

# Traffic Impact Report *Appendix*

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

May 12, 2021

Prepared for:

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

Submitted by:

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

Nitsch Engineering Project #13990.





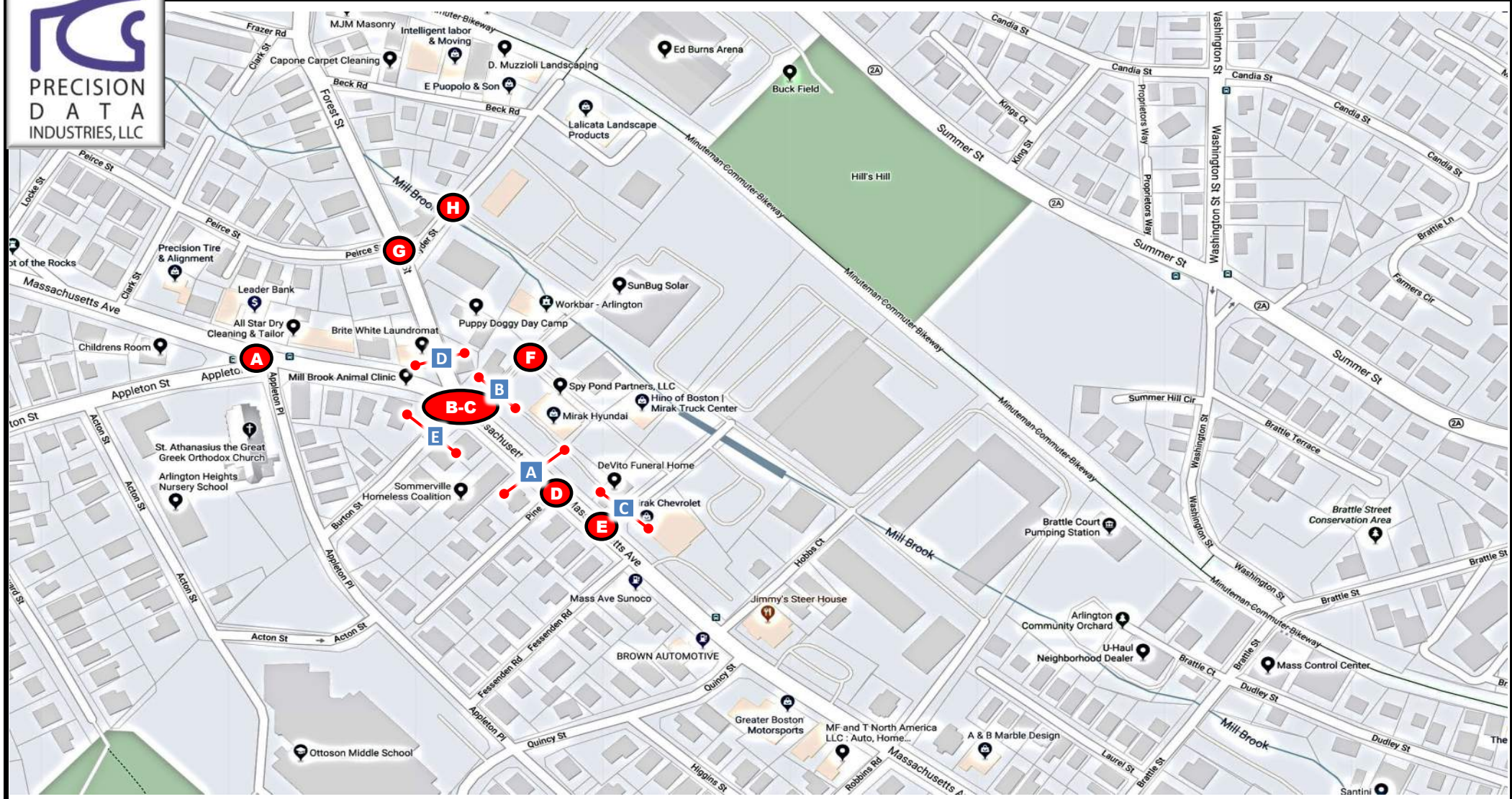
Appendix A: Traffic Count Data





# Location Map: 207450 Arlington, MA

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



<b>Client:</b> Nitsch Engineering	<b>Engineer:</b> B. Zimolka	<b>Site Code:</b> TBD	<b>Date:</b> Tues 2/4-Wed 2/5/20	<b>PDI Job #</b> 207450	<b>City, State:</b> 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 7:15 AM 7:30 AM 6:15 AM 7:00 AM  
 Volume 453 37 6 494

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

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



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



PDI File # 207450 ATR A

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

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
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	7:30 AM	8:30 AM	5:30 AM	7:30 AM
Volume	514	32	4	538

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

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



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



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		
<b>Total</b>	<b>2584</b>	<b>3570</b>	<b>2627</b>	<b>4332</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2606</b>	<b>3951</b>		
<b>Day Total</b>	<b>6154</b>		<b>6959</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>6557</b>			
<b>Peak HR</b>	<b>7:00 AM</b>	<b>5:15 PM</b>	<b>7:45 AM</b>	<b>5:30 PM</b>													<b>7:45 AM</b>	<b>5:15 PM</b>
<b>Volume</b>	<b>494</b>	<b>592</b>	<b>489</b>	<b>588</b>													<b>486</b>	<b>587</b>

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
<b>Total</b>	<b>2460</b>	<b>3315</b>	<b>2461</b>	<b>4140</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2461</b>	<b>3728</b>
<b>Day Total</b>	<b>5775</b>		<b>6601</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>6188</b>	
<b>Peak HR</b>	<b>7:30 AM</b>	<b>3:00 PM</b>	<b>7:30 AM</b>	<b>2:30 PM</b>												
<b>Volume</b>	<b>538</b>	<b>471</b>	<b>548</b>	<b>542</b>												
															<b>7:30 AM</b>	<b>2:45 PM</b>
															<b>543</b>	<b>499</b>

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		
<b>Total</b>	<b>135</b>	<b>110</b>	<b>127</b>	<b>122</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>131</b>	<b>116</b>		
<b>Day Total</b>	<b>245</b>		<b>249</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>247</b>			
<b>Peak HR</b>	<b>9:00 AM</b>	<b>1:00 PM</b>	<b>8:15 AM</b>	<b>1:00 PM</b>													<b>8:15 AM</b>	<b>1:00 PM</b>
<b>Volume</b>	<b>38</b>	<b>31</b>	<b>48</b>	<b>30</b>													<b>41</b>	<b>31</b>

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



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		
<b>Total</b>	<b>43</b>	<b>173</b>	<b>50</b>	<b>168</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>171</b>		
<b>Day Total</b>	<b>216</b>		<b>218</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>217</b>			
<b>Peak HR</b>	<b>11:00 AM</b>	<b>12:15 PM</b>	<b>11:00 AM</b>	<b>4:00 PM</b>													<b>11:00 AM</b>	<b>4:30 PM</b>
<b>Volume</b>	<b>16</b>	<b>31</b>	<b>14</b>	<b>35</b>													<b>15</b>	<b>31</b>

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
<b>Total</b>	<b>157</b>	<b>98</b>	<b>161</b>	<b>125</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>159</b>	<b>112</b>
<b>Day Total</b>	<b>255</b>		<b>286</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>271</b>	
<b>Peak HR</b>	<b>7:15 AM</b>	<b>12:00 PM</b>	<b>8:45 AM</b>	<b>1:00 PM</b>												
<b>Volume</b>	<b>37</b>	<b>45</b>	<b>42</b>	<b>30</b>												



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		
<b>Total</b>	<b>90</b>	<b>173</b>	<b>95</b>	<b>192</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>183</b>		
<b>Day Total</b>	<b>263</b>		<b>287</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>275</b>			
<b>Peak HR</b>	<b>10:00 AM</b>	<b>4:30 PM</b>	<b>9:15 AM</b>	<b>12:45 PM</b>													<b>11:00 AM</b>	<b>4:15 PM</b>
<b>Volume</b>	<b>30</b>	<b>35</b>	<b>28</b>	<b>34</b>													<b>27</b>	<b>31</b>

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



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
<b>Total</b>	<b>604</b>	<b>1705</b>	<b>593</b>	<b>1592</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>599</b>	<b>1649</b>
<b>Day Total</b>	<b>2309</b>		<b>2185</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>2247</b>	
<b>Peak HR</b>	<b>7:30 AM</b>	<b>5:00 PM</b>	<b>7:30 AM</b>	<b>5:00 PM</b>												
<b>Volume</b>	<b>190</b>	<b>289</b>	<b>188</b>	<b>316</b>												
															<b>7:30 AM</b>	<b>5:00 PM</b>
															<b>189</b>	<b>303</b>

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



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	
<b>Total</b>	<b>894</b>	<b>874</b>	<b>904</b>	<b>917</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Day Total</b>	<b>1768</b>		<b>1821</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>1795</b>	
<b>Peak HR</b>	<b>7:15 AM</b>	<b>4:00 PM</b>	<b>7:15 AM</b>	<b>5:30 PM</b>											<b>7:15 AM</b>	<b>5:30 PM</b>
<b>Volume</b>	<b>292</b>	<b>123</b>	<b>301</b>	<b>164</b>											<b>297</b>	<b>138</b>



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: 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	1	0	0	1
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	1	0	0	1
6:15 AM	3	0	0	3
6:30 AM	0	0	0	0
6:45 AM	0	0	0	0
7:00 AM	3	0	0	3
7:15 AM	3	0	0	3
7:30 AM	9	0	0	9
7:45 AM	17	0	0	17
8:00 AM	1	0	0	1
8:15 AM	3	0	0	3
8:30 AM	6	0	0	6
8:45 AM	4	1	0	5
9:00 AM	2	0	0	2
9:15 AM	3	0	0	3
9:30 AM	3	0	0	3
9:45 AM	1	0	0	1
10:00 AM	1	0	0	1
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	2	0	0	2
11:30 AM	0	0	0	0
11:45 AM	2	0	0	2

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	5	0	0	5
12:15 PM	3	0	0	3
12:30 PM	5	1	0	6
12:45 PM	2	0	0	2
1:00 PM	8	1	0	9
1:15 PM	10	0	0	10
1:30 PM	8	0	0	8
1:45 PM	11	0	0	11
2:00 PM	9	0	0	9
2:15 PM	14	0	0	14
2:30 PM	20	0	0	20
2:45 PM	7	1	0	8
3:00 PM	6	0	0	6
3:15 PM	1	0	0	1
3:30 PM	9	0	0	9
3:45 PM	2	0	0	2
4:00 PM	1	0	0	1
4:15 PM	4	0	0	4
4:30 PM	1	0	0	1
4:45 PM	0	0	0	0
5:00 PM	1	0	0	1
5:15 PM	3	0	0	3
5:30 PM	3	0	0	3
5:45 PM	5	0	0	5
6:00 PM	3	0	0	3
6:15 PM	1	0	0	1
6:30 PM	1	0	0	1
6:45 PM	4	0	0	4
7:00 PM	1	0	0	1
7:15 PM	1	0	0	1
7:30 PM	1	0	0	1
7:45 PM	0	0	0	0
8:00 PM	1	0	0	1
8:15 PM	0	0	0	0
8:30 PM	1	0	0	1
8:45 PM	0	0	0	0
9:00 PM	1	0	0	1
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	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 65 1 0 66  
 Percentage 98.48% 1.52% 0.00%  
 AM Peak 7:00 AM 8:00 AM 12:00 AM 7:00 AM  
 Volume 32 1 0 32

PM Total 154 3 0 157  
 Percentage 98.09% 1.91% 0.00%  
 PM Peak 1:45 PM 12:15 PM 12:00 PM 1:45 PM  
 Volume 54 2 0 54

Day Total 219 4 0 223  
 Percentage 98.21% 1.79% 0.00%

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: NB

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0
12:15 AM	1	0	0	1
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	1	0	0	1
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	2	0	0	2
6:30 AM	1	0	0	1
6:45 AM	0	0	0	0
7:00 AM	3	0	0	3
7:15 AM	4	0	0	4
7:30 AM	14	0	0	14
7:45 AM	17	0	0	17
8:00 AM	2	0	0	2
8:15 AM	5	0	0	5
8:30 AM	6	0	0	6
8:45 AM	3	0	0	3
9:00 AM	2	0	0	2
9:15 AM	3	0	0	3
9:30 AM	1	1	0	2
9:45 AM	1	0	0	1
10:00 AM	0	0	0	0
10:15 AM	0	0	0	0
10:30 AM	2	0	0	2
10:45 AM	2	0	0	2
11:00 AM	0	0	0	0
11:15 AM	0	0	0	0
11:30 AM	1	0	0	1
11:45 AM	1	0	0	1

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	0	0
12:15 PM	4	0	0	4
12:30 PM	3	2	0	5
12:45 PM	2	0	0	2
1:00 PM	3	0	0	3
1:15 PM	1	0	0	1
1:30 PM	1	1	0	2
1:45 PM	0	0	0	0
2:00 PM	2	0	0	2
2:15 PM	2	0	0	2
2:30 PM	8	0	0	8
2:45 PM	6	0	0	6
3:00 PM	4	0	0	4
3:15 PM	4	0	0	4
3:30 PM	8	0	0	8
3:45 PM	4	0	0	4
4:00 PM	4	0	0	4
4:15 PM	4	0	0	4
4:30 PM	3	0	0	3
4:45 PM	1	0	0	1
5:00 PM	4	0	0	4
5:15 PM	2	0	0	2
5:30 PM	2	0	0	2
5:45 PM	6	0	0	6
6:00 PM	1	0	0	1
6:15 PM	1	0	0	1
6:30 PM	0	0	0	0
6:45 PM	1	0	0	1
7:00 PM	1	0	0	1
7:15 PM	2	0	0	2
7:30 PM	0	0	0	0
7:45 PM	0	0	0	0
8:00 PM	2	0	0	2
8:15 PM	1	0	0	1
8:30 PM	0	0	0	0
8:45 PM	0	0	0	0
9:00 PM	2	0	0	2
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 72 1 0 73  
 Percentage 98.63% 1.37% 0.00%  
 AM Peak 7:00 AM 8:45 AM 12:00 AM 7:00 AM  
 Volume 38 1 0 38

