)	1014				310	660

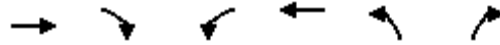
Direction, Lane #	EB 1	WB 1	SW 1
Volume Total	720	568	36
Volume Left	6	0	9
Volume Right	0	2	27
cSH	1014	1700	515
Volume to Capacity	0.01	0.33	0.07
Queue Length 95th (ft)	0	0	6
Control Delay (s)	0.2	0.0	12.5
Lane LOS	A		B
Approach Delay (s)	0.2	0.0	12.5
Approach LOS			B

Intersection Summary			
Average Delay		0.4	
Intersection Capacity Utilization		54.4%	ICU Level of Service
Analysis Period (min)		15	A

* User Entered Value

Lanes, Volumes, Timings
5: Pine Ct & Massachusetts Ave

2025 No-Build PM Peak Hour



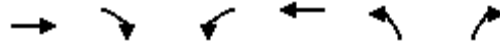
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	668	3	2	503	1	1
Future Volume (vph)	668	3	2	503	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	14	12	12
Grade (%)	0%			0%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.999				0.932	
Flt Protected					0.976	
Satd. Flow (prot)	1608	0	0	1641	1587	0
Flt Permitted					0.976	
Satd. Flow (perm)	1608	0	0	1641	1587	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	240			134	415	
Travel Time (s)	6.5			3.7	11.3	
Confl. Peds. (#/hr)		8	8		8	8
Confl. Bikes (#/hr)		1				
Peak Hour Factor	0.92	0.92	0.90	0.90	0.50	0.50
Heavy Vehicles (%)	2%	0%	3%	0%	0%	0%
Parking (#/hr)	0	0	0	0		
Adj. Flow (vph)	726	3	2	559	2	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	729	0	0	561	4	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.20	1.05	1.05	1.20	1.12	1.12
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	51.6%
ICU Level of Service	A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis
5: Pine Ct & Massachusetts Ave

2025 No-Build PM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩			↩	↩	
Traffic Volume (veh/h)	668	3	2	503	1	1
Future Volume (Veh/h)	668	3	2	503	1	1
Sign Control	Free			Free	Stop	
Grade	0%			0%	-4%	
Peak Hour Factor	0.92	0.92	0.90	0.90	0.50	0.50
Hourly flow rate (vph)	726	3	2	559	2	2
Pedestrians	8			8	8	
Lane Width (ft)	14.0			14.0	12.0	
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			737		1306	744
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			737		1306	744
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		99	100
cM capacity (veh/h)			858		315	564
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	729	561	4			
Volume Left	0	2	2			
Volume Right	3	0	2			
cSH	1700	858	404			
Volume to Capacity	0.43	0.00	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	0.0	0.1	14.0			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.1	14.0			
Approach LOS			B			
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			51.6%	ICU Level of Service	A	
Analysis Period (min)			15			

* User Entered Value

Lanes, Volumes, Timings
6: Massachusetts Ave & Quinn Rd

2025 No-Build PM Peak Hour



Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	4	662	484	5	13	19
Future Volume (vph)	4	662	484	5	13	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	14	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.999		0.920	
Flt Protected					0.980	
Satd. Flow (prot)	0	1863	1727	0	1775	0
Flt Permitted					0.980	
Satd. Flow (perm)	0	1863	1727	0	1775	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		134	384		203	
Travel Time (s)		3.7	10.5		5.5	
Confl. Peds. (#/hr)	20			21	21	20
Confl. Bikes (#/hr)				7		
Peak Hour Factor	0.98	0.98	0.90	0.90	0.50	0.50
Heavy Vehicles (%)	0%	2%	2%	0%	0%	5%
Parking (#/hr)			6	0		
Adj. Flow (vph)	4	676	538	6	26	38
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	680	544	0	64	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		14	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.10	0.92	0.92	0.92
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	52.9%
Analysis Period (min)	15
	ICU Level of Service A

HCM Unsignalized Intersection Capacity Analysis
6: Massachusetts Ave & Quinn Rd

2025 No-Build PM Peak Hour



Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (veh/h)	4	662	484	5	13	19
Future Volume (Veh/h)	4	662	484	5	13	19
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.98	0.98	0.90	0.90	0.50	0.50
Hourly flow rate (vph)	4	676	538	6	26	38
Pedestrians		20	21		21	
Lane Width (ft)		12.0	14.0		14.0	
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	565				1267	582
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	565				1267	582
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				92	94
cM capacity (veh/h)	993				318	647

Direction, Lane #	SE 1	NW 1	SW 1
Volume Total	680	544	64
Volume Left	4	0	26
Volume Right	0	6	38
cSH	993	1700	455
Volume to Capacity	0.00	0.32	0.14
Queue Length 95th (ft)	0	0	12
Control Delay (s)	0.1	0.0	14.2
Lane LOS	A		B
Approach Delay (s)	0.1	0.0	14.2
Approach LOS			B

Intersection Summary			
Average Delay		0.8	
Intersection Capacity Utilization		52.9%	ICU Level of Service A
Analysis Period (min)		15	

* User Entered Value

Lanes, Volumes, Timings
 7: West Dr/Mill Brook Br & Quinn Access Rd

2025 No-Build PM Peak Hour



Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	7	0	2	4	0	14
Future Volume (vph)	7	0	2	4	0	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	9	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.905			
Flt Protected	0.950					
Satd. Flow (prot)	1624	0	1720	0	0	1693
Flt Permitted	0.950					
Satd. Flow (perm)	1624	0	1720	0	0	1693
Link Speed (mph)	25		25			25
Link Distance (ft)	315		169			187
Travel Time (s)	8.6		4.6			5.1
Confl. Peds. (#/hr)	2	2		2	2	
Peak Hour Factor	0.58	0.58	0.58	0.58	0.50	0.50
Heavy Vehicles (%)	0%	0%	0%	0%	0%	1%
Parking (#/hr)	0	0				
Adj. Flow (vph)	12	0	3	7	0	28
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	10	0	0	28
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.14	1.00	1.00	1.00	1.14	1.14
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.6%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis
7: West Dr/Mill Brook Br & Quinn Access Rd

















2025 No-Build PM Peak Hour



Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	7	0	2	4	0	14
Future Volume (Veh/h)	7	0	2	4	0	14
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.58	0.58	0.58	0.58	0.50	0.50
Hourly flow rate (vph)	12	0	3	7	0	28
Pedestrians	2		2		2	
Lane Width (ft)	12.0		12.0		9.0	
Walking Speed (ft/s)	3.5		3.5		3.5	
Percent Blockage	0		0		0	
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	38	10			12	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	38	10			12	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	100			100	
cM capacity (veh/h)	975	1073			1617	
Direction, Lane #	NW 1	NE 1	SW 1			
Volume Total	12	10	28			
Volume Left	12	0	0			
Volume Right	0	7	0			
cSH	975	1700	1617			
Volume to Capacity	0.01	0.01	0.00			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	8.7	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	8.7	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			2.1			
Intersection Capacity Utilization			14.6%	ICU Level of Service		A
Analysis Period (min)			15			

















Lanes, Volumes, Timings
8: Forest St & Peirce St/Ryder St

2025 No-Build PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	1	2	10	1	6	4	301	4	6	99	6
Future Volume (vph)	8	1	2	10	1	6	4	301	4	6	99	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.979			0.960			0.998			0.993	
Flt Protected		0.963			0.973			0.999			0.997	
Satd. Flow (prot)	0	1732	0	0	1716	0	0	1870	0	0	1818	0
Flt Permitted		0.963			0.973			0.999			0.997	
Satd. Flow (perm)	0	1732	0	0	1716	0	0	1870	0	0	1818	0
Link Speed (mph)		25			25			20			25	
Link Distance (ft)		451			157			336			396	
Travel Time (s)		12.3			4.3			11.5			10.8	
Confl. Peds. (#/hr)	5		6	2		1	6		2	1		5
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.83	0.83	0.83	0.67	0.25	0.75	0.93	0.93	0.93	0.84	0.84	0.84
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	25%	1%	0%	0%	0%	0%
Adj. Flow (vph)	10	1	2	15	4	8	4	324	4	7	118	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	13	0	0	27	0	0	332	0	0	132	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	29.1%						ICU Level of Service A					
Analysis Period (min)	15											










HCM Unsignalized Intersection Capacity Analysis
8: Forest St & Peirce St/Ryder St

2025 No-Build PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	1	2	10	1	6	4	301	4	6	99	6
Future Volume (Veh/h)	8	1	2	10	1	6	4	301	4	6	99	6
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.67	0.25	0.75	0.93	0.93	0.93	0.84	0.84	0.84
Hourly flow rate (vph)	10	1	2	15	4	8	4	324	4	7	118	7
Pedestrians		6			2			6			5	
Lane Width (ft)		11.0			11.0			12.0			11.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		1			0			1			0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	490	480	134	480	481	333	131			330		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	490	480	134	480	481	333	131			330		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.3			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.4			2.2		
p0 queue free %	98	100	100	97	99	99	100			99		
cM capacity (veh/h)	473	481	911	488	480	709	1317			1239		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	13	27	332	132								
Volume Left	10	15	4	7								
Volume Right	2	8	4	7								
cSH	511	536	1317	1239								
Volume to Capacity	0.03	0.05	0.00	0.01								
Queue Length 95th (ft)	2	4	0	0								
Control Delay (s)	12.2	12.1	0.1	0.5								
Lane LOS	B	B	A	A								
Approach Delay (s)	12.2	12.1	0.1	0.5								
Approach LOS	B	B										
Intersection Summary												
Average Delay			1.2									
Intersection Capacity Utilization			29.1%		ICU Level of Service				A			
Analysis Period (min)			15									










Lanes, Volumes, Timings
9: Ryder St & South Dr

2025 No-Build PM Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	1	6	4	0	10
Future Volume (vph)	10	1	6	4	0	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.985		0.944			
Flt Protected	0.957					
Satd. Flow (prot)	1791	0	1464	0	0	1402
Flt Permitted	0.957					
Satd. Flow (perm)	1791	0	1464	0	0	1402
Link Speed (mph)	25		25			25
Link Distance (ft)	269		157			797
Travel Time (s)	7.3		4.3			21.7
Confl. Peds. (#/hr)	6	5		6	5	
Confl. Bikes (#/hr)				1		
Peak Hour Factor	0.62	0.62	0.59	0.59	0.42	0.42
Heavy Vehicles (%)	0%	0%	0%	25%	0%	22%
Parking (#/hr)			0	0	0	0
Adj. Flow (vph)	16	2	10	7	0	24
Shared Lane Traffic (%)						
Lane Group Flow (vph)	18	0	17	0	0	24
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.14	1.00	1.00	1.14
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	16.7%			ICU Level of Service A		
Analysis Period (min)	15					

















HCM Unsignalized Intersection Capacity Analysis
 9: Ryder St & South Dr

2025 No-Build PM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	10	1	6	4	0	10
Future Volume (Veh/h)	10	1	6	4	0	10
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.62	0.62	0.59	0.59	0.42	0.42
Hourly flow rate (vph)	16	2	10	7	0	24
Pedestrians	6		6		5	
Lane Width (ft)	12.0		12.0		12.0	
Walking Speed (ft/s)	3.5		3.5		3.5	
Percent Blockage	1		1		0	
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	50	24			23	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	50	24			23	
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)	954	1047			1596	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	18	17	24			
Volume Left	16	0	0			
Volume Right	2	7	0			
cSH	963	1700	1596			
Volume to Capacity	0.02	0.01	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			2.7			
Intersection Capacity Utilization			16.7%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings
 1: Appleton St & Appleton Pl & Massachusetts Ave

2025 Build AM Peak Hour

















												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	372	51	315	397	0	19	0	177	0	0	0
Future Volume (vph)	0	372	51	315	397	0	19	0	177	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	14	14	14	12	12	12	12	12	12
Grade (%)		0%			0%			-4%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.984						0.878				
Flt Protected					0.978			0.995				
Satd. Flow (prot)	0	1581	0	0	1648	0	0	1678	0	0	1863	0
Flt Permitted					0.978			0.995				
Satd. Flow (perm)	0	1581	0	0	1648	0	0	1678	0	0	1863	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		330			357			73			97	
Travel Time (s)		9.0			9.7			2.0			2.6	
Confl. Peds. (#/hr)	109		11	118		215	11		118	215		109
Confl. Bikes (#/hr)			2			1						
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
Heavy Vehicles (%)	0%	11%	2%	2%	7%	0%	0%	0%	1%	2%	2%	2%
Bus Blockages (#/hr)	8	8	8	8	8	8	0	0	0	0	0	0
Parking (#/hr)	0	0	0	0	0	0						
Adj. Flow (vph)	0	496	68	375	473	0	22	0	208	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	564	0	0	848	0	0	230	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.92	1.10	0.92	0.92	1.10	0.92	0.97	0.97	0.97	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	89.0%
Analysis Period (min)	15
	ICU Level of Service E

HCM Unsignalized Intersection Capacity Analysis
 1: Appleton St & Appleton Pl & Massachusetts Ave