PM Total 90 3 0 93  
 Percentage 96.77% 3.23% 0.00%  
 PM Peak 2:30 PM 12:00 PM 12:00 PM 2:30 PM  
 Volume 22 2 0 22

Day Total 162 4 0 166  
 Percentage 97.59% 2.41% 0.00%

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



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

PDI File #

207450 E

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	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	1	0	0	1
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	4	0	0	4
7:15 AM	3	0	0	3
7:30 AM	12	0	0	12
7:45 AM	15	0	0	15
8:00 AM	4	0	0	4
8:15 AM	1	0	0	1
8:30 AM	0	0	0	0
8:45 AM	2	0	0	2
9:00 AM	0	0	0	0
9:15 AM	1	0	0	1
9:30 AM	0	0	0	0
9:45 AM	3	0	0	3
10:00 AM	1	0	0	1
10:15 AM	0	0	0	0
10:30 AM	0	0	0	0
10:45 AM	0	0	0	0
11:00 AM	1	0	0	1
11:15 AM	3	0	0	3
11:30 AM	2	0	0	2
11:45 AM	1	0	0	1

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	2	1	0	3
12:15 PM	0	0	0	0
12:30 PM	2	0	0	2
12:45 PM	45	2	0	47
1:00 PM	53	1	0	54
1:15 PM	89	2	0	91
1:30 PM	73	3	0	76
1:45 PM	55	4	0	59
2:00 PM	58	0	0	58
2:15 PM	76	1	0	77
2:30 PM	35	3	0	38
2:45 PM	2	0	0	2
3:00 PM	2	0	0	2
3:15 PM	1	0	0	1
3:30 PM	0	0	0	0
3:45 PM	1	0	0	1
4:00 PM	3	0	0	3
4:15 PM	3	0	0	3
4:30 PM	1	0	0	1
4:45 PM	0	0	0	0
5:00 PM	0	0	0	0
5:15 PM	3	0	0	3
5:30 PM	1	0	0	1
5:45 PM	6	0	0	6
6:00 PM	1	0	0	1
6:15 PM	0	0	0	0
6:30 PM	2	0	0	2
6:45 PM	0	0	0	0
7:00 PM	1	0	0	1
7:15 PM	0	0	0	0
7:30 PM	1	0	0	1
7:45 PM	1	0	0	1
8:00 PM	0	0	0	0
8:15 PM	2	0	0	2
8:30 PM	1	0	0	1
8:45 PM	0	0	0	0
9:00 PM	1	0	0	1
9:15 PM	1	0	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	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 55 0 0 55  
 Percentage 100.00% 0.00% 0.00%  
 AM Peak 7:00 AM 12:00 AM 12:00 AM 7:00 AM  
 Volume 34 0 0 34

PM Total 523 17 0 540  
 Percentage 96.85% 3.15% 0.00%  
 PM Peak 1:15 PM 1:00 PM 12:00 PM 1:15 PM  
 Volume 275 10 0 284

Day Total 578 17 0 595  
 Percentage 97.14% 2.86% 0.00%

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: 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	1	0	0	1
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	2	0	0	2
7:00 AM	2	0	0	2
7:15 AM	5	0	0	5
7:30 AM	15	0	0	15
7:45 AM	15	0	0	15
8:00 AM	1	0	0	1
8:15 AM	1	0	0	1
8:30 AM	0	0	0	0
8:45 AM	1	0	0	1
9:00 AM	2	0	0	2
9:15 AM	1	0	0	1
9:30 AM	1	0	0	1
9:45 AM	1	0	0	1
10:00 AM	1	0	0	1
10:15 AM	2	0	0	2
10:30 AM	0	0	0	0
10:45 AM	2	0	0	2
11:00 AM	0	0	0	0
11:15 AM	0	0	0	0
11:30 AM	3	0	0	3
11:45 AM	2	0	0	2

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	2	0	0	2
12:15 PM	2	0	0	2
12:30 PM	1	0	0	1
12:45 PM	0	0	0	0
1:00 PM	0	0	0	0
1:15 PM	0	1	0	1
1:30 PM	0	0	0	0
1:45 PM	1	0	0	1
2:00 PM	1	0	0	1
2:15 PM	4	0	0	4
2:30 PM	3	0	0	3
2:45 PM	1	0	0	1
3:00 PM	3	0	0	3
3:15 PM	0	0	0	0
3:30 PM	3	0	0	3
3:45 PM	3	0	0	3
4:00 PM	2	0	0	2
4:15 PM	3	0	0	3
4:30 PM	3	0	0	3
4:45 PM	1	0	0	1
5:00 PM	3	0	0	3
5:15 PM	1	0	0	1
5:30 PM	3	0	0	3
5:45 PM	2	0	0	2
6:00 PM	0	0	0	0
6:15 PM	2	0	0	2
6:30 PM	0	0	0	0
6:45 PM	2	0	0	2
7:00 PM	0	0	0	0
7:15 PM	2	0	0	2
7:30 PM	0	0	0	0
7:45 PM	0	0	0	0
8:00 PM	2	0	0	2
8:15 PM	0	0	0	0
8:30 PM	1	0	0	1
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	1	0	0	1
10:15 PM	1	0	0	1
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 58 0 0 58  
 Percentage 100.00% 0.00% 0.00%  
 AM Peak 7:00 AM 12:00 AM 12:00 AM 7:00 AM  
 Volume 37 0 0 37

PM Total 53 1 0 54  
 Percentage 98.15% 1.85% 0.00%  
 PM Peak 2:15 PM 12:30 PM 12:00 PM 2:15 PM  
 Volume 11 1 0 11

Day Total 111 1 0 112  
 Percentage 99.11% 0.89% 0.00%

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



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

PDI File # 207450 E

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	5	0	0	0	0	0	0	0	0	0	0	0	0	0	3		
12:15	0	3	1	4	0	0	0	0	0	0	0	0	0	0	1	4		
12:30	0	6	0	5	0	0	0	0	0	0	0	0	0	0	0	6		
12:45	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2		
1:00	0	9	0	3	0	0	0	0	0	0	0	0	0	0	0	6		
1:15	0	10	0	1	0	0	0	0	0	0	0	0	0	0	0	6		
1:30	0	8	0	2	0	0	0	0	0	0	0	0	0	0	0	5		
1:45	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	6		
2:00	0	9	0	2	0	0	0	0	0	0	0	0	0	0	0	6		
2:15	0	14	0	2	0	0	0	0	0	0	0	0	0	0	0	8		
2:30	0	20	0	8	0	0	0	0	0	0	0	0	0	0	0	14		
2:45	0	8	0	6	0	0	0	0	0	0	0	0	0	0	0	7		
3:00	0	6	0	4	0	0	0	0	0	0	0	0	0	0	0	5		
3:15	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	3		
3:30	0	9	0	8	0	0	0	0	0	0	0	0	0	0	0	9		
3:45	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	3		
4:00	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	3		
4:15	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	4		
4:30	1	1	1	3	0	0	0	0	0	0	0	0	0	0	1	2		
4:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1		
5:00	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	3		
5:15	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	3		
5:30	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	3		
5:45	0	5	0	6	0	0	0	0	0	0	0	0	0	0	0	6		
6:00	1	3	0	1	0	0	0	0	0	0	0	0	0	0	1	2		
6:15	3	1	2	1	0	0	0	0	0	0	0	0	0	0	3	1		
6:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1		
6:45	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	3		
7:00	3	1	3	1	0	0	0	0	0	0	0	0	0	0	3	1		
7:15	3	1	4	2	0	0	0	0	0	0	0	0	0	0	4	2		
7:30	9	1	14	0	0	0	0	0	0	0	0	0	0	0	12	1		
7:45	17	0	17	0	0	0	0	0	0	0	0	0	0	0	17	0		
8:00	1	1	2	2	0	0	0	0	0	0	0	0	0	0	2	2		
8:15	3	0	5	1	0	0	0	0	0	0	0	0	0	0	4	1		
8:30	6	1	6	0	0	0	0	0	0	0	0	0	0	0	6	1		
8:45	5	0	3	0	0	0	0	0	0	0	0	0	0	0	4	0		
9:00	2	1	2	2	0	0	0	0	0	0	0	0	0	0	2	2		
9:15	3	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0		
9:30	3	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0		
9:45	1	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1		
10:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1		
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:30	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0		
10:45	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0		
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0		
11:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0		
11:45	2	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0		
<b>Total</b>	<b>66</b>	<b>157</b>	<b>73</b>	<b>93</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>125</b>		
<b>Day Total</b>	<b>223</b>		<b>166</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>195</b>			
<b>Peak HR</b>	<b>7:00 AM</b>	<b>1:45 PM</b>	<b>7:00 AM</b>	<b>2:30 PM</b>													<b>7:00 AM</b>	<b>2:00 PM</b>
<b>Volume</b>	<b>32</b>	<b>54</b>	<b>38</b>	<b>22</b>													<b>35</b>	<b>35</b>

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



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

PDI File # 207450 E

Direction: SB

Weekly Report

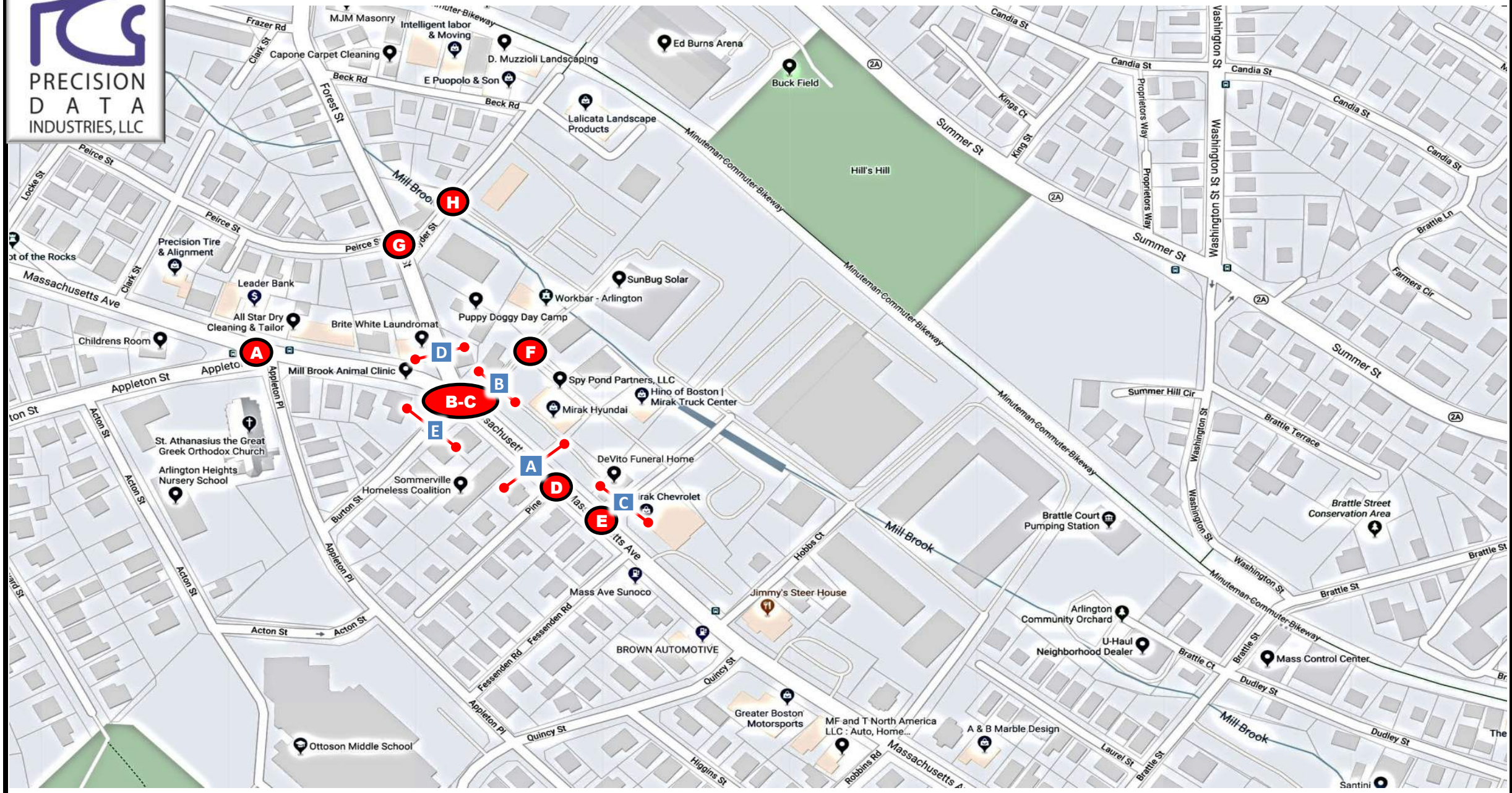
Day Date	Tuesday 02/04/20		Wednesday 02/05/20										Week Ave		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
12:00	0	3	0	2	0	0	0	0	0	0	0	0	0	3	
12:15	0	0	0	2	0	0	0	0	0	0	0	0	0	1	
12:30	0	2	0	1	0	0	0	0	0	0	0	0	0	2	
12:45	0	47	0	0	0	0	0	0	0	0	0	0	0	24	
1:00	0	54	0	0	0	0	0	0	0	0	0	0	0	27	
1:15	0	91	0	1	0	0	0	0	0	0	0	0	0	46	
1:30	0	76	0	0	0	0	0	0	0	0	0	0	0	38	
1:45	0	59	0	1	0	0	0	0	0	0	0	0	0	30	
2:00	0	58	0	1	0	0	0	0	0	0	0	0	0	30	
2:15	0	77	0	4	0	0	0	0	0	0	0	0	0	41	
2:30	0	38	0	3	0	0	0	0	0	0	0	0	0	21	
2:45	0	2	0	1	0	0	0	0	0	0	0	0	0	2	
3:00	0	2	0	3	0	0	0	0	0	0	0	0	0	3	
3:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
3:30	0	0	0	3	0	0	0	0	0	0	0	0	0	2	
3:45	0	1	0	3	0	0	0	0	0	0	0	0	0	2	
4:00	0	3	0	2	0	0	0	0	0	0	0	0	0	3	
4:15	0	3	0	3	0	0	0	0	0	0	0	0	0	3	
4:30	0	1	0	3	0	0	0	0	0	0	0	0	0	2	
4:45	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
5:00	0	0	0	3	0	0	0	0	0	0	0	0	0	2	
5:15	0	3	0	1	0	0	0	0	0	0	0	0	0	2	
5:30	0	1	0	3	0	0	0	0	0	0	0	0	0	2	
5:45	1	6	1	2	0	0	0	0	0	0	0	0	1	4	
6:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
6:15	0	0	0	2	0	0	0	0	0	0	0	0	0	1	
6:30	0	2	0	0	0	0	0	0	0	0	0	0	0	1	
6:45	1	0	2	2	0	0	0	0	0	0	0	0	2	1	
7:00	4	1	2	0	0	0	0	0	0	0	0	0	3	1	
7:15	3	0	5	2	0	0	0	0	0	0	0	0	4	1	
7:30	12	1	15	0	0	0	0	0	0	0	0	0	14	1	
7:45	15	1	15	0	0	0	0	0	0	0	0	0	15	1	
8:00	4	0	1	2	0	0	0	0	0	0	0	0	3	1	
8:15	1	2	1	0	0	0	0	0	0	0	0	0	1	1	
8:30	0	1	0	1	0	0	0	0	0	0	0	0	0	1	
8:45	2	0	1	0	0	0	0	0	0	0	0	0	2	0	
9:00	0	1	2	0	0	0	0	0	0	0	0	0	1	1	
9:15	1	1	1	0	0	0	0	0	0	0	0	0	1	1	
9:30	0	0	1	0	0	0	0	0	0	0	0	0	1	0	
9:45	3	0	1	0	0	0	0	0	0	0	0	0	2	0	
10:00	1	1	1	1	0	0	0	0	0	0	0	0	1	1	
10:15	0	0	2	1	0	0	0	0	0	0	0	0	1	1	
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45	0	0	2	0	0	0	0	0	0	0	0	0	1	0	
11:00	1	0	0	0	0	0	0	0	0	0	0	0	1	0	
11:15	3	0	0	0	0	0	0	0	0	0	0	0	2	0	
11:30	2	0	3	0	0	0	0	0	0	0	0	0	3	0	
11:45	1	0	2	0	0	0	0	0	0	0	0	0	2	0	
<b>Total</b>	<b>55</b>	<b>540</b>	<b>58</b>	<b>54</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>297</b>
<b>Day Total</b>	<b>595</b>		<b>112</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>354</b>		
<b>Peak HR</b>	<b>7:00 AM</b>	<b>1:15 PM</b>	<b>7:00 AM</b>	<b>2:15 PM</b>											
<b>Volume</b>	<b>34</b>	<b>284</b>	<b>37</b>	<b>11</b>											