2025 Build AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	372	51	315	397	0	19	0	177	0	0	0
Future Volume (Veh/h)	0	372	51	315	397	0	19	0	177	0	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	496	68	375	473	0	22	0	208	0	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	688			682			1980	2086	863	2391	2120	797
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	688			682			1980	2086	863	2391	2120	797
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	100	100	100
cM capacity (veh/h)	728			808			107	20	554	69	19	270
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	564	848	230	0								
Volume Left	0	375	22	0								
Volume Right	68	0	208	0								
cSH	728	808	395	1700								
Volume to Capacity	0.00	0.46	0.58	0.01								
Queue Length 95th (ft)	0	62	89	0								
Control Delay (s)	0.0	10.6	26.0	0.0								
Lane LOS		B	D	A								
Approach Delay (s)	0.0	10.6	26.0	0.0								
Approach LOS			D	A								
Intersection Summary												
Average Delay			9.1									
Intersection Capacity Utilization			89.0%		ICU Level of Service				E			
Analysis Period (min)			15									

* User Entered Value

Lanes, Volumes, Timings
2: Appleton St & Appleton Pl

2025 Build AM Peak Hour



Lane Group	WBL	WBR	SBL	SBR	NEL	NER
Lane Configurations						
Traffic Volume (vph)	39	32	29	337	164	9
Future Volume (vph)	39	32	29	337	164	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12
Grade (%)	-4%		0%		-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.939		0.876		0.993	
Flt Protected	0.973		0.996		0.955	
Satd. Flow (prot)	1657	0	1628	0	1639	0
Flt Permitted	0.973		0.996		0.955	
Satd. Flow (perm)	1657	0	1628	0	1639	0
Link Speed (mph)	25		25		25	
Link Distance (ft)	178		73		363	
Travel Time (s)	4.9		2.0		9.9	
Confl. Peds. (#/hr)	109	91	91	18	18	109
Confl. Bikes (#/hr)						4
Peak Hour Factor	0.38	0.38	0.84	0.84	0.85	0.85
Heavy Vehicles (%)	6%	0%	0%	2%	1%	0%
Parking (#/hr)					0	0
Adj. Flow (vph)	103	84	35	401	193	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	187	0	436	0	204	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Right
Median Width(ft)	11		12		12	
Link Offset(ft)	0		0		0	
Crosswalk Width(ft)	16		16		16	
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.00	1.00	1.12	0.97
Turning Speed (mph)	15	9	15	9	15	9
Sign Control	Stop		Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	60.3%
ICU Level of Service	B
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis
 2: Appleton St & Appleton Pl

2025 Build AM Peak Hour



Movement	WBL	WBR	SBL	SBR	NEL	NER
Lane Configurations	T		T		T	
Traffic Volume (veh/h)	39	32	29	337	164	9
Future Volume (Veh/h)	39	32	29	337	164	9
Sign Control	Stop		Free		Stop	
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					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	689	200	109		606	488
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	689	200	109		606	488
tC, single (s)	*5.0	*5.0	4.1		*5.0	*5.0
tC, 2 stage (s)						
tF (s)	*3.0	*3.0	2.2		*3.0	*3.0
p0 queue free %	78	90	97		43	98
cM capacity (veh/h)	479	816	1352		341	585
Direction, Lane #	WB 1	SB 1	NE 1			
Volume Total	187	436	204			
Volume Left	0	35	193			
Volume Right	84	401	0			
cSH	588	1352	348			
Volume to Capacity	0.32	0.03	0.59			
Queue Length 95th (ft)	34	2	89			
Control Delay (s)	14.0	0.9	28.9			
Lane LOS	B	A	D			
Approach Delay (s)	14.0	0.9	28.9			
Approach LOS	B		D			
Intersection Summary						
Average Delay			10.8			
Intersection Capacity Utilization			60.3%	ICU Level of Service	B	
Analysis Period (min)			15			

* User Entered Value

Lanes, Volumes, Timings
3: Burton St/Forest St & Massachusetts Ave

2025 Build AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	95	454	1	10	491	108	0	10	21	72	24	223
Future Volume (vph)	95	454	1	10	491	108	0	10	21	72	24	223
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	12	12	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Fr _t					0.976			0.909				0.906
Fl _t Protected		0.991			0.999							0.989
Satd. Flow (prot)	0	1674	0	0	1764	0	0	1554	0	0	1668	0
Fl _t Permitted		0.991			0.999							0.989
Satd. Flow (perm)	0	1674	0	0	1764	0	0	1554	0	0	1668	0
Link Speed (mph)		25			25			25				25
Link Distance (ft)		357			87			283				336
Travel Time (s)		9.7			2.4			7.7				9.2
Confl. Peds. (#/hr)	57		56	8		9	56		8	9		57
Confl. Bikes (#/hr)			4			1						
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
Heavy Vehicles (%)	3%	9%	0%	0%	6%	1%	0%	0%	0%	3%	0%	2%
Parking (#/hr)	0	0	0				0	0	0			
Adj. Flow (vph)	109	522	1	11	564	124	0	23	48	81	27	251
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	632	0	0	699	0	0	71	0	0	359	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	0.92	1.05	0.92	1.00	1.00	1.00	1.00	1.14	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop				Stop

Intersection Summary
 Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 101.0% ICU Level of Service G
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
3: Burton St/Forest St & Massachusetts Ave

2025 Build AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	95	454	1	10	491	108	0	10	21	72	24	223
Future Volume (Veh/h)	95	454	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	522	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			579			1766	1564	588	1514	1502	740
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	745			579			1766	1564	588	1514	1502	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	87	51
cM capacity (veh/h)	812			951			22	188	630	167	200	510

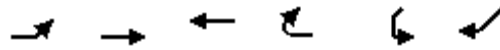
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	632	699	71	359
Volume Left	109	11	0	81
Volume Right	1	124	48	251
cSH	812	951	357	322
Volume to Capacity	0.13	0.01	0.20	1.11
Queue Length 95th (ft)	12	1	18	353
Control Delay (s)	3.4	0.3	17.6	120.8
Lane LOS	A	A	C	F
Approach Delay (s)	3.4	0.3	17.6	120.8
Approach LOS			C	F

Intersection Summary			
Average Delay		26.7	
Intersection Capacity Utilization		101.0%	ICU Level of Service
Analysis Period (min)		15	G

* User Entered Value

Lanes, Volumes, Timings
4: Massachusetts Ave & West Dr

2025 Build AM Peak Hour



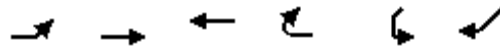
Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	20	527	608	7	1	1
Future Volume (vph)	20	527	608	7	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	14	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.998		0.932	
Flt Protected		0.998			0.976	
Satd. Flow (prot)	0	1584	1718	0	1613	0
Flt Permitted		0.998			0.976	
Satd. Flow (perm)	0	1584	1718	0	1613	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		87	240		169	
Travel Time (s)		2.4	6.5		4.6	
Confl. Peds. (#/hr)	8			8	8	8
Confl. Bikes (#/hr)				1		
Peak Hour Factor	0.87	0.87	0.87	0.87	0.25	0.25
Heavy Vehicles (%)	0%	8%	6%	1%	0%	0%
Parking (#/hr)	0	0	0	0		
Adj. Flow (vph)	23	606	699	8	4	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	629	707	0	8	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.14	1.05	0.92	1.09	1.09
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	56.3%
Analysis Period (min)	15
	ICU Level of Service B

HCM Unsignalized Intersection Capacity Analysis
4: Massachusetts Ave & West Dr

2025 Build AM Peak Hour

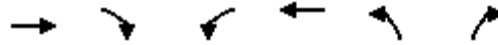


Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↔	↔		↔	
Traffic Volume (veh/h)	20	527	608	7	1	1
Future Volume (Veh/h)	20	527	608	7	1	1
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.25	0.25
Hourly flow rate (vph)	23	606	699	8	4	4
Pedestrians		8	8		8	
Lane 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	715				1371	719
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	715				1371	719
tC, single (s)	4.1				*5.0	*5.0
tC, 2 stage (s)						
tF (s)	2.2				*5.0	*5.0
p0 queue free %	97				98	99
cM capacity (veh/h)	889				230	414
Direction, Lane #	EB 1	WB 1	SW 1			
Volume Total	629	707	8			
Volume Left	23	0	4			
Volume Right	0	8	4			
cSH	889	1700	296			
Volume to Capacity	0.03	0.42	0.03			
Queue Length 95th (ft)	2	0	2			
Control Delay (s)	0.7	0.0	17.5			
Lane LOS	A		C			
Approach Delay (s)	0.7	0.0	17.5			
Approach LOS			C			
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			56.3%		ICU Level of Service	B
Analysis Period (min)			15			

* User Entered Value

Lanes, Volumes, Timings
5: Pine Ct & Massachusetts Ave

2025 Build AM Peak Hour



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	534	2	0	611	1	8
Future Volume (vph)	534	2	0	611	1	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	14	12	12
Grade (%)	0%			0%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt					0.880	
Flt Protected					0.994	
Satd. Flow (prot)	1506	0	0	1563	1526	0
Flt Permitted					0.994	
Satd. Flow (perm)	1506	0	0	1563	1526	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	240			134	415	
Travel Time (s)	6.5			3.7	11.3	
Confl. Peds. (#/hr)		10	10		10	10
Confl. Bikes (#/hr)		3				
Peak Hour Factor	0.85	0.85	0.88	0.88	0.50	0.50
Heavy Vehicles (%)	9%	0%	0%	5%	0%	0%
Parking (#/hr)	0	0	0	0		
Adj. Flow (vph)	628	2	0	694	2	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	630	0	0	694	18	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.20	1.05	1.05	1.20	1.12	1.12
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	48.6%
Analysis Period (min)	15
	ICU Level of Service A

HCM Unsignalized Intersection Capacity Analysis
5: Pine Ct & Massachusetts Ave

2025 Build AM Peak Hour

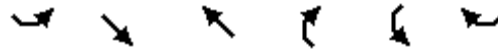


Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↻			↻	↻	
Traffic Volume (veh/h)	534	2	0	611	1	8
Future Volume (Veh/h)	534	2	0	611	1	8
Sign Control	Free			Free	Stop	
Grade	0%			0%	-4%	
Peak Hour Factor	0.85	0.85	0.88	0.88	0.50	0.50
Hourly flow rate (vph)	628	2	0	694	2	16
Pedestrians	10			10	10	
Lane Width (ft)	14.0			14.0	12.0	
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			640		1343	649
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			640		1343	649
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		99	97
cM capacity (veh/h)			945		302	618
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	630	694	18			
Volume Left	0	0	2			
Volume Right	2	0	16			
cSH	1700	945	554			
Volume to Capacity	0.37	0.00	0.03			
Queue Length 95th (ft)	0	0	3			
Control Delay (s)	0.0	0.0	11.7			
Lane LOS			B			
Approach Delay (s)	0.0	0.0	11.7			
Approach LOS			B			
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			48.6%	ICU Level of Service	A	
Analysis Period (min)			15			

* User Entered Value

Lanes, Volumes, Timings
6: Massachusetts Ave & Quinn Rd

2025 Build AM Peak Hour



Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	28	513	604	10	7	18
Future Volume (vph)	28	513	604	10	7	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	14	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.998		0.902	
Flt Protected		0.997			0.986	
Satd. Flow (prot)	0	1757	1677	0	1636	0
Flt Permitted		0.997			0.986	
Satd. Flow (perm)	0	1757	1677	0	1636	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		134	384		203	
Travel Time (s)		3.7	10.5		5.5	
Confl. Peds. (#/hr)	10			10	10	10
Confl. Bikes (#/hr)				3		
Peak Hour Factor	0.85	0.85	0.88	0.88	0.62	0.62
Heavy Vehicles (%)	4%	8%	5%	0%	0%	14%
Parking (#/hr)			6	0		
Adj. Flow (vph)	33	604	686	11	11	29
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	637	697	0	40	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		14	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.10	0.92	0.92	0.92
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	62.7%
Analysis Period (min)	15
	ICU Level of Service B

HCM Unsignalized Intersection Capacity Analysis
6: Massachusetts Ave & Quinn Rd

2025 Build AM Peak Hour



Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (veh/h)	28	513	604	10	7	18
Future Volume (Veh/h)	28	513	604	10	7	18
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.85	0.85	0.88	0.88	0.62	0.62
Hourly flow rate (vph)	33	604	686	11	11	29
Pedestrians		10	10		10	
Lane Width (ft)		12.0	14.0		14.0	
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	707				1382	712
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	707				1382	712
tC, single (s)	4.1				*5.0	*5.0
tC, 2 stage (s)						
tF (s)	2.2				*3.0	*3.0
p0 queue free %	96				96	95
cM capacity (veh/h)	872				279	580
Direction, Lane #	SE 1	NW 1	SW 1			
Volume Total	637	697	40			
Volume Left	33	0	11			
Volume Right	0	11	29			
cSH	872	1700	447			
Volume to Capacity	0.04	0.41	0.09			
Queue Length 95th (ft)	3	0	7			
Control Delay (s)	1.0	0.0	13.8			
Lane LOS	A		B			
Approach Delay (s)	1.0	0.0	13.8			
Approach LOS			B			
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization			62.7%		ICU Level of Service	B
Analysis Period (min)			15			