# Location Map: 207450 Arlington, MA

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



<b>Client:</b> Nitsch Engineering	<b>Engineer:</b> B. Zimolka	<b>Site Code:</b> TBD	<b>Date:</b> Tues 2/4-Wed 2/5/20	<b>PDI Job #</b> 207450	<b>City, State:</b> 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						2256
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						2112
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						144

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						72						
Total Exiting Leg	0						494						34						330						1224						

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
<b>Total</b>	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
<b>Total</b>	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						
<b>Total</b>	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	12.7	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	0.0	0.0	60.0	0.0	20.0	0.0	0.0	2.6	0.0	97.4	0.0	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	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  
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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						

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						
Total	0						24						3						4						25						

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
<b>Total</b>	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
<b>Total</b>	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
<b>Grand Total</b>	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
<b>Total Volume</b>	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						
<b>Total</b>	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  
 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**

	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
7:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
7:45 AM	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	
<b>Total</b>	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	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
<b>Total</b>	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	
<b>Grand Total</b>	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	
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	25.0	8.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	66.7	0.0	0.0	66.7	
Exiting Leg Total	0						8						0						1						3						

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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
7:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
7:45 AM	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	
<b>Total Volume</b>	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	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.250	0.250	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500		
Entering Leg	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	
Exiting Leg	0						6						0						1						8						
<b>Total</b>	0						8						0						1						12						

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

Bicycles (on Roadway and Crosswalks)

	Driveway										Massachusetts Avenue						Appleton Place						Appleton Street						Massachusetts Avenue						Total															
	from North										from East						from South						from Southwest						from West																					
	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									
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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	4							
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1							
<b>Total</b>	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	6							
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1							
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1							
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	2	0	0	0	0	0	2	4							
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2							
<b>Total</b>	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	4	0	0	0	0	0	0	4	0	2	0	0	0	0	0	2	8							
Grand Total	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	1	0	0	0	0	0	1	0	2	0	4	0	0	0	0	0	0	4	0	4	0	0	0	0	0	4	14							
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	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0											
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.6	0.0	0.0	0.0	0.0	28.6	7.1	0.0	0.0	0.0	0.0	0.0	7.1	0.0	14.3	0.0	28.6	0.0	0.0	0.0	0.0	0.0	28.6	0.0	0.0	28.6	0.0	0.0	0.0	0.0	28.6										
Exiting Leg Total	0								9						1						0						4		14																					

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

	Driveway										Massachusetts Avenue						Appleton Place						Appleton Street						Massachusetts Avenue						Total																
	from North										from East						from South						from Southwest						from West																						
	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										
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	2	0	0	0	0	0	2	4								
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2								
Total Volume	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	4	0	0	0	0	0	0	4	0	2	0	0	0	0	0	2	8								
% Approach Total	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	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0												
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	1.000	0.000	0.000	0.000	0.000	0.000	1.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.500										
Entering Leg	0								1						1						4						8																								
Exiting Leg	0								7						0						0						1																								
<b>Total</b>	0								8						1						4						3		16																						

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

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								
<b>Total</b>	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								
<b>Total</b>	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								
<b>Grand Total</b>	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								
<b>Approach %</b>	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														
<b>Total %</b>	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									
<b>Exiting Leg Total</b>	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								
<b>Total Volume</b>	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								
<b>% Approach Total</b>	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														
<b>PHF</b>	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								
<b>Entering Leg</b>	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								
<b>Exiting Leg</b>	97								118						91						18						11	335																					
<b>Total</b>	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
<b>Total</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>324</b>	<b>143</b>	<b>3</b>	<b>0</b>	<b>472</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>15</b>	<b>4</b>	<b>203</b>	<b>1</b>	<b>13</b>	<b>0</b>	<b>221</b>	<b>7</b>	<b>14</b>	<b>400</b>	<b>3</b>	<b>0</b>	<b>424</b>	<b>1136</b>
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
<b>Total</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>309</b>	<b>110</b>	<b>1</b>	<b>0</b>	<b>422</b>	<b>14</b>	<b>1</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>5</b>	<b>317</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>332</b>	<b>9</b>	<b>9</b>	<b>411</b>	<b>3</b>	<b>0</b>	<b>432</b>	<b>1217</b>
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						
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						
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						

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
<b>Total Volume</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>309</b>	<b>110</b>	<b>1</b>	<b>0</b>	<b>422</b>	<b>14</b>	<b>1</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>5</b>	<b>317</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>332</b>	<b>9</b>	<b>9</b>	<b>411</b>	<b>3</b>	<b>0</b>	<b>432</b>	<b>1217</b>
% 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						330						

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
<b>Total</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>315</b>	<b>142</b>	<b>3</b>	<b>0</b>	<b>462</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>15</b>	<b>4</b>	<b>197</b>	<b>1</b>	<b>13</b>	<b>0</b>	<b>215</b>	<b>7</b>	<b>14</b>	<b>390</b>	<b>3</b>	<b>0</b>	<b>414</b>	<b>1110</b>
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
<b>Total</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>301</b>	<b>109</b>	<b>1</b>	<b>0</b>	<b>413</b>	<b>14</b>	<b>1</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>5</b>	<b>315</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>330</b>	<b>9</b>	<b>9</b>	<b>401</b>	<b>3</b>	<b>0</b>	<b>422</b>	<b>1196</b>
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					
<b>Total</b>	<b>11</b>						<b>1144</b>						<b>41</b>						<b>452</b>						<b>744</b>	<b>2392</b>					

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  
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 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
<b>Total</b>	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
<b>Total</b>	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
<b>Grand Total</b>	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	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	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
<b>Total Volume</b>	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	0.0	100.0	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	0.500	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					
<b>Total</b>	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  
 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**

	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1	3
Grand Total	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	4
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	25.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	25.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	25.0	0.0	0.0	25.0	0.0	0.0	25.0	0.0	0.0	25.0	0.0
Exiting Leg Total							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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.250	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	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	0.375	
Entering Leg	0						0						0						1						0						3						
Exiting Leg	0						1						0						1						1						3						
Total	0						3						0						2						1						6						

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

**Bicycles (on Roadway and Crosswalks)**

	Driveway														Massachusetts Avenue						Appleton Place						Appleton Street						Massachusetts Avenue						Total	
	from North														from East						from South						from Southwest						from West							
	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
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	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	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1				
<b>Total</b>	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	3	9				
5:00 PM	0	0	0	0	0	1	1	2	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3			
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
5:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2				
<b>Total</b>	0	0	0	0	0	1	1	2	0	4	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6				
<b>Grand Total</b>	0	0	0	0	0	1	1	2	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	9	9					
Approach %	0.0	0.0	0.0	0.0	0.0	50.0	50.0		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	100.0	0.0	0.0	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	11.1	11.1	22.2	0.0	55.6	0.0	0.0	0.0	0.0	55.6	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	0.0	0.0	0.0	0.0	0.0	22.2	0.0	0.0	0.0	0.0	22.2	
Exiting Leg Total	2								2								0								0								5	9						

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

4:15 PM	Driveway														Massachusetts Avenue						Appleton Place						Appleton Street						Massachusetts Avenue						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
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	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	0	0	0	0	0	0	1	0	0	0	0	1	1							
5:00 PM	0	0	0	0	0	1	1	2	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	3						
<b>Total Volume</b>	0	0	0	0	0	1	1	2	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	6	6						
% Approach Total	0.0	0.0	0.0	0.0	0.0	50.0	50.0		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	100.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.500	
Entering Leg	0								2								0								0								6	6							
Exiting Leg	2								2								0								0								2	6							
<b>Total</b>	4								4								0								0								4	12							

PDI File #: 207450 AA  
 Location: N: Driveway S: Appleton Place  
 Location: E: Massachusetts Avenue W: Massachusetts Avenue SW: Appleton Street  
 City, State: Arlington, MA  
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**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								
<b>Total</b>	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								
<b>Total</b>	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								
<b>Grand Total</b>	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								
<b>Approach %</b>	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														
<b>Total %</b>	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									
<b>Exiting Leg Total</b>	36								14						13						15						2																						

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								
<b>Total Volume</b>	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								
<b>% Approach Total</b>	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														
<b>PHF</b>	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								
<b>Entering Leg</b>	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								
<b>Exiting Leg</b>	20								7						9						11						1																						
<b>Total</b>	40								14						18						22						2																						



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

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  
 DATA  
 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	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	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	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		
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		
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		
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						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  
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 Class:

PRECISION  
 DATA  
 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													
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	0	0	0	0	0	0	0	0	0	1						
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	0	0	0	1						
5:00 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	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	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	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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1						
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	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	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0								
Exiting Leg Total	0						0						1						0						1																		

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	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	1	0	0	0	0	0	0	0	0	0	0	1						
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1						
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0										
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.500											
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1						
Exiting Leg	0						0						1						0						1																		
Total	0						0						2						0						2																		

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

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

**Bicycles (on Roadway and Crosswalks)**

	Forest Street								Mirak Mill Park West Driveway								Massachusetts Avenue								Burton Street								Massachusetts Avenue								Total								
	from North								from Northeast								from East								from South								from West																
	Right	Thru	Left	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	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1							
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	4							
5:00 PM	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
<b>Total</b>	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	6								
<b>Grand Total</b>	1	1	0	0	0	0	0	2	0	0	0	1	0	0	0	1	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	1	2	0	0	0	0	1	4	10								
Approach %	50.0	50.0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	25.0														
Total %	10.0	10.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	10.0	0.0	0.0	10.0	0.0	0.0	30.0	0.0	0.0	0.0	0.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	20.0	0.0	0.0	0.0	0.0	10.0	40.0												
Exiting Leg Total	0								0								3								2								5	10															

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

	Forest Street								Mirak Mill Park West Driveway								Massachusetts Avenue								Burton Street								Massachusetts Avenue								Total								
	from North								from Northeast								from East								from South								from West																
	Right	Thru	Left	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									
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1							
5:00 PM	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	6									
<b>Total Volume</b>	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	1	2	0	0	0	0	1	4	9									
% Approach Total	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	25.0	50.0	0.0	0.0	0.0	0.0	25.0														
PHF	0.250	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	0.375	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.000	0.000	0.000	0.250	0.500	0.375												
Entering Leg	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	1	2	0	0	0	0	1	4	9									
Exiting Leg	0								0								2								2								5	9															
<b>Total</b>	2								0								5								2								9	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  
 D A T A  
 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
<b>Total</b>	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
<b>Total</b>	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
<b>Grand Total</b>	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
<b>Approach %</b>	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		
<b>Total %</b>	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	
<b>Exiting Leg Total</b>									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
<b>Total Volume</b>	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
<b>% Approach Total</b>	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		
<b>PHF</b>	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
<b>Entering Leg</b>	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
<b>Exiting Leg</b>									16								0								14								5								54
<b>Total</b>	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	0.1	82.0	3.5	14.4	0.0	
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	0.2	77.8	4.1	17.9	0.0	
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						31						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:

7:30 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	
7:30 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  
 DATA  
 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	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	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	6	0	0	0	0	0	0	0	11	0	0	0	11	17	
<b>Total</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>31</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>41</b>	<b>81</b>	
8:00 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	6	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	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	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	8	0	0	0	1	0	1	0	6	0	0	0	6	17	
<b>Total</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>25</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>63</b>	
Grand Total	9	0	5	0	0	14	0	0	0	0	0	0	0	4	56	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	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	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	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	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	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	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	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	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	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	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	6	0	0	0	0	0	0	0	11	0	0	0	11	17	
<b>Total Volume</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>31</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>41</b>	<b>81</b>	
% 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	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	0.750	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	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	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	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	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	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	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	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	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	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	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	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	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	
<b>Total</b>	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	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	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	2	0	0	0	2	5		
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	12	0	0	0	12	21		
<b>Grand Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	0	21	0	0	0	21	45		
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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		
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	46.7	0.0	0.0	0.0	46.7	0.0		
Exiting Leg Total	0						0						21						0						24						45