* User Entered Value

Lanes, Volumes, Timings
7: West Dr/Mill Brook Br & Quinn Access Rd

2025 Build AM Peak Hour



Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	2	1	17	8	18	0
Future Volume (vph)	2	1	17	8	18	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	9	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.966		0.957			
Flt Protected	0.964					0.950
Satd. Flow (prot)	1592	0	1818	0	0	1354
Flt Permitted	0.964					0.950
Satd. Flow (perm)	1592	0	1818	0	0	1354
Link Speed (mph)	25		25			25
Link Distance (ft)	315		169			187
Travel Time (s)	8.6		4.6			5.1
Peak Hour Factor	0.75	0.75	0.61	0.61	0.35	0.35
Heavy Vehicles (%)	0%	0%	0%	0%	20%	0%
Parking (#/hr)	0	0				
Adj. Flow (vph)	3	1	28	13	51	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	41	0	0	51
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.14	1.00	1.00	1.00	1.14	1.14
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	17.7%
ICU Level of Service	A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis
7: West Dr/Mill Brook Br & Quinn Access Rd

















2025 Build AM Peak Hour



Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	2	1	17	8	18	0
Future Volume (Veh/h)	2	1	17	8	18	0
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.75	0.75	0.61	0.61	0.35	0.35
Hourly flow rate (vph)	3	1	28	13	51	0
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	136	34			41	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	136	34			41	
tC, single (s)	6.4	6.2			4.3	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.4	
p0 queue free %	100	100			97	
cM capacity (veh/h)	832	1044			1460	
Direction, Lane #	NW 1	NE 1	SW 1			
Volume Total	4	41	51			
Volume Left	3	0	51			
Volume Right	1	13	0			
cSH	876	1700	1460			
Volume to Capacity	0.00	0.02	0.03			
Queue Length 95th (ft)	0	0	3			
Control Delay (s)	9.1	0.0	7.6			
Lane LOS	A		A			
Approach Delay (s)	9.1	0.0	7.6			
Approach LOS	A					
Intersection Summary						
Average Delay			4.4			
Intersection Capacity Utilization			17.7%		ICU Level of Service	A
Analysis Period (min)			15			










Lanes, Volumes, Timings
8: Forest St & Peirce St/Ryder St

2025 Build AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	0	1	18	0	3	3	189	5	10	297	69
Future Volume (vph)	11	0	1	18	0	3	3	189	5	10	297	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Fr _t		0.988			0.982			0.997			0.975	
Fl _t Protected		0.957			0.958			0.999			0.999	
Satd. Flow (prot)	0	1737	0	0	1420	0	0	1849	0	0	1769	0
Fl _t Permitted		0.957			0.958			0.999			0.999	
Satd. Flow (perm)	0	1737	0	0	1420	0	0	1849	0	0	1769	0
Link Speed (mph)		25			25			20			25	
Link Distance (ft)		451			157			336			396	
Travel Time (s)		12.3			4.3			11.5			10.8	
Confl. Peds. (#/hr)	10		13	3			13		3			10
Peak Hour Factor	0.55	0.55	0.55	0.69	0.69	0.69	0.82	0.82	0.82	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	25%	0%	0%	33%	1%	33%	0%	1%	2%
Adj. Flow (vph)	20	0	2	26	0	4	4	230	6	12	345	80
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	22	0	0	30	0	0	240	0	0	437	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	39.3%						ICU Level of Service A					
Analysis Period (min)	15											

















HCM Unsignalized Intersection Capacity Analysis
 9: Ryder St & South Dr

2025 Build AM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	11	0	8	7	3	10
Future Volume (Veh/h)	11	0	8	7	3	10
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.38	0.38	0.71	0.71	0.81	0.81
Hourly flow rate (vph)	29	0	11	10	4	12
Pedestrians	32		32			32
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	100	80			53	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	100	80			53	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	100			100	
cM capacity (veh/h)	847	927			1518	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	29	21	16			
Volume Left	29	0	4			
Volume Right	0	10	0			
cSH	847	1700	1518			
Volume to Capacity	0.03	0.01	0.00			
Queue Length 95th (ft)	3	0	0			
Control Delay (s)	9.4	0.0	1.9			
Lane LOS	A		A			
Approach Delay (s)	9.4	0.0	1.9			
Approach LOS	A					
Intersection Summary						
Average Delay			4.6			
Intersection Capacity Utilization			26.5%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings
 1: Appleton St & Appleton Pl & Massachusetts Ave

2025 Build PM Peak Hour

















												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	474	20	126	351	2	20	1	364	1	1	3
Future Volume (vph)	3	474	20	126	351	2	20	1	364	1	1	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	14	14	14	12	12	12	12	12	12
Grade (%)		0%			0%			-4%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.994						0.872			0.925	
Flt Protected					0.987			0.997			0.989	
Satd. Flow (prot)	0	1722	0	0	1701	0	0	1669	0	0	1738	0
Flt Permitted					0.987			0.997			0.989	
Satd. Flow (perm)	0	1722	0	0	1701	0	0	1669	0	0	1738	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		330			357			73			97	
Travel Time (s)		9.0			9.7			2.0			2.6	
Confl. Peds. (#/hr)	21		1	7		27	1		7	27		21
Confl. Bikes (#/hr)			2			2						
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
Heavy Vehicles (%)	0%	2%	0%	1%	3%	0%	0%	0%	1%	0%	0%	0%
Bus Blockages (#/hr)	8	8	8	8	8	8	0	0	0	0	0	0
Parking (#/hr)	0	0	0	0	0	0						
Adj. Flow (vph)	3	510	22	143	399	2	22	1	404	2	2	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	535	0	0	544	0	0	427	0	0	9	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.92	1.10	0.92	0.92	1.10	0.92	0.97	0.97	0.97	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	87.9%
ICU Level of Service	E
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis
 1: Appleton St & Appleton Pl & Massachusetts Ave

2025 Build PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	474	20	126	351	2	20	1	364	1	1	3
Future Volume (Veh/h)	3	474	20	126	351	2	20	1	364	1	1	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			-4%			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	510	22	143	399	2	22	1	404	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	428			539			1247	1248	555	1672	1258	448
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	428			539			1247	1248	555	1672	1258	448
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	40	97	99	99
cM capacity (veh/h)	1113			1028			285	283	668	71	280	734
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	535	544	427	9								
Volume Left	3	143	22	2								
Volume Right	22	2	404	5								
cSH	1113	1028	623	213								
Volume to Capacity	0.00	0.14	0.69	0.04								
Queue Length 95th (ft)	0	12	134	3								
Control Delay (s)	0.1	3.6	22.4	22.6								
Lane LOS	A	A	C	C								
Approach Delay (s)	0.1	3.6	22.4	22.6								
Approach LOS			C	C								
Intersection Summary												
Average Delay			7.8									
Intersection Capacity Utilization			87.9%		ICU Level of Service				E			
Analysis Period (min)			15									
* User Entered Value												

Lanes, Volumes, Timings
2: Appleton St & Appleton Pl

2025 Build PM Peak Hour



Lane Group	WBL	WBR	SBL	SBR	NEL	NER
Lane Configurations						
Traffic Volume (vph)	3	25	11	136	360	6
Future Volume (vph)	3	25	11	136	360	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12
Grade (%)	-4%		0%		-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.881		0.875		0.998	
Flt Protected	0.994		0.996		0.953	
Satd. Flow (prot)	1641	0	1626	0	1643	0
Flt Permitted	0.994		0.996		0.953	
Satd. Flow (perm)	1641	0	1626	0	1643	0
Link Speed (mph)	25		25		25	
Link Distance (ft)	178		73		363	
Travel Time (s)	4.9		2.0		9.9	
Confl. Peds. (#/hr)	20	18	9	11	11	20
Peak Hour Factor	0.65	0.65	0.84	0.84	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Parking (#/hr)					0	0
Adj. Flow (vph)	5	38	13	162	400	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	43	0	175	0	407	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Right
Median Width(ft)	11		12		12	
Link Offset(ft)	0		0		0	
Crosswalk Width(ft)	16		16		16	
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.00	1.00	1.12	0.97
Turning Speed (mph)	15	9	15	9	15	9
Sign Control	Stop		Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	49.3%
Analysis Period (min)	15
	ICU Level of Service A

HCM Unsignalized Intersection Capacity Analysis
 2: Appleton St & Appleton Pl

2025 Build PM Peak Hour



















Movement	WBL	WBR	SBL	SBR	NEL	NER
Lane Configurations	T		T		T	
Traffic Volume (veh/h)	3	25	11	136	360	6
Future Volume (Veh/h)	3	25	11	136	360	6
Sign Control	Stop		Free		Stop	
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	400	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					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	228	38	20		186	147
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	228	38	20		186	147
tC, single (s)	*5.0	*5.0	4.1		*5.0	*5.0
tC, 2 stage (s)						
tF (s)	*3.0	*3.0	2.2		*3.0	*3.0
p0 queue free %	99	97	99		55	99
cM capacity (veh/h)	918	1117	1581		897	994
Direction, Lane #	WB 1	SB 1	NE 1			
Volume Total	43	175	407			
Volume Left	0	13	400			
Volume Right	38	162	0			
cSH	1089	1581	899			
Volume to Capacity	0.04	0.01	0.45			
Queue Length 95th (ft)	3	1	60			
Control Delay (s)	8.4	0.6	12.3			
Lane LOS	A	A	B			
Approach Delay (s)	8.4	0.6	12.3			
Approach LOS	A		B			
Intersection Summary						
Average Delay			8.7			
Intersection Capacity Utilization			49.3%	ICU Level of Service	A	
Analysis Period (min)			15			

* User Entered Value

Lanes, Volumes, Timings
3: Burton St/Forest St & Massachusetts Ave

2025 Build PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	220	631	2	3	406	98	1	3	9	42	4	74
Future Volume (vph)	220	631	2	3	406	98	1	3	9	42	4	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	12	12	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Fr _t					0.974			0.908			0.917	
Fl _t Protected		0.987						0.995			0.983	
Satd. Flow (prot)	0	1676	0	0	1800	0	0	1545	0	0	1713	0
Fl _t Permitted		0.987						0.995			0.983	
Satd. Flow (perm)	0	1676	0	0	1800	0	0	1545	0	0	1713	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		357			87			283			336	
Travel Time (s)		9.7			2.4			7.7			9.2	
Confl. Peds. (#/hr)	19		21			2	19		14	16		21
Confl. Bikes (#/hr)			2			3						1
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
Heavy Vehicles (%)	3%	9%	0%	0%	3%	2%	0%	0%	0%	0%	0%	0%
Parking (#/hr)	0	0	0				0	0	0			
Adj. Flow (vph)	237	678	2	3	461	111	2	5	15	52	5	91
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	917	0	0	575	0	0	22	0	0	148	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.92	1.05	0.92	1.00	1.00	1.00	1.00	1.14	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	98.0%
ICU Level of Service	F
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis
 3: Burton St/Forest St & Massachusetts Ave

2025 Build PM Peak Hour

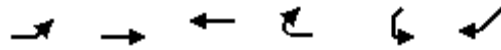


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	220	631	2	3	406	98	1	3	9	42	4	74
Future Volume (Veh/h)	220	631	2	3	406	98	1	3	9	42	4	74
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.88	0.88	0.88	0.60	0.60	0.60	0.81	0.81	0.81
Hourly flow rate (vph)	237	678	2	3	461	111	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	591			701			1811	1771	716	1728	1716	556
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	591			701			1811	1771	716	1728	1716	556
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	65	97	86
cM capacity (veh/h)	962			887			119	142	569	148	150	664
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	917	575	22	148								
Volume Left	237	3	2	52								
Volume Right	2	111	15	91								
cSH	962	887	281	284								
Volume to Capacity	0.25	0.00	0.08	0.52								
Queue Length 95th (ft)	24	0	6	70								
Control Delay (s)	5.6	0.1	18.9	30.7								
Lane LOS	A	A	C	D								
Approach Delay (s)	5.6	0.1	18.9	30.7								
Approach LOS			C	D								
Intersection Summary												
Average Delay			6.1									
Intersection Capacity Utilization			98.0%		ICU Level of Service				F			
Analysis Period (min)			15									