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	5	0	0	5	0	0	0	0	0	0	4	0	0	0	4	9		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	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	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		
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	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	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	0.000	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	0.563	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	9	0	0	0	9	24		
Exiting Leg	0						0						9						0						15						24
<b>Total</b>	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	4	14	
7:15 AM	2	0	0	0	0	2	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	4	0	0	4	9		
7:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	5	0	6	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	2	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	17	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	3	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	4	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	5	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	3	0	0	0	1	0	1	4	0	0	0	4	10		
Total	4	0	3	0	0	7	0	0	0	0	0	0	0	1	14	0	15	0	0	0	1	0	1	14	0	1	0	15	38		
Grand Total	9	0	5	0	0	14	0	0	0	0	0	0	0	3	29	0	32	0	0	0	1	0	1	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	6	0	0	0	0	0	0	4	0	0	4	14				
7:15 AM	2	0	0	0	0	2	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	4	0	0	4	9				
7:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	5	0	6	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	2	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	17	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	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	0.708	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	0	7	0	0	0	0	0	0	0	2	15	0	17	0	0	0	0	0	24	0	2	0	26	50				
Exiting Leg																															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	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	0.0	85.7	0.0	14.3	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	0.0	54.5	0.0	9.1	0.0	63.6	
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	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	0.0	83.3	0.0	16.7	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	0.000	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	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 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

**Bicycles (on Roadway and Crosswalks)**

	Forest Street							Mirak Mill Park West Driveway							Massachusetts Avenue							Burton Street							Massachusetts Avenue							Total							
	from North							from Northeast							from East							from South							from West														
	Right	Thru	Left	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		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	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	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	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	4		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	
8:30 AM	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	0	0	0	0	0	0	0	0	0	0	4	5	5	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	
Total	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	0	0	0	0	0	0	0	0	0	0	7	8	8	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	12	12		
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	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					
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	33.3	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	66.7				
Exiting Leg Total	3							0							5							0							4							12							

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

	Forest Street							Mirak Mill Park West Driveway							Massachusetts Avenue							Burton Street							Massachusetts Avenue							Total								
	from North							from Northeast							from East							from South							from West															
	Right	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			
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
8:30 AM	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	0	0	0	0	0	0	0	0	0	0	0	0	4	5	5
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	
Total Volume	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	0	0	0	0	0	0	0	0	0	0	0	7	8	8	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
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	0.250	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	0.438	0.400					
Entering Leg	0							0							0							0							0							8								
Exiting Leg	3							0							4							0							1							8								
Total	3							0							5							0							8							16								

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

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								
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	1	1	6						
7:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	6									
7:30 AM	0	0	0	0	0	0	4	4	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	28	28	38							
7:45 AM	0	0	0	0	0	0	4	4	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	16	16	23						
Total	0	0	0	0	0	1	8	9	0	0	0	0	0	6	2	8	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5	8	0	0	0	0	0	1	47	48	73							
8:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3											
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1										
8:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	1	0	1	7							
8:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4										
Total	0	0	0	0	0	1	2	3	0	0	0	0	0	5	3	8	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	1	1	2	15							
Grand Total	0	0	0	0	0	2	10	12	0	0	0	0	0	11	5	16	0	0	0	0	0	0	0	0	0	0	0	0	0	4	6	10	0	0	0	0	0	2	48	50	88							
Approach %	0	0	0	0	0	16.7	83.3	0	0	0	0	0	68.8	31.3	0	0	0	0	0	0	0	0	0	0	0	0	0	40	60	0	0	0	0	0	4	96	0	0	0	0	0	0	0	96				
Total %	0	0	0	0	0	2.27	11.4	13.6	0	0	0	0	0	12.5	5.68	18.2	0	0	0	0	0	0	0	0	0	0	0	0	0	4.55	6.82	11.4	0	0	0	0	0	2.27	54.5	56.8								
Exiting Leg Total	12								16								0								10								50								88							

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	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														
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	1	1	6												
7:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	6															
7:30 AM	0	0	0	0	0	0	4	4	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	28	28	38													
7:45 AM	0	0	0	0	0	0	4	4	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	16	16	23												
Total Volume	0	0	0	0	0	1	8	9	0	0	0	0	0	6	2	8	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5	8	0	0	0	0	0	1	47	48	73													
% Approach Total	0.0	0.0	0.0	0.0	0.0	11.1	88.9	0.0	0.0	0.0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	2.1	97.9	0.0	0.0	0.0	0.0	0.0	2.1	97.9											
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.563	0.000	0.000	0.000	0.000	0.750	0.250	1.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.313	0.500	0.000	0.000	0.000	0.000	0.000	0.250	0.420	0.429	0.480														
Entering Leg	0	0	0	0	0	1	8	9	0	0	0	0	0	6	2	8	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5	8	0	0	0	0	0	1	47	48	73													
Exiting Leg	9								8								0								8								48								73													
Total	18									16									0									16									96									146								



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				892	1756
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:

	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:



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

**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
<b>Total</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>44</b>	<b>77</b>
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
<b>Total</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>31</b>	<b>59</b>
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
<b>Total Volume</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>44</b>	<b>77</b>
<b>% Approach Total</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>100.0</b>	<b>0.0</b>		
<b>PHF</b>	<b>0.750</b>	<b>0.000</b>	<b>0.000</b>	<b>0.750</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.846</b>	<b>0.000</b>	<b>0.846</b>	<b>0.802</b>
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
<b>Total Entering Leg</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>44</b>	<b>77</b>
Buses				10				0				16	26
Single-Unit Trucks				29				0				17	46
Articulated Trucks				5				0				0	5
<b>Total Exiting Leg</b>				<b>44</b>				<b>0</b>				<b>33</b>	<b>77</b>

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

**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
<b>Total</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>26</b>
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
<b>Total</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>12</b>	<b>21</b>
<b>Grand Total</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>22</b>	<b>47</b>
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
<b>Total</b>				<b>26</b>				<b>0</b>				<b>26</b>	<b>52</b>

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
<b>Total</b>	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
<b>Total</b>	3	0	0	3	0	0	0	0	0	0	1	0	1	4
<b>Grand Total</b>	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
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	5	0	5	5
<b>% Approach Total</b>	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	0.625
Entering Leg	0	0	0	0	0	0	0	0	0	0	5	0	5	5
Exiting Leg					5				0				5	
<b>Total</b>					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	
<b>Total</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>5</b>	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	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	
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>5</b>	
<b>Grand Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>10</b>	
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							6						0						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	
<b>Total Volume</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>6</b>	
% 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						3	6
Exiting Leg							3						0						3	6
<b>Total</b>	<b>6</b>						<b>0</b>						<b>0</b>						<b>6</b>	<b>12</b>

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	0	4
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	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	0	4
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	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	0	10
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	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	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	3	3	0	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	0	5
Grand Total	0	0	0	0	0	0	0	0	0	4	11	15	0	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	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	0	4
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	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	0	4
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	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	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	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	0	0	0	0	0	0	0	0	3	7	10	0	0	0	0	0	0	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
<b>Total</b>	<b>445</b>	<b>1</b>	<b>1</b>	<b>447</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>523</b>	<b>0</b>	<b>524</b>	<b>972</b>
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
<b>Total</b>	<b>443</b>	<b>2</b>	<b>0</b>	<b>445</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>588</b>	<b>0</b>	<b>591</b>	<b>1038</b>
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
<b>Total</b>	<b>435</b>	<b>1</b>	<b>1</b>	<b>437</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>510</b>	<b>0</b>	<b>511</b>	<b>949</b>
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
<b>Total</b>	<b>429</b>	<b>2</b>	<b>0</b>	<b>431</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>577</b>	<b>0</b>	<b>580</b>	<b>1013</b>
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
<b>Total</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>23</b>
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
<b>Total</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>25</b>
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
<b>Total</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>9</b>	<b>17</b>
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
<b>Total</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>9</b>	<b>17</b>
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
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>5</b>
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
<b>Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>6</b>
<b>Grand Total</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>11</b>
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
<b>Total Volume</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>6</b>
<b>% Approach Total</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>100.0</b>	<b>0.0</b>			
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
<b>Total</b>				<b>6</b>				<b>0</b>					<b>6</b>	<b>12</b>

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
<b>Total</b>	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
<b>Total</b>	2	0	0	2	0	0	0	0	0	0	0	0	2
<b>Grand Total</b>	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
<b>Total Volume</b>	2	0	0	2	0	0	0	0	0	1	0	1	3
<b>% Approach Total</b>	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
<b>Total</b>				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	0	0	0	0	0	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	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
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>4</b>
5:00 PM	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
5:45 PM	4	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
<b>Total</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>8</b>
Grand Total	8	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	4	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	
Total %	66.7	0.0	0.0	0.0	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	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	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
5:45 PM	4	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
<b>Total Volume</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>8</b>
% 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	100.0	0.0	
PHF	0.438	0.000	0.000	0.000	0.000	0.000	0.438	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.500
Entering Leg	7	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	1	1	8
Exiting Leg	1							0						7						8		
<b>Total</b>	<b>8</b>							<b>0</b>						<b>8</b>						<b>16</b>		

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



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:

	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	
<b>Total</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>9</b>	<b>456</b>	<b>0</b>	<b>465</b>	<b>474</b>	<b>21</b>	<b>0</b>	<b>495</b>	<b>964</b>	
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	
<b>Total</b>	<b>7</b>	<b>8</b>	<b>0</b>	<b>15</b>	<b>13</b>	<b>484</b>	<b>0</b>	<b>497</b>	<b>423</b>	<b>19</b>	<b>0</b>	<b>442</b>	<b>954</b>	
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				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
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>32</b>	<b>0</b>	<b>33</b>	<b>38</b>	<b>1</b>	<b>0</b>	<b>39</b>	<b>73</b>
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
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>28</b>	<b>30</b>	<b>1</b>	<b>0</b>	<b>31</b>	<b>59</b>
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
<b>Total Volume</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>32</b>	<b>0</b>	<b>33</b>	<b>38</b>	<b>1</b>	<b>0</b>	<b>39</b>	<b>73</b>
<b>% Approach Total</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>		<b>3.0</b>	<b>97.0</b>	<b>0.0</b>		<b>97.4</b>	<b>2.6</b>	<b>0.0</b>		
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
<b>Total Entering Leg</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>32</b>	<b>0</b>	<b>33</b>	<b>38</b>	<b>1</b>	<b>0</b>	<b>39</b>	<b>73</b>
Buses				0				9				15	24
Single-Unit Trucks				2				24				17	43
Articulated Trucks				0				5				1	6
<b>Total Exiting Leg</b>				<b>2</b>				<b>38</b>				<b>33</b>	<b>73</b>

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
<b>Total</b>	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
<b>Total</b>	0	0	0	0	0	9	0	9	12	0	0	12	21
<b>Grand Total</b>	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
<b>Total Volume</b>	0	0	0	0	0	15	0	15	9	0	0	9	24
<b>% Approach Total</b>	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
<b>Total</b>	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
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>16</b>	<b>0</b>	<b>17</b>	<b>24</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>43</b>
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
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>18</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>36</b>
<b>Grand Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>34</b>	<b>0</b>	<b>35</b>	<b>41</b>	<b>2</b>	<b>0</b>	<b>43</b>	<b>79</b>
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
<b>Total</b>	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
<b>Total</b>	0	0	0	0	0	1	0	1	1	1	0	0	1	2
<b>Grand Total</b>	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
<b>Total Volume</b>	0	0	0	0	0	1	0	1	1	5	0	0	5	6
<b>% Approach Total</b>	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	1	5	0	0	5	6
Exiting Leg	0				5				1				6	
<b>Total</b>	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	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**

	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
<b>Total</b>	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
<b>Total</b>	0	0	0	4	4	8	0	0	0	1	0	1	0	0	0	0	0	0	9
<b>Grand Total</b>	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
<b>Total Volume</b>	0	0	0	7	3	10	0	0	0	0	0	0	0	0	0	0	0	0	10
<b>% Approach Total</b>	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
<b>Total</b>	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
<b>Total</b>	<b>20</b>	<b>6</b>	<b>0</b>	<b>26</b>	<b>3</b>	<b>423</b>	<b>0</b>	<b>426</b>	<b>511</b>	<b>10</b>	<b>0</b>	<b>521</b>	<b>973</b>
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
<b>Total</b>	<b>19</b>	<b>13</b>	<b>0</b>	<b>32</b>	<b>5</b>	<b>426</b>	<b>0</b>	<b>431</b>	<b>583</b>	<b>4</b>	<b>0</b>	<b>587</b>	<b>1050</b>
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
<b>Total</b>	<b>20</b>	<b>6</b>	<b>0</b>	<b>26</b>	<b>3</b>	<b>412</b>	<b>0</b>	<b>415</b>	<b>498</b>	<b>10</b>	<b>0</b>	<b>508</b>	<b>949</b>
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
<b>Total</b>	<b>18</b>	<b>13</b>	<b>0</b>	<b>31</b>	<b>5</b>	<b>414</b>	<b>0</b>	<b>419</b>	<b>573</b>	<b>4</b>	<b>0</b>	<b>577</b>	<b>1027</b>
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
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>24</b>
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
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>12</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>23</b>
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				4				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
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>17</b>
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
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>17</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>16</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>34</b>
Approach %	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	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
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>18</b>
% 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
<b>Total</b>				<b>0</b>				<b>18</b>				<b>18</b>	<b>36</b>

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
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>6</b>
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
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>10</b>
Approach %	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	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
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>6</b>
<b>% Approach Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>100.0</b>	<b>0.0</b>		<b>100.0</b>	<b>0.0</b>	<b>0.0</b>		
PHF	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.375	0.375	0.000	0.000	0.375	0.750
Entering Leg	0	0	0	0	0	3	0	3	3	0	0	3	6
Exiting Leg				0				3				3	6
<b>Total</b>				<b>0</b>				<b>6</b>				<b>6</b>	<b>12</b>