* User Entered Value

Lanes, Volumes, Timings
4: Massachusetts Ave & West Dr

2025 Build PM Peak Hour



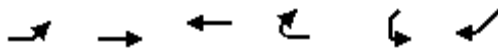
Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	18	664	498	17	3	9
Future Volume (vph)	18	664	498	17	3	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	14	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.996		0.901	
Flt Protected		0.999			0.987	
Satd. Flow (prot)	0	1676	1765	0	1577	0
Flt Permitted		0.999			0.987	
Satd. Flow (perm)	0	1676	1765	0	1577	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		87	240		169	
Travel Time (s)		2.4	6.5		4.6	
Confl. Peds. (#/hr)					19	19
Confl. Bikes (#/hr)				3		
Peak Hour Factor	0.93	0.93	0.88	0.88	0.64	0.64
Heavy Vehicles (%)	0%	2%	3%	0%	0%	0%
Parking (#/hr)	0	0	0	0		
Adj. Flow (vph)	19	714	566	19	5	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	733	585	0	19	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.14	1.05	0.92	1.09	1.09
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	64.1%
Analysis Period (min)	15
	ICU Level of Service C

HCM Unsignalized Intersection Capacity Analysis
4: Massachusetts Ave & West Dr

2025 Build PM Peak Hour

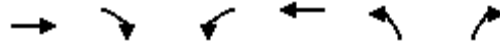


Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↕	↕		↕	
Traffic Volume (veh/h)	18	664	498	17	3	9
Future Volume (Veh/h)	18	664	498	17	3	9
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.93	0.93	0.88	0.88	0.64	0.64
Hourly flow rate (vph)	19	714	566	19	5	14
Pedestrians		19	19			
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	585				1346	594
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	585				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				98	98
cM capacity (veh/h)	1000				295	654
Direction, Lane #	EB 1	WB 1	SW 1			
Volume Total	733	585	19			
Volume Left	19	0	5			
Volume Right	0	19	14			
cSH	1000	1700	496			
Volume to Capacity	0.02	0.34	0.04			
Queue Length 95th (ft)	1	0	3			
Control Delay (s)	0.5	0.0	12.5			
Lane LOS	A		B			
Approach Delay (s)	0.5	0.0	12.5			
Approach LOS			B			
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			64.1%	ICU Level of Service		C
Analysis Period (min)			15			

* User Entered Value

Lanes, Volumes, Timings
5: Pine Ct & Massachusetts Ave

2025 Build PM Peak Hour



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Volume (vph)	668	3	2	518	1	1
Future Volume (vph)	668	3	2	518	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	14	12	12
Grade (%)	0%			0%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.999				0.932	
Flt Protected					0.976	
Satd. Flow (prot)	1608	0	0	1641	1587	0
Flt Permitted					0.976	
Satd. Flow (perm)	1608	0	0	1641	1587	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	240			134	415	
Travel Time (s)	6.5			3.7	11.3	
Confl. Peds. (#/hr)		8	8		8	8
Confl. Bikes (#/hr)		1				
Peak Hour Factor	0.92	0.92	0.90	0.90	0.50	0.50
Heavy Vehicles (%)	2%	0%	3%	0%	0%	0%
Parking (#/hr)	0	0	0	0		
Adj. Flow (vph)	726	3	2	576	2	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	729	0	0	578	4	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.20	1.05	1.05	1.20	1.12	1.12
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	51.6%
ICU Level of Service	A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis
5: Pine Ct & Massachusetts Ave

2025 Build PM Peak Hour

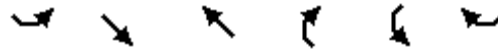


Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩			↩	↩	
Traffic Volume (veh/h)	668	3	2	518	1	1
Future Volume (Veh/h)	668	3	2	518	1	1
Sign Control	Free			Free	Stop	
Grade	0%			0%	-4%	
Peak Hour Factor	0.92	0.92	0.90	0.90	0.50	0.50
Hourly flow rate (vph)	726	3	2	576	2	2
Pedestrians	8			8	8	
Lane Width (ft)	14.0			14.0	12.0	
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			737		1324	744
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			737		1324	744
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		99	100
cM capacity (veh/h)			858		309	564
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	729	578	4			
Volume Left	0	2	2			
Volume Right	3	0	2			
cSH	1700	858	399			
Volume to Capacity	0.43	0.00	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	0.0	0.1	14.1			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.1	14.1			
Approach LOS			B			
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			51.6%	ICU Level of Service	A	
Analysis Period (min)			15			

* User Entered Value

Lanes, Volumes, Timings
6: Massachusetts Ave & Quinn Rd

2025 Build PM Peak Hour



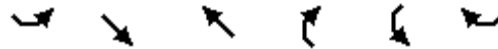
Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	4	662	499	8	22	19
Future Volume (vph)	4	662	499	8	22	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	14	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.998		0.937	
Flt Protected					0.974	
Satd. Flow (prot)	0	1863	1726	0	1808	0
Flt Permitted					0.974	
Satd. Flow (perm)	0	1863	1726	0	1808	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		134	384		203	
Travel Time (s)		3.7	10.5		5.5	
Confl. Peds. (#/hr)	20			21	21	20
Confl. Bikes (#/hr)				7		
Peak Hour Factor	0.98	0.98	0.90	0.90	0.50	0.50
Heavy Vehicles (%)	0%	2%	2%	0%	0%	5%
Parking (#/hr)			6	0		
Adj. Flow (vph)	4	676	554	9	44	38
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	680	563	0	82	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		14	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.10	0.92	0.92	0.92
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	52.9%
Analysis Period (min)	15
	ICU Level of Service A

HCM Unsignalized Intersection Capacity Analysis
6: Massachusetts Ave & Quinn Rd

2025 Build PM Peak Hour



Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (veh/h)	4	662	499	8	22	19
Future Volume (Veh/h)	4	662	499	8	22	19
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.98	0.98	0.90	0.90	0.50	0.50
Hourly flow rate (vph)	4	676	554	9	44	38
Pedestrians		20	21		21	
Lane Width (ft)		12.0	14.0		14.0	
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	584				1284	600
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	584				1284	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 %	100				86	94
cM capacity (veh/h)	977				312	635

Direction, Lane #	SE 1	NW 1	SW 1
Volume Total	680	563	82
Volume Left	4	0	44
Volume Right	0	9	38
cSH	977	1700	408
Volume to Capacity	0.00	0.33	0.20
Queue Length 95th (ft)	0	0	19
Control Delay (s)	0.1	0.0	16.0
Lane LOS	A		C
Approach Delay (s)	0.1	0.0	16.0
Approach LOS			C

Intersection Summary			
Average Delay		1.0	
Intersection Capacity Utilization		52.9%	ICU Level of Service
Analysis Period (min)		15	A