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	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	1	0	0	1	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	1	0	0	1	1	1
5:00 PM	1	0	0	1	0	1	0	1	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	1	0	0	1	0	1	0	1	0	0	0	0	0	2
<b>Grand Total</b>	1	0	0	1	0	1	0	1	1	0	0	1	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	0
4:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	1
4:45 PM	0	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	0	2
<b>Total Volume</b>	1	0	0	1	0	1	0	1	1	0	0	1	1	3
<b>% Approach Total</b>	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	1	3
Exiting Leg	0				1				2				3	
<b>Total</b>	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  
 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: 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	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	1	0	0	0	0	1	1	0	0	0	0	1	1	0	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	0	0	0	0	0	1	1	
Total	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	0	2	2	0	0	0	0	0	2	3		
5:00 PM	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	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		
5:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
5:45 PM	0	0	0	0	0	0	0	0	4	0	0	0	4	2	0	0	0	0	2	2	0	0	0	0	0	2	6		
Total	0	0	0	0	0	0	0	0	7	0	0	0	7	2	0	0	0	0	2	2	0	0	0	0	0	2	9		
Grand Total	0	0	0	0	0	0	0	0	8	0	0	0	8	4	0	0	0	0	4	4	0	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	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			
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	66.7	33.3	0.0	0.0	0.0	0.0	33.3	0.0	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	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	4	0	0	0	4	2	0	0	0	0	2	2	0	0	0	0	0	2	6
Total Volume	0	0	0	0	0	0	0	0	7	0	0	0	7	2	0	0	0	0	2	2	0	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	100.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.438	0.000	0.000	0.000	0.438	0.250	0.000	0.000	0.000	0.000	0.250	0.000	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
<b>Total</b>	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
<b>Total</b>	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:

	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
<b>Total Volume</b>	0	0	0	9	11	20	0	0	0	0	1	1	0	0	0	0	0	0	21
<b>% Approach Total</b>	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
<b>Total</b>	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
<b>Total</b>	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
<b>Total</b>	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
<b>Total</b>	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
<b>Total</b>	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
<b>Total Volume</b>	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
<b>Total</b>	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
<b>Total</b>	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
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	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	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	
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
<b>Total Volume</b>	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	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	
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
<b>Total</b>	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
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0

Peak Hour Analysis from 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
<b>Total</b>	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
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	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
<b>Total Volume</b>	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>% Approach Total</b>	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
<b>Total</b>	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
<b>Total</b>	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
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0

Peak Hour Analysis from 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:



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

**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	
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	0	0	0	0	0	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	
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 07:00 AM to 09:00 AM begins at:

7:00 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	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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 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	
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 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:



**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
<b>Total</b>	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
<b>Total</b>	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
<b>Total</b>	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
<b>Total</b>	0	13	0	0	13	0	0	7	0	7	2	4	1	0	7	2	0	0	0	2	29
<b>Grand Total</b>	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
<b>Total Volume</b>	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
<b>Total</b>	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
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	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
<b>Total</b>	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
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0

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

4:00 PM	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
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	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
<b>Total</b>	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
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0

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

4:00 PM	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:



**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	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		
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		
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		
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	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		
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		
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		
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		
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		
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	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			
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			
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	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		
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		
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		
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	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			
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	0.250		
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	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	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	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		
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		
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	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	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		
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		
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		
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	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	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	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	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	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	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		
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		
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	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	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	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	0.250	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	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
<b>Total</b>	<b>62</b>	<b>262</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>328</b>	<b>4</b>	<b>1</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>119</b>	<b>2</b>	<b>0</b>	<b>133</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>10</b>	<b>493</b>
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
<b>Total</b>	<b>16</b>	<b>206</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>231</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>130</b>	<b>2</b>	<b>0</b>	<b>136</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>10</b>	<b>386</b>
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
<b>Total Volume</b>	<b>65</b>	<b>275</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>349</b>	<b>5</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>158</b>	<b>3</b>	<b>0</b>	<b>171</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>12</b>	<b>552</b>
% 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
<b>Total Entering Leg</b>	<b>65</b>	<b>275</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>349</b>	<b>5</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>158</b>	<b>3</b>	<b>0</b>	<b>171</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>12</b>	<b>552</b>
Cars Exiting Leg	172						16						0						282						66						
Heavy Exiting Leg	3						3						0						8						2						
<b>Total Exiting Leg</b>	<b>175</b>						<b>19</b>						<b>0</b>						<b>290</b>						<b>68</b>						

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
<b>Total</b>	<b>62</b>	<b>260</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>326</b>	<b>3</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>117</b>	<b>1</b>	<b>0</b>	<b>127</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>10</b>	<b>477</b>
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
<b>Total</b>	<b>14</b>	<b>199</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>222</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>129</b>	<b>1</b>	<b>0</b>	<b>133</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>10</b>	<b>372</b>
<b>Grand Total</b>	<b>76</b>	<b>459</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>548</b>	<b>5</b>	<b>1</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>246</b>	<b>2</b>	<b>0</b>	<b>260</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>20</b>	<b>849</b>
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		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
<b>Total Volume</b>	<b>64</b>	<b>272</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>345</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>156</b>	<b>2</b>	<b>0</b>	<b>165</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>12</b>	<b>536</b>
% 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		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						
<b>Total</b>	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					
	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	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	6		
7:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	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			
<b>Total</b>	0	2	0	0	0	2	1	0	7	0	0	8	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	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	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	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	4			
<b>Total</b>	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	14			
Grand Total	2	9	0	0	0	11	1	0	9	0	0	10	0	0	0	0	0	0	4	3	2	0	9	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	1			
% 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	3.3			
Exiting Leg Total						0					0												0				1	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	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	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	27		
Articulated Trucks	0	0	0	0	0	0	0	0	1	0	0	1	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	25.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	6.7			
Exiting Leg Total						0					1												1				0	2		

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
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	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	6		
7:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	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			
<b>Total Volume</b>	0	2	0	0	0	2	1	0	7	0	0	8	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	0.250	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			
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			
Single-Unit Trucks	0	2	0	0	0	2	1	0	6	0	0	7	0	0	0	0	0	0	2	2	1	0	5	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	66.7	100.0	100.0	0.0	83.3	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	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	14.3	0.0	0.0	12.5	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	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			
Single-Unit Trucks	0	2	0	0	0	2	1	0	6	0	0	7	0	0	0	0	0	0	2	2	1	0	5	0	0	0	14			
Articulated Trucks	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	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	3	2	1	0	6	0	0	0	16			
Buses						0					0												0				0			
Single-Unit Trucks						3					2												8				14			
Articulated Trucks						0					1												1				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
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																						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
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																						1	1	
Total						1																						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  
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 Count Date: Tuesday, February 4, 2020  
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 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	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	0	0	0	0	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	0	0	0	0	0	0	0	0	5
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	2	0	0	0	2	1	0	6	0	0	7	0	0	0	0	0	0	0	2	2	1	0	5	0	0	0	0	0	0	0	0	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	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	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	0	1	1	0	0	2	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	3
<b>Total</b>	1	7	0	0	0	8	0	0	2	0	0	2	0	0	0	0	0	0	0	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	13
<b>Grand Total</b>	1	9	0	0	0	10	1	0	8	0	0	9	0	0	0	0	0	0	0	3	3	2	0	8	0	0	0	0	0	0	0	0	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	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	0.0	11.1	11.1	7.4	0.0	29.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
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	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	0	0	0	0	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	0	0	0	0	0	0	0	0	5
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	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	0	0	0	0	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	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.250	0.000	0.000	0.000	0.250	0.250	0.000	0.500	0.000	0.000	0.438	0.000	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	0.000	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	0	0	0	0	0	0	0	0	14
Exiting Leg	3						2						0						8						1	14											
<b>Total</b>	5						9						0						13						1	28											

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

**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					
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1							
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1							
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2						
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	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	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2						
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0							
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0							
Exiting Leg Total	0						1						0						1						0						2					

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					
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1							
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	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 Volume	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2						
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0							
PHF	0.000	0.000	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	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.500							
Entering Leg	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2							
Exiting Leg	0						1						0						1						0						2					
Total	0						2						0						2						0						4					

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

### Bicycles (on Roadway and Crosswalks)

	Forest Street						Ryder Street						Driveway						Forest Street						Peirce Street						Total								
	from North						from East						from Southeast						from South						from West														
	Right	Thru	Bear Lch	Left	U-Turn	Total	Right	Thru	Left	Hard Lch	U-Turn	CW-SB	CW-NB	Total	Hard Rgt	Bear Rgt	Bear Lch	Hard Lch	U-Turn	CW-SWB	CW-NEB	Total	Hard Rgt	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Bear Rgt	Thru	Left	U-Turn	CW-NB	CW-SB	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>Grand Total</b>	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	5		
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	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	40.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	60.0	0.0	0.0			
Exiting Leg 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	5			

#### 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 Lch	Left	U-Turn	Total	Right	Thru	Left	Hard Lch	U-Turn	CW-SB	CW-NB	Total	Hard Rgt	Bear Rgt	Bear Lch	Hard Lch	U-Turn	CW-SWB	CW-NEB	Total	Hard Rgt	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Bear Rgt	Thru	Left	U-Turn	CW-NB
7:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4	
% 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	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		
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	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500			
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4		
Exiting Leg	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4		
<b>Total</b>	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	0	0	0	0	0	0	0	0	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:



**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											
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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	3												
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2												
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	1	25	0	0	0	0	0	3	0	3	0	0	0	0	7	7	35													
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	0	0	0	0	0	0	0	0	0	0	1	1	11	11														
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	2	38	0	0	0	0	3	0	3	0	0	0	0	10	10	51														
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1													
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1														
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1													
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6													
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	6	1	7	0	0	0	0	0	0	0	0	0	0	0	1	1	9														
<b>Grand Total</b>	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	42	3	45	0	0	0	0	3	0	3	0	0	0	0	11	11	60															
<b>Approach %</b>	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	93.3	6.67	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0	0															
<b>Total %</b>	0	0	0	0	0	0	0	0	0	0	0	1.67	1.67	0	0	0	0	0	70	5	75	0	0	0	0	5	0	5	0	0	0	0	18.3	18.3	60																
<b>Exiting Leg Total</b>	0										1										45										3										11										60

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

7:00 AM	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											
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	2	3															
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2														
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	1	25	0	0	0	0	3	0	3	0	0	0	0	7	7	35															
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	0	0	0	0	0	0	0	0	0	0	1	1	11	11															
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	2	38	0	0	0	0	3	0	3	0	0	0	0	10	10	51															
<b>% Approach Total</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	94.7	5.3	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	18.3	18.3	60																	
<b>PHF</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.500	0.380	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.357	0.357	0.364															
<b>Entering Leg</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	2	38	0	0	0	0	3	0	3	0	0	0	0	10	10	51															
<b>Exiting Leg</b>	0										0										38										3										10										51
<b>Total</b>	0										0										76										6										20										102



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
<b>Total</b>	<b>1</b>	<b>110</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>117</b>	<b>11</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>188</b>	<b>2</b>	<b>0</b>	<b>199</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>9</b>	<b>349</b>
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
<b>Total</b>	<b>5</b>	<b>90</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>101</b>	<b>5</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>273</b>	<b>4</b>	<b>0</b>	<b>283</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>10</b>	<b>410</b>
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
<b>Total</b>	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
<b>Total</b>	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:



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						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	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	1	0	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	3	1	0	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	2	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	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	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	1	2	0	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	4	3	0	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	0.0	57.1	42.9	0.0	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					
% Buses	0.0						0.0						0.0						0.0						0.0						0.0						0.0					
Exiting Leg Total	0						0						0						0						0						0						0					
Single-Unit Trucks	0						0						0						0						0						0						0					
% Single-Unit	0.0						0.0						0.0						0.0						0.0						0.0						100.0					
Exiting Leg Total	3						5						0						0						0						0						8					
Articulated Trucks	0						0						0						0						0						0						0					
% Articulated	0.0						0.0						0.0						0.0						0.0						0.0						0.0					
Exiting Leg Total	0						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	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	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	1	0	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	3	1	0	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	0.0	75.0	25.0	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	0.000	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	0.000	0.417												
Buses	0						0						0						0						0						0											
Buses %	0.0						0.0						0.0						0.0						0.0						0.0											
Single-Unit Trucks	0						0						0						0						0						0						5					
Single-Unit %	0.0						0.0						0.0						0.0						0.0						100.0											
Articulated Trucks	0						0						0						0						0						0						0					
Articulated %	0.0						0.0						0.0						0.0						0.0						0.0											
Buses	0						0						0						0						0						0						0					
Single-Unit Trucks	0						0						0						0						0						0						5					
Articulated Trucks	0						0						0						0						0						0						0					
Total Entering Leg	0						0						0						0						0						0						5					
Buses	0						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						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	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						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						0						
Total	0						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
<b>Total</b>	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
<b>Total</b>	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
<b>Grand Total</b>	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	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	
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
<b>Total Volume</b>	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						0	5					
<b>Total</b>	2						4						0						4						0	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			
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						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						0						
Total	0						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:



### Bicycles (on Roadway and Crosswalks)

	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	CW-SB	CW-NB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SWS	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
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	1	1			
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3		
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4			
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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				
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	25.0				
Exiting Leg Total	0							0							2							0							1							1	4		

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	CW-SB	CW-NB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SWS	CW-NEB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Bear Right	Thru	Left	U-Turn	CW-NB
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total Volume	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	3	
% Approach 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	0.0	0.0	0.0	0.0	0.0	0.0	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		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.375			
Entering Leg	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	3	
Exiting Leg	0							0							1							0							1							1	3
Total	0							0							3							0							2							1	6

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	0	1	0	1	0	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	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	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2								
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2								
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	3	3	6	0	0	0	0	0	1	0	1	0	0	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	0	3	3	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	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	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	4									
5:30 PM	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	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	0	0	0	0								
<b>Total</b>	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	1	1	1	0	0	0	0	0	0	2	2	2	11									
<b>Grand Total</b>	0	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	0	0	5	2	7	24										
<b>Approach %</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	66.7	0	0	0	0	0	41.7	58.3	0	0	0	0	0	50	50	0	0	0	0	0	0	71.4	28.6	0	0	0	0	0	0	20.8	79.2	29.2						
<b>Total %</b>	0	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	0	4.17	4.17	8.33	29.2																		
<b>Exiting Leg Total</b>	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	0	1	1	0	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	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	0	0	2				
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	1	0	0	0	0	0	0	1	1	1	6				
<b>Total Volume</b>	0	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	1	0	0	0	0	0	0	4	1	5	15				
<b>% Approach Total</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	20.8	79.2	29.2
<b>PHF</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	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	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.313	0.625					
<b>Entering Leg</b>	0	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	1	0	0	0	0	0	0	4	1	5	15				
<b>Exiting Leg</b>	0								1								8								1								5	15													
<b>Total</b>	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:



PRECISION  
 DATA  
 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)**

	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
<b>Total</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>9</b>	<b>8</b>	<b>9</b>	<b>0</b>	<b>17</b>	<b>40</b>
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
<b>Total</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>13</b>	<b>25</b>
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
<b>Total</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>7</b>	<b>7</b>	<b>8</b>	<b>0</b>	<b>15</b>	<b>31</b>
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
<b>Total</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>22</b>
<b>Grand Total</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>16</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>10</b>	<b>15</b>	<b>12</b>	<b>0</b>	<b>27</b>	<b>53</b>
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
<b>Total</b>				<b>19</b>				<b>16</b>				<b>31</b>	<b>66</b>

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
<b>Total</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>9</b>
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
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>
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:

7:00 AM	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
<b>Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>7</b>
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
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>
<b>Grand Total</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>10</b>
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
<b>Total Volume</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>7</b>
<b>% Approach Total</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>100.0</b>	<b>0.0</b>		<b>0.0</b>	<b>100.0</b>	<b>0.0</b>		
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
<b>Total</b>				<b>5</b>				<b>2</b>				<b>7</b>	<b>14</b>

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
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Grand Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>
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
<b>Total Volume</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>
<b>% Approach Total</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>100.0</b>	<b>0.0</b>	<b>0.0</b>		
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
<b>Total</b>				<b>1</b>				<b>1</b>				<b>2</b>	<b>4</b>

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
<b>Total</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
8:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
Grand Total	3	1	0	0	0	4	0	0	0	0	0	0	0	3	0	0	0	0	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	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
<b>Total Volume</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
% 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	0	5
Exiting Leg	2						0						3						5
<b>Total</b>	<b>5</b>						<b>0</b>						<b>5</b>						<b>10</b>

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	0
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0
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
<b>Total</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>4</b>	<b>13</b>	<b>0</b>	<b>17</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>11</b>	<b>35</b>
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
<b>Total</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>10</b>	<b>4</b>	<b>5</b>	<b>2</b>	<b>11</b>	<b>26</b>
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
<b>Total</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>4</b>	<b>13</b>	<b>0</b>	<b>17</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>8</b>	<b>32</b>
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
<b>Total</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>10</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>10</b>	<b>25</b>
<b>Grand Total</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>5</b>	<b>22</b>	<b>0</b>	<b>27</b>	<b>5</b>	<b>11</b>	<b>2</b>	<b>18</b>	<b>57</b>
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
<b>Total Volume</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>4</b>	<b>13</b>	<b>0</b>	<b>17</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>8</b>	<b>32</b>
<b>% Approach Total</b>	<b>85.7</b>	<b>14.3</b>	<b>0.0</b>		<b>23.5</b>	<b>76.5</b>	<b>0.0</b>		<b>25.0</b>	<b>75.0</b>	<b>0.0</b>		
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
<b>Total</b>				<b>17</b>				<b>20</b>				<b>27</b>	<b>64</b>

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)**



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

	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
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>3</b>
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	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
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>4</b>
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
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>3</b>
% 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	100.0	
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
<b>Total Entering Leg</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>3</b>
Buses				0				0					0	0
Single-Unit Trucks				2				1					0	3
Articulated Trucks				0				0					0	0
<b>Total Exiting Leg</b>				<b>2</b>				<b>1</b>					<b>0</b>	<b>3</b>

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:



**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		
<b>Total</b>	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		
<b>Total</b>	0	0	0	0	0	0	0	0	0	1	0	0	1	1		
<b>Grand Total</b>	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					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					1					0	3
Total					2					1					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	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
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	
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	
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	
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	
<b>Grand Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	
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	
<b>Total Volume</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	
% 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
<b>Total</b>	<b>3</b>						<b>1</b>						<b>2</b>						<b>6</b>

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
<b>Total</b>	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
<b>Total</b>	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2
<b>Grand Total</b>	0	0	0	0	0	0	0	0	0	4	3	7	0	0	0	0	1	1	8
<b>Approach %</b>	0	0	0	0	0	0	0	0	0	57.143	42.857		0	0	0	0	100		
<b>Total %</b>	0	0	0	0	0	0	0	0	0	50	37.5	87.5	0	0	0	0	12.5	12.5	
<b>Exiting Leg Total</b>	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	2
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
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	3	2	5	0	0	0	0	1	1	6
<b>% Approach Total</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	60.0	40.0		0.0	0.0	0.0	0.0	100.0		
<b>PHF</b>	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
<b>Entering Leg</b>	0	0	0	0	0	0	0	0	0	3	2	5	0	0	0	0	1	1	6
<b>Exiting Leg</b>	0						5						1						6
<b>Total</b>	0						10						2						12



ATR A

Volume  
PDI File # 207450 ATR A  
Massachusetts Avenue  
west of Pine Court  
City, State: Arlington, MA  
Client: Nitsch Eng/B.Zimolka  
Site Code: TBD

Date	Time			2-day Avg			Hourly		
		EB	WB	EB	WB	Bi-Dir	EB	WB	Bi-Dir
2/4/2020	12:00 AM	7	8	4.5	7	11.5	21.5	20	41.5
2/4/2020	12:15 AM	7	8	7.5	5.5	13	19.5	17	36.5
2/4/2020	12:30 AM	4	4	4	4.5	8.5	15	13	28
2/4/2020	12:45 AM	6	4	5.5	3	8.5	11	10	21
2/4/2020	1:00 AM	2	3	2.5	4	6.5	7	8.5	15.5
2/4/2020	1:15 AM	4	1	3	1.5	4.5	5.5	5.5	11
2/4/2020	1:30 AM	0	2	0	1.5	1.5	4	4.5	8.5
2/4/2020	1:45 AM	2	0	1.5	1.5	3	4.5	4	8.5
2/4/2020	2:00 AM	1	2	1	1	2	4.5	2.5	7
2/4/2020	2:15 AM	2	0	1.5	0.5	2	4	2	6
2/4/2020	2:30 AM	0	1	0.5	1	1.5	2.5	3	5.5
2/4/2020	2:45 AM	2	0	1.5	0	1.5	5	3.5	8.5
2/4/2020	3:00 AM	0	0	0.5	0.5	1	7	4	11
2/4/2020	3:15 AM	0	1	0	1.5	1.5	8	5	13
2/4/2020	3:30 AM	2	2	3	1.5	4.5	13.5	5.5	19
2/4/2020	3:45 AM	5	1	3.5	0.5	4	22.5	11.5	34
2/4/2020	4:00 AM	1	1	1.5	1.5	3	23	20	43
2/4/2020	4:15 AM	4	3	5.5	2	7.5	36.5	32	68.5
2/4/2020	4:30 AM	10	8	12	7.5	19.5	50	46.5	96.5
2/4/2020	4:45 AM	5	9	4	9	13	53.5	63	116.5
2/4/2020	5:00 AM	18	14	15	13.5	28.5	70	80.5	150.5
2/4/2020	5:15 AM	19	20	19	16.5	35.5	82	96	178
2/4/2020	5:30 AM	16	24	15.5	24	39.5	121.5	119.5	241
2/4/2020	5:45 AM	22	31	20.5	26.5	47	189.5	134	323.5
2/4/2020	6:00 AM	32	30	27	29	56	280	184.5	464.5
2/4/2020	6:15 AM	60	40	58.5	40	98.5	370.5	244	614.5
2/4/2020	6:30 AM	88	39	83.5	38.5	122	429.5	293.5	723
2/4/2020	6:45 AM	108	75	111	77	188	465.5	390.5	856
2/4/2020	7:00 AM	114	96	117.5	88.5	206	484.5	462.5	947
2/4/2020	7:15 AM	116	81	117.5	89.5	207	473.5	522.5	996
2/4/2020	7:30 AM	122	137	119.5	135.5	255	<b>477.5</b>	<b>543</b>	<b>1020.5</b>
2/4/2020	7:45 AM	142	145	130	149	279	485.5	524	1009.5
2/4/2020	8:00 AM	109	152	106.5	148.5	255	471	496.5	967.5
2/4/2020	8:15 AM	109	104	121.5	110	231.5	469	457.5	926.5
2/4/2020	8:30 AM	122	106	127.5	116.5	244	470.5	437.5	908
2/4/2020	8:45 AM	120	132	115.5	121.5	237	444	417.5	861.5
2/4/2020	9:00 AM	98	103	104.5	109.5	214	438.5	403.5	842
2/4/2020	9:15 AM	121	87	123	90	213	435.5	389.5	825
2/4/2020	9:30 AM	94	94	101	96.5	197.5	391	392.5	783.5
2/4/2020	9:45 AM	111	109	110	107.5	217.5	405	380.5	785.5
2/4/2020	10:00 AM	97	92	101.5	95.5	197	395.5	370	765.5
2/4/2020	10:15 AM	79	97	78.5	93	171.5	379	373	752
2/4/2020	10:30 AM	123	79	115	84.5	199.5	408	371.5	779.5
2/4/2020	10:45 AM	98	101	100.5	97	197.5	401.5	393.5	795
2/4/2020	11:00 AM	88	104	85	98.5	183.5	403	408	811
2/4/2020	11:15 AM	106	87	107.5	91.5	199	436.5	422.5	859
2/4/2020	11:30 AM	92	110	108.5	106.5	215	452	452	904
2/4/2020	11:45 AM	96	113	102	111.5	213.5	480.5	453	933.5
2/4/2020	12:00 PM	125	119	118.5	113	231.5	464.5	450	914.5
2/4/2020	12:15 PM	117	111	123	121	244	401.5	395	796.5
2/4/2020	12:30 PM	141	110	137	107.5	244.5	334.5	338	672.5
2/4/2020	12:45 PM	51	99	86	108.5	194.5	254.5	297.5	552

ATR A

Volume  
 PDI File # 207450 ATR A  
 Massachusetts Avenue  
 west of Pine Court  
 City, State: Arlington, MA  
 Client: Nitsch Eng/B.Zimolka  
 Site Code: TBD

Date	Time			2-day Avg			Hourly		
		EB	WB	EB	WB	Bi-Dir	EB	WB	Bi-Dir
2/4/2020	1:00 PM	2	7	55.5	58	113.5	224.5	244.5	469
2/4/2020	1:15 PM	2	17	56	64	120	218	250.5	468.5
2/4/2020	1:30 PM	5	11	57	67	124	218.5	248	466.5
2/4/2020	1:45 PM	2	11	56	55.5	111.5	221.5	263	484.5
2/4/2020	2:00 PM	2	10	49	64	113	275	334.5	609.5
2/4/2020	2:15 PM	3	10	56.5	61.5	118	352	401	753
2/4/2020	2:30 PM	20	21	60	82	142	434	465	899
2/4/2020	2:45 PM	109	117	109.5	127	236.5	495	499	994
2/4/2020	3:00 PM	117	120	126	130.5	256.5	511	489.5	1000.5
2/4/2020	3:15 PM	135	130	138.5	125.5	264	514	479	993
2/4/2020	3:30 PM	129	100	121	116	237	503.5	466.5	970
2/4/2020	3:45 PM	128	121	125.5	117.5	243	515	458.5	973.5
2/4/2020	4:00 PM	128	120	129	120	249	526	455	981
2/4/2020	4:15 PM	121	98	128	113	241	537	461	998
2/4/2020	4:30 PM	130	112	132.5	108	240.5	547	461.5	1008.5
2/4/2020	4:45 PM	147	114	136.5	114	250.5	574	461.5	1035.5
2/4/2020	5:00 PM	127	121	140	126	266	<b>585</b>	<b>467</b>	<b>1052</b>
2/4/2020	5:15 PM	151	99	138	113.5	251.5	587	461	1048
2/4/2020	5:30 PM	162	99	159.5	108	267.5	582	437.5	1019.5
2/4/2020	5:45 PM	145	125	147.5	119.5	267	549	432.5	981.5
2/4/2020	6:00 PM	134	124	142	120	262	521	405	926
2/4/2020	6:15 PM	135	87	133	90	223	479	375.5	854.5
2/4/2020	6:30 PM	139	107	126.5	103	229.5	438.5	368	806.5
2/4/2020	6:45 PM	119	88	119.5	92	211.5	389	344.5	733.5
2/4/2020	7:00 PM	104	97	100	90.5	190.5	329.5	316	645.5
2/4/2020	7:15 PM	85	79	92.5	82.5	175	303	300	603
2/4/2020	7:30 PM	78	92	77	79.5	156.5	268.5	282	550.5
2/4/2020	7:45 PM	62	75	60	63.5	123.5	255	278	533
2/4/2020	8:00 PM	70	76	73.5	74.5	148	247.5	265.5	513
2/4/2020	8:15 PM	53	57	58	64.5	122.5	222.5	255	477.5
2/4/2020	8:30 PM	61	76	63.5	75.5	139	204	237	441
2/4/2020	8:45 PM	48	45	52.5	51	103.5	170	196	366
2/4/2020	9:00 PM	47	67	48.5	64	112.5	142	174	316
2/4/2020	9:15 PM	44	45	39.5	46.5	86	118	136.5	254.5
2/4/2020	9:30 PM	33	40	29.5	34.5	64	105	112	217
2/4/2020	9:45 PM	24	29	24.5	29	53.5	92.5	96	188.5
2/4/2020	10:00 PM	27	28	24.5	26.5	51	86.5	89.5	176
2/4/2020	10:15 PM	28	21	26.5	22	48.5	73.5	76.5	150
2/4/2020	10:30 PM	21	24	17	18.5	35.5	57.5	63.5	121
2/4/2020	10:45 PM	16	17	18.5	22.5	41	50.5	50.5	101
2/4/2020	11:00 PM	11	15	11.5	13.5	25	38.5	37	75.5
2/4/2020	11:15 PM	15	9	10.5	9	19.5			
2/4/2020	11:30 PM	9	6	10	5.5	15.5			
2/4/2020	11:45 PM	8	9	6.5	9	15.5			
2/5/2020	12:00 AM	2	6						
2/5/2020	12:15 AM	8	3						
2/5/2020	12:30 AM	4	5						
2/5/2020	12:45 AM	5	2						
2/5/2020	1:00 AM	3	5						
2/5/2020	1:15 AM	2	2						
2/5/2020	1:30 AM	0	1						
2/5/2020	1:45 AM	1	3						