* User Entered Value

Lanes, Volumes, Timings
7: West Dr/Mill Brook Br & Quinn Access Rd

2025 Build PM Peak Hour



Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	7	2	29	3	9	3
Future Volume (vph)	7	2	29	3	9	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	9	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.973		0.988			
Flt Protected	0.962					0.964
Satd. Flow (prot)	1601	0	1877	0	0	1644
Flt Permitted	0.962					0.964
Satd. Flow (perm)	1601	0	1877	0	0	1644
Link Speed (mph)	25		25			25
Link Distance (ft)	315		169			187
Travel Time (s)	8.6		4.6			5.1
Confl. Peds. (#/hr)	2	2		2	2	
Peak Hour Factor	0.58	0.58	0.58	0.58	0.50	0.50
Heavy Vehicles (%)	0%	0%	0%	0%	0%	1%
Parking (#/hr)	0	0				
Adj. Flow (vph)	12	3	50	5	18	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	15	0	55	0	0	24
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.14	1.00	1.00	1.00	1.14	1.14
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	18.0%
Analysis Period (min)	15
	ICU Level of Service A

HCM Unsignalized Intersection Capacity Analysis
7: West Dr/Mill Brook Br & Quinn Access Rd

















2025 Build PM Peak Hour



Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	7	2	29	3	9	3
Future Volume (Veh/h)	7	2	29	3	9	3
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.58	0.58	0.58	0.58	0.50	0.50
Hourly flow rate (vph)	12	3	50	5	18	6
Pedestrians	2		2		2	
Lane Width (ft)	12.0		12.0		9.0	
Walking Speed (ft/s)	3.5		3.5		3.5	
Percent Blockage	0		0		0	
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	98	56			57	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	98	56			57	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	100			99	
cM capacity (veh/h)	891	1012			1557	
Direction, Lane #	NW 1	NE 1	SW 1			
Volume Total	15	55	24			
Volume Left	12	0	18			
Volume Right	3	5	0			
cSH	913	1700	1557			
Volume to Capacity	0.02	0.03	0.01			
Queue Length 95th (ft)	1	0	1			
Control Delay (s)	9.0	0.0	5.5			
Lane LOS	A		A			
Approach Delay (s)	9.0	0.0	5.5			
Approach LOS	A					
Intersection Summary						
Average Delay			2.8			
Intersection Capacity Utilization			18.0%	ICU Level of Service		A
Analysis Period (min)			15			

















Lanes, Volumes, Timings
8: Forest St & Peirce St/Ryder St

2025 Build PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	1	2	12	1	3	4	299	3	6	99	1
Future Volume (vph)	8	1	2	12	1	3	4	299	3	6	99	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.979			0.979			0.999			0.999	
Flt Protected		0.963			0.967			0.999			0.997	
Satd. Flow (prot)	0	1732	0	0	1739	0	0	1872	0	0	1829	0
Flt Permitted		0.963			0.967			0.999			0.997	
Satd. Flow (perm)	0	1732	0	0	1739	0	0	1872	0	0	1829	0
Link Speed (mph)		25			25			20			25	
Link Distance (ft)		451			157			336			396	
Travel Time (s)		12.3			4.3			11.5			10.8	
Confl. Peds. (#/hr)	5		6	2		1	6		2	1		5
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.83	0.83	0.83	0.67	0.25	0.75	0.93	0.93	0.93	0.84	0.84	0.84
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	25%	1%	0%	0%	0%	0%
Adj. Flow (vph)	10	1	2	18	4	4	4	322	3	7	118	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	13	0	0	26	0	0	329	0	0	126	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	28.9%						ICU Level of Service A					
Analysis Period (min)	15											










HCM Unsignalized Intersection Capacity Analysis
8: Forest St & Peirce St/Ryder St

2025 Build PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	1	2	12	1	3	4	299	3	6	99	1
Future Volume (Veh/h)	8	1	2	12	1	3	4	299	3	6	99	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.67	0.25	0.75	0.93	0.93	0.93	0.84	0.84	0.84
Hourly flow rate (vph)	10	1	2	18	4	4	4	322	3	7	118	1
Pedestrians		6			2			6			5	
Lane Width (ft)		11.0			11.0			12.0			11.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		1			0			1			0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	481	474	130	474	472	330	125			327		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	481	474	130	474	472	330	125			327		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.3			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.4			2.2		
p0 queue free %	98	100	100	96	99	99	100			99		
cM capacity (veh/h)	482	485	914	492	485	711	1324			1242		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	13	26	329	126								
Volume Left	10	18	4	7								
Volume Right	2	4	3	1								
cSH	520	515	1324	1242								
Volume to Capacity	0.02	0.05	0.00	0.01								
Queue Length 95th (ft)	2	4	0	0								
Control Delay (s)	12.1	12.4	0.1	0.5								
Lane LOS	B	B	A	A								
Approach Delay (s)	12.1	12.4	0.1	0.5								
Approach LOS	B	B										
Intersection Summary												
Average Delay			1.2									
Intersection Capacity Utilization			28.9%		ICU Level of Service					A		
Analysis Period (min)			15									










Lanes, Volumes, Timings
9: Ryder St & South Dr

2025 Build PM Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	11	1	6	3	0	10
Future Volume (vph)	11	1	6	3	0	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.986		0.955			
Flt Protected	0.957					
Satd. Flow (prot)	1793	0	1507	0	0	1402
Flt Permitted	0.957					
Satd. Flow (perm)	1793	0	1507	0	0	1402
Link Speed (mph)	25		25			25
Link Distance (ft)	269		157			797
Travel Time (s)	7.3		4.3			21.7
Confl. Peds. (#/hr)	6	5		6	5	
Confl. Bikes (#/hr)				1		
Peak Hour Factor	0.62	0.62	0.59	0.59	0.42	0.42
Heavy Vehicles (%)	0%	0%	0%	25%	0%	22%
Parking (#/hr)			0	0	0	0
Adj. Flow (vph)	18	2	10	5	0	24
Shared Lane Traffic (%)						
Lane Group Flow (vph)	20	0	15	0	0	24
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.14	1.00	1.00	1.14
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	16.7%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis
 9: Ryder St & South Dr

2025 Build PM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	11	1	6	3	0	10
Future Volume (Veh/h)	11	1	6	3	0	10
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.62	0.62	0.59	0.59	0.42	0.42
Hourly flow rate (vph)	18	2	10	5	0	24
Pedestrians	6		6		5	
Lane Width (ft)	12.0		12.0		12.0	
Walking Speed (ft/s)	3.5		3.5		3.5	
Percent Blockage	1		1		0	
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	48	24			21	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	48	24			21	
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)	955	1048			1599	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	20	15	24			
Volume Left	18	0	0			
Volume Right	2	5	0			
cSH	964	1700	1599			
Volume to Capacity	0.02	0.01	0.00			
Queue Length 95th (ft)	2	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			3.0			
Intersection Capacity Utilization			16.7%	ICU Level of Service		A
Analysis Period (min)			15			