Volume  
 PDI File # 207450 ATR A  
 Massachusetts Avenue  
 west of Pine Court  
 City, State: Arlington, MA  
 Client: Nitsch Eng/B.Zimolka  
 Site Code: TBD

Date	Time	EB	WB	2-day Avg			Hourly		
				EB	WB	Bi-Dir	EB	WB	Bi-Dir
2/5/2020	2:00 AM	1	0						
2/5/2020	2:15 AM	1	1						
2/5/2020	2:30 AM	1	1						
2/5/2020	2:45 AM	1	0						
2/5/2020	3:00 AM	1	1						
2/5/2020	3:15 AM	0	2						
2/5/2020	3:30 AM	4	1						
2/5/2020	3:45 AM	2	0						
2/5/2020	4:00 AM	2	2						
2/5/2020	4:15 AM	7	1						
2/5/2020	4:30 AM	14	7						
2/5/2020	4:45 AM	3	9						
2/5/2020	5:00 AM	12	13						
2/5/2020	5:15 AM	19	13						
2/5/2020	5:30 AM	15	24						
2/5/2020	5:45 AM	19	22						
2/5/2020	6:00 AM	22	28						
2/5/2020	6:15 AM	57	40						
2/5/2020	6:30 AM	79	38						
2/5/2020	6:45 AM	114	79						
2/5/2020	7:00 AM	121	81						
2/5/2020	7:15 AM	119	98						
2/5/2020	7:30 AM	117	134						
2/5/2020	7:45 AM	118	153						
2/5/2020	8:00 AM	104	145						
2/5/2020	8:15 AM	134	116						
2/5/2020	8:30 AM	133	127						
2/5/2020	8:45 AM	111	111						
2/5/2020	9:00 AM	111	116						
2/5/2020	9:15 AM	125	93						
2/5/2020	9:30 AM	108	99						
2/5/2020	9:45 AM	109	106						
2/5/2020	10:00 AM	106	99						
2/5/2020	10:15 AM	78	89						
2/5/2020	10:30 AM	107	90						
2/5/2020	10:45 AM	103	93						
2/5/2020	11:00 AM	82	93						
2/5/2020	11:15 AM	109	96						
2/5/2020	11:30 AM	125	103						
2/5/2020	11:45 AM	108	110						
2/5/2020	12:00 PM	112	107						
2/5/2020	12:15 PM	129	131						
2/5/2020	12:30 PM	133	105						
2/5/2020	12:45 PM	121	118						
2/5/2020	1:00 PM	109	109						
2/5/2020	1:15 PM	110	111						
2/5/2020	1:30 PM	109	123						
2/5/2020	1:45 PM	110	100						
2/5/2020	2:00 PM	96	118						
2/5/2020	2:15 PM	110	113						
2/5/2020	2:30 PM	100	143						
2/5/2020	2:45 PM	110	137						

Volume  
 PDI File # 207450 ATR A  
 Massachusetts Avenue  
 west of Pine Court  
 City, State: Arlington, MA  
 Client: Nitsch Eng/B.Zimolka  
 Site Code: TBD

Date	Time	EB	WB	2-day Avg			Hourly		
				EB	WB	Bi-Dir	EB	WB	Bi-Dir
2/5/2020	3:00 PM	135	141						
2/5/2020	3:15 PM	142	121						
2/5/2020	3:30 PM	113	132						
2/5/2020	3:45 PM	123	114						
2/5/2020	4:00 PM	130	120						
2/5/2020	4:15 PM	135	128						
2/5/2020	4:30 PM	135	104						
2/5/2020	4:45 PM	126	114						
2/5/2020	5:00 PM	153	131						
2/5/2020	5:15 PM	125	128						
2/5/2020	5:30 PM	157	117						
2/5/2020	5:45 PM	150	114						
2/5/2020	6:00 PM	150	116						
2/5/2020	6:15 PM	131	93						
2/5/2020	6:30 PM	114	99						
2/5/2020	6:45 PM	120	96						
2/5/2020	7:00 PM	96	84						
2/5/2020	7:15 PM	100	86						
2/5/2020	7:30 PM	76	67						
2/5/2020	7:45 PM	58	52						
2/5/2020	8:00 PM	77	73						
2/5/2020	8:15 PM	63	72						
2/5/2020	8:30 PM	66	75						
2/5/2020	8:45 PM	57	57						
2/5/2020	9:00 PM	50	61						
2/5/2020	9:15 PM	35	48						
2/5/2020	9:30 PM	26	29						
2/5/2020	9:45 PM	25	29						
2/5/2020	10:00 PM	22	25						
2/5/2020	10:15 PM	25	23						
2/5/2020	10:30 PM	13	13						
2/5/2020	10:45 PM	21	28						
2/5/2020	11:00 PM	12	12						
2/5/2020	11:15 PM	6	9						
2/5/2020	11:30 PM	11	5						
2/5/2020	11:45 PM	5	9						

Volume  
 PDI File # 207450 ATR A  
 Massachusetts Avenue  
 west of Pine Court  
 City, State: Arlington, MA  
 Client: Nitsch Eng/B.Zimolka  
 Site Code: TBD

Date	Time				2-day Avg			Hourly		
		EB	WB	BI-DIR	EB	WB	Bi-Dir	EB	WB	Bi-Dir
Day 1 Tot		6154	5775	11929						
Day 2 Tot		6959	6601	13560						
2-Day Tot		13113	12376	25489						
AVERAGE		6556.5	6188	12744.5						
Dir Dist		51.45%	48.55%							

DATA SUMMARY								
Weekday			Peak Hours					
ADT	12744.5	vpd	AM			PM		
Dir Dist	51.45%	EB	Hour	7:30 AM	to 8:30 AM	5:00 PM	to 6:00 PM	
<i>For Data Validation:</i>			Volume	1020.5	vph	1052	vph	
	EB	WB	Dir Dist	53.21%	WB	55.61%	EB	
Day 1 Tot	6154	5775	K	0.0801		0.0825		
Day 2 Tot	6959	6601	Range	6:00 AM to 10:00 AM		3:00 PM to 7:00 PM		

SEASONALLY ADJUSTED DATA SUMMARY: 3% INCREASE								
Weekday			Peak Hours					
ADT	13126.84	vpd	AM			PM		
Dir Dist	51.45%	EB	Hour	7:30 AM	to 8:30 AM	5:00 PM	to 6:00 PM	
<i>For Data Validation:</i>			Volume	1051.115	vph	1083.56	vph	
	EB	WB	Dir Dist	53.21%	WB	55.61%	EB	
Day 1 Tot	6339	5948	K	0.0801		0.0825		
Day 2 Tot	7168	6799	Range	6:00 AM to 10:00 AM		3:00 PM to 7:00 PM		

ATR B

Volume  
PDI File # 207450 B  
Mirak Mill West Driveway  
North of Massachusetts Ave  
City, State: Arlington, MA  
Client: Nitsch Eng/B.Zimolka  
Site Code: TBD

Date	Time	2-day Avg			Hourly		
		NB	SB	Bi-Dir	NB	SB	Bi-Dir
2/4/2020	12:00 AM	0	0	0	0	0	0
2/4/2020	12:15 AM	0	0	0	0	0	0
2/4/2020	12:30 AM	0	0	0	0	0	0
2/4/2020	12:45 AM	0	0	0	0	0	0
2/4/2020	1:00 AM	0	0	0	0	0	0
2/4/2020	1:15 AM	0	0	0	0	0	0
2/4/2020	1:30 AM	0	0	0	0	0	0
2/4/2020	1:45 AM	0	0	0	0	0	0
2/4/2020	2:00 AM	1	0	0.5	0	0.5	0.5
2/4/2020	2:15 AM	0	0	0	0	0	0
2/4/2020	2:30 AM	0	0	0	0	0	0
2/4/2020	2:45 AM	0	0	0	0	0	0
2/4/2020	3:00 AM	0	0	0	0	0	0
2/4/2020	3:15 AM	0	0	0	0	0	0
2/4/2020	3:30 AM	0	0	0	0	0	0
2/4/2020	3:45 AM	0	0	0	0	0	0
2/4/2020	4:00 AM	0	0	0	0	0	0
2/4/2020	4:15 AM	0	0	0	0	0	0
2/4/2020	4:30 AM	0	0	0	0	0	0
2/4/2020	4:45 AM	0	0	0	0	0	0
2/4/2020	5:00 AM	0	0	0	0	0	0
2/4/2020	5:15 AM	1	1	0.5	0.5	1	1
2/4/2020	5:30 AM	0	0	0.5	0	0.5	0.5
2/4/2020	5:45 AM	3	1	4	0.5	4.5	4.5
2/4/2020	6:00 AM	6	0	6	1	7	7
2/4/2020	6:15 AM	0	2	0	3	3	3
2/4/2020	6:30 AM	1	0	1	0.5	1.5	1.5
2/4/2020	6:45 AM	1	1	2	1	3	3
2/4/2020	7:00 AM	2	1	3	0.5	3.5	3.5
2/4/2020	7:15 AM	4	1	4	0.5	4.5	4.5
2/4/2020	7:30 AM	5	1	3	1	4	4
2/4/2020	7:45 AM	5	2	4.5	1.5	6	6
2/4/2020	8:00 AM	6	2	7	1	8	8
2/4/2020	8:15 AM	11	0	9.5	1.5	11	11
2/4/2020	8:30 AM	5	0	7	2	9	9
2/4/2020	8:45 AM	6	2	11	1.5	12.5	12.5
2/4/2020	9:00 AM	12	1	13.5	2	15.5	15.5
2/4/2020	9:15 AM	9	3	7.5	2.5	10	10
2/4/2020	9:30 AM	6	3	7	2.5	9.5	9.5
2/4/2020	9:45 AM	11	1	6.5	1	7.5	7.5
2/4/2020	10:00 AM	5	1	5	2.5	7.5	7.5
2/4/2020	10:15 AM	2	1	1.5	1	2.5	2.5
2/4/2020	10:30 AM	7	3	4.5	3.5	8	8
2/4/2020	10:45 AM	6	0	4.5	0.5	5	5
2/4/2020	11:00 AM	5	6	5	5	10	10
2/4/2020	11:15 AM	4	2	3	3	6	6
2/4/2020	11:30 AM	4	4	5.5	3.5	9	9
2/4/2020	11:45 AM	7	4	4	3.5	7.5	7.5
2/4/2020	12:00 PM	3	3	3	4	7	7
2/4/2020	12:15 PM	5	5	6	7.5	13.5	13.5
2/4/2020	12:30 PM	4	9	6	7	13	13
2/4/2020	12:45 PM	4	7	3.5	8	11.5	11.5

ATR B

Volume  
 PDI File # 207450 B  
 Mirak Mill West Driveway  
 North of Massachusetts Ave  
 City, State: Arlington, MA  
 Client: Nitsch Eng/B.Zimolka  
 Site Code: TBD

Date	Time	2-day Avg			Hourly				
		NB	SB	Bi-Dir	NB	SB	Bi-Dir		
2/4/2020	1:00 PM	8	10	8.5	8	16.5	30.5	18.5	49
2/4/2020	1:15 PM	6	2	6	1.5	7.5	25	13	38
2/4/2020	1:30 PM	6	6	5.5	4	9.5	24.5	17	41.5
2/4/2020	1:45 PM	11	5	10.5	5	15.5	22.5	18	40.5
2/4/2020	2:00 PM	3	1	3	2.5	5.5	14	16	30
2/4/2020	2:15 PM	8	8	5.5	5.5	11	15.5	19.5	35
2/4/2020	2:30 PM	5	6	3.5	5	8.5	12	19	31
2/4/2020	2:45 PM	2	3	2	3	5	12.5	18	30.5
2/4/2020	3:00 PM	3	5	4.5	6	10.5	13.5	21.5	35
2/4/2020	3:15 PM	2	5	2	5	7	12.5	21	33.5
2/4/2020	3:30 PM	1	4	4	4	8	12.5	20.5	33
2/4/2020	3:45 PM	2	9	3	6.5	9.5	11	27	38
2/4/2020	4:00 PM	2	4	3.5	5.5	9	10	29	39
2/4/2020	4:15 PM	1	3	2	4.5	6.5	8.5	30.5	39
2/4/2020	4:30 PM	3	8	2.5	10.5	13	9.5	31	40.5
2/4/2020	4:45 PM	2	8	2	8.5	10.5	9	27.5	36.5
2/4/2020	5:00 PM	4	11	2	7	9	8.5	23	31.5
2/4/2020	5:15 PM	2	2	3	5	8	8	24.5	32.5
2/4/2020	5:30 PM	1	6	2	7	9	6.5	22.5	29
2/4/2020	5:45 PM	1	5	1.5	4	5.5	7	17	24
2/4/2020	6:00 PM	2	7	1.5	8.5	10	6.5	18	24.5
2/4/2020	6:15 PM	1	3	1.5	3	4.5	7	10.5	17.5
2/4/2020	6:30 PM	4	2	2.5	1.5	4	7	10	17
2/4/2020	6:45 PM	2	8	1	5	6	6	11	17
2/4/2020	7:00 PM	2	1	2	1	3	6.5	7.5	14
2/4/2020	7:15 PM	2	3	1.5	2.5	4	5	9.5	14.5
2/4/2020	7:30 PM	1	4	1.5	2.5	4	4	8.5	12.5
2/4/2020	7:45 PM	0	2	1.5	1.5	3	3.5	6.5	10
2/4/2020	8:00 PM	0	4	0.5	3	3.5	3	5.5	8.5
2/4/2020	8:15 PM	0	0	0.5	1.5	2	4	3	7
2/4/2020	8:30 PM	1	0	1	0.5	1.5	4.5	1.5	6
2/4/2020	8:45 PM	0	0	1	0.5	1.5	3.5	2	5.5
2/4/2020	9:00 PM	3	0	1.5	0.5	2	3	1.5	4.5
2/4/2020	9:15 PM	0	0	1	0	1	2	1.5	3.5
2/4/2020	9:30 PM	0	0	0	1	1	1	2.5	3.5
2/4/2020	9:45 PM	0	0	0.5	0	0.5	2	1.5	3.5
2/4/2020	10:00 PM	1	0	0.5	0.5	1	1.5	2	3.5
2/4/2020	10:15 PM	0	2	0	1	1	1	2	3
2/4/2020	10:30 PM	2	0	1	0	1	1.5	2	3.5
2/4/2020	10:45 PM	0	1	0	0.5	0.5	0.5	2	2.5
2/4/2020	11:00 PM	0	0	0	0.5	0.5	0.5	1.5	2
2/4/2020	11:15 PM	0	1	0.5	1	1.5			
2/4/2020	11:30 PM	0	0	0	0	0			
2/4/2020	11:45 PM	0	0	0	0	0			
2/5/2020	12:00 AM	0	0						
2/5/2020	12:15 AM	0	0						
2/5/2020	12:30 AM	0	0						
2/5/2020	12:45 AM	0	0						
2/5/2020	1:00 AM	0	0						
2/5/2020	1:15 AM	0	0						
2/5/2020	1:30 AM	0	0						
2/5/2020	1:45 AM	0	0						

Volume  
 PDI File # 207450 B  
 Mirak Mill West Driveway  
 North of Massachusetts Ave  
 City, State: Arlington, MA  
 Client: Nitsch Eng/B.Zimolka  
 Site Code: TBD

Date	Time	NB	SB	2-day Avg			Hourly		
				NB	SB	Bi-Dir	NB	SB	Bi-Dir
2/5/2020	2:00 AM	0	0						
2/5/2020	2:15 AM	0	0						
2/5/2020	2:30 AM	0	0						
2/5/2020	2:45 AM	0	0						
2/5/2020	3:00 AM	0	0						
2/5/2020	3:15 AM	0	0						
2/5/2020	3:30 AM	0	0						
2/5/2020	3:45 AM	0	0						
2/5/2020	4:00 AM	0	0						
2/5/2020	4:15 AM	0	0						
2/5/2020	4:30 AM	0	0						
2/5/2020	4:45 AM	0	0						
2/5/2020	5:00 AM	0	0						
2/5/2020	5:15 AM	0	0						
2/5/2020	5:30 AM	1	0						
2/5/2020	5:45 AM	5	0						
2/5/2020	6:00 AM	6	2						
2/5/2020	6:15 AM	0	4						
2/5/2020	6:30 AM	1	1						
2/5/2020	6:45 AM	3	1						
2/5/2020	7:00 AM	4	0						
2/5/2020	7:15 AM	4	0						
2/5/2020	7:30 AM	1	1						
2/5/2020	7:45 AM	4	1						
2/5/2020	8:00 AM	8	0						
2/5/2020	8:15 AM	8	3						
2/5/2020	8:30 AM	9	4						
2/5/2020	8:45 AM	16	1						
2/5/2020	9:00 AM	15	3						
2/5/2020	9:15 AM	6	2						
2/5/2020	9:30 AM	8	2						
2/5/2020	9:45 AM	2	1						
2/5/2020	10:00 AM	5	4						
2/5/2020	10:15 AM	1	1						
2/5/2020	10:30 AM	2	4						
2/5/2020	10:45 AM	3	1						
2/5/2020	11:00 AM	5	4						
2/5/2020	11:15 AM	2	4						
2/5/2020	11:30 AM	7	3						
2/5/2020	11:45 AM	1	3						
2/5/2020	12:00 PM	3	5						
2/5/2020	12:15 PM	7	10						
2/5/2020	12:30 PM	8	5						
2/5/2020	12:45 PM	3	9						
2/5/2020	1:00 PM	9	6						
2/5/2020	1:15 PM	6	1						
2/5/2020	1:30 PM	5	2						
2/5/2020	1:45 PM	10	5						
2/5/2020	2:00 PM	3	4						
2/5/2020	2:15 PM	3	3						
2/5/2020	2:30 PM	2	4						
2/5/2020	2:45 PM	2	3						



Volume  
 PDI File # 207450 B  
 Mirak Mill West Driveway  
 North of Massachusetts Ave  
 City, State: Arlington, MA  
 Client: Nitsch Eng/B.Zimolka  
 Site Code: TBD

Date	Time				2-day Avg			Hourly		
		NB	SB	Bi-Dir	NB	SB	Bi-Dir	NB	SB	Bi-Dir
2/5/2020	3:00 PM	6	7							
2/5/2020	3:15 PM	2	5							
2/5/2020	3:30 PM	7	4							
2/5/2020	3:45 PM	4	4							
2/5/2020	4:00 PM	5	7							
2/5/2020	4:15 PM	3	6							
2/5/2020	4:30 PM	2	13							
2/5/2020	4:45 PM	2	9							
2/5/2020	5:00 PM	0	3							
2/5/2020	5:15 PM	4	8							
2/5/2020	5:30 PM	3	8							
2/5/2020	5:45 PM	2	3							
2/5/2020	6:00 PM	1	10							
2/5/2020	6:15 PM	2	3							
2/5/2020	6:30 PM	1	1							
2/5/2020	6:45 PM	0	2							
2/5/2020	7:00 PM	2	1							
2/5/2020	7:15 PM	1	2							
2/5/2020	7:30 PM	2	1							
2/5/2020	7:45 PM	3	1							
2/5/2020	8:00 PM	1	2							
2/5/2020	8:15 PM	1	3							
2/5/2020	8:30 PM	1	1							
2/5/2020	8:45 PM	2	1							
2/5/2020	9:00 PM	0	1							
2/5/2020	9:15 PM	2	0							
2/5/2020	9:30 PM	0	2							
2/5/2020	9:45 PM	1	0							
2/5/2020	10:00 PM	0	1							
2/5/2020	10:15 PM	0	0							
2/5/2020	10:30 PM	0	0							
2/5/2020	10:45 PM	0	0							
2/5/2020	11:00 PM	0	1							
2/5/2020	11:15 PM	1	1							
2/5/2020	11:30 PM	0	0							
2/5/2020	11:45 PM	0	0							
		<b>NB</b>	<b>SB</b>	<b>BI-DIR</b>						
Day 1 Tot		245	216	461						
Day 2 Tot		249	218	467						
2-Day Tot		494	434	928						
AVERAGE		247	217	464						
Dir Dist		53.23%	46.77%							

DATA SUMMARY								
Weekday			Peak Hours					
ADT	464	vph	AM			PM		
Dir Dist	53.23%	NB	Hour	8:15 AM	to 9:15 AM	4:30 PM	to 5:30 PM	
For Data Validation:			Volume	48	vph	40.5	vph	
	NB	SB	Dir Dist	85.42%	NB	76.54%	SB	
Day 1 Tot	245	216	K	0.1034		0.0873		
Day 2 Tot	249	218	Range	6:00 AM to 10:00 AM		3:00 PM to 7:00 PM		

ATR C

Volume  
 PDI File # 207450 C  
 Quinn Road (East Driveway)  
 north of Massachusetts Ave  
 City, State: Arlington, MA  
 Client: Nitsch Eng/B.Zimolka  
 Site Code: TBD

Date	Time	2-day Avg			Hourly			
		NB	SB	Bi-Dir	NB	SB	Bi-Dir	
2/4/2020	12:00 AM	0	0	0	0	0	0.5	0.5
2/4/2020	12:15 AM	0	0	0	0	0	0.5	0.5
2/4/2020	12:30 AM	0	0	0	0.5	0.5	1	1
2/4/2020	12:45 AM	0	0	0	0	0	0.5	0.5
2/4/2020	1:00 AM	0	0	0	0	0	0.5	0.5
2/4/2020	1:15 AM	0	1	0	0.5	0.5	0.5	0.5
2/4/2020	1:30 AM	0	0	0	0	0	0	0
2/4/2020	1:45 AM	0	0	0	0	0	0	0
2/4/2020	2:00 AM	0	0	0	0	0	0	0
2/4/2020	2:15 AM	0	0	0	0	0	0	0
2/4/2020	2:30 AM	0	0	0	0	0	0	0
2/4/2020	2:45 AM	0	0	0	0	0	0	0
2/4/2020	3:00 AM	0	0	0	0	0	0	0
2/4/2020	3:15 AM	0	0	0	0	0	0.5	0.5
2/4/2020	3:30 AM	0	0	0	0	0	0.5	0.5
2/4/2020	3:45 AM	0	0	0	0	0	0.5	0.5
2/4/2020	4:00 AM	0	0	0.5	0	0.5	0.5	0.5
2/4/2020	4:15 AM	0	0	0	0	0	0	0
2/4/2020	4:30 AM	0	0	0	0	0	0.5	0.5
2/4/2020	4:45 AM	0	0	0	0	0	0.5	0.5
2/4/2020	5:00 AM	0	0	0	0	0	1.5	1.5
2/4/2020	5:15 AM	1	0	0.5	0	0.5	2.5	2.5
2/4/2020	5:30 AM	0	0	0	0	0	8.5	8.5
2/4/2020	5:45 AM	1	0	1	0	1	13	13.5
2/4/2020	6:00 AM	1	0	1	0	1	19	20.5
2/4/2020	6:15 AM	6	0	6.5	0	6.5	24.5	26
2/4/2020	6:30 AM	0	0	4.5	0.5	5	25.5	27.5
2/4/2020	6:45 AM	6	1	7	1	8	25	27
2/4/2020	7:00 AM	5	0	6.5	0	6.5	25	28.5
2/4/2020	7:15 AM	9	0	7.5	0.5	8	30.5	37.5
2/4/2020	7:30 AM	4	1	4	0.5	4.5	30.5	41
2/4/2020	7:45 AM	11	3	7	2.5	9.5	30.5	47
2/4/2020	8:00 AM	13	2	12	3.5	15.5	33.5	50.5
2/4/2020	8:15 AM	7	4	7.5	4	11.5	30.5	47
2/4/2020	8:30 AM	4	4	4	6.5	10.5	32.5	51
2/4/2020	8:45 AM	7	5	10	3	13	<b>35</b>	<b>17</b>
2/4/2020	9:00 AM	10	2	9	3	12	<b>33</b>	<b>19</b>
2/4/2020	9:15 AM	10	5	9.5	6	15.5	31.5	55.5
2/4/2020	9:30 AM	1	1	6.5	5	11.5	27	52
2/4/2020	9:45 AM	10	5	8	5	13	26.5	51.5
2/4/2020	10:00 AM	10	9	7.5	8	15.5	21.5	45.5
2/4/2020	10:15 AM	4	8	5	7	12	18.5	39.5
2/4/2020	10:30 AM	10	6	6	5	11	21.5	41.5
2/4/2020	10:45 AM	6	7	3	4	7	22	41.5
2/4/2020	11:00 AM	2	6	4.5	5	9.5	25	51.5
2/4/2020	11:15 AM	8	5	8	6	14	27.5	55.5
2/4/2020	11:30 AM	7	3	6.5	4.5	11	24.5	54.5
2/4/2020	11:45 AM	4	12	6	11	17	25	55
2/4/2020	12:00 PM	10	7	7	6.5	13.5	35.5	63.5
2/4/2020	12:15 PM	5	7	5	8	13	33	59
2/4/2020	12:30 PM	7	3	7	4.5	11.5	30.5	56.5
2/4/2020	12:45 PM	23	8	16.5	9	25.5	27.5	58

ATR C

Volume  
 PDI File # 207450 C  
 Quinn Road (East Driveway)  
 north of Massachussetts Ave  
 City, State: Arlington, MA  
 Client: Nitsch Eng/B.Zimolka  
 Site Code: TBD

Date	Time			2-day Avg			Hourly		
		NB	SB	NB	SB	Bi-Dir	NB	SB	Bi-Dir
2/4/2020	1:00 PM	2	4	4.5	4.5	9	16.5	28	44.5
2/4/2020	1:15 PM	1	9	2.5	8	10.5	14	30.5	44.5
2/4/2020	1:30 PM	0	6	4	9	13	15.5	26.5	42
2/4/2020	1:45 PM	0	6	5.5	6.5	12	15	24.5	39.5
2/4/2020	2:00 PM	0	6	2	7	9	12.5	23.5	36
2/4/2020	2:15 PM	1	4	4	4	8	14.5	23	37.5
2/4/2020	2:30 PM	1	7	3.5	7	10.5	16	22.5	38.5
2/4/2020	2:45 PM	4	7	3	5.5	8.5	16.5	20	36.5
2/4/2020	3:00 PM	3	3	4	6.5	10.5	15.5	19.5	35
2/4/2020	3:15 PM	4	3	5.5	3.5	9	15	19.5	34.5
2/4/2020	3:30 PM	4	4	4	4.5	8.5	13	22	35
2/4/2020	3:45 PM	2	4	2	5	7	11	24.5	35.5
2/4/2020	4:00 PM	3	8	3.5	6.5	10	11	24.5	35.5
2/4/2020	4:15 PM	3	4	3.5	6	9.5	<b>10</b>	<b>31</b>	<b>41</b>
2/4/2020	4:30 PM	3	10	2	7	9	9.5	30	39.5
2/4/2020	4:45 PM	3	4	2	5	7	<b>10.5</b>	<b>30.5</b>	<b>41</b>
2/4/2020	5:00 PM	3	16	2.5	13	15.5	9.5	31	40.5
2/4/2020	5:15 PM	2	5	3	5	8	7.5	24.5	32
2/4/2020	5:30 PM	3	7	3	7.5	10.5	4.5	23.5	28
2/4/2020	5:45 PM	1	4	1	5.5	6.5	2	16.5	18.5
2/4/2020	6:00 PM	1	7	0.5	6.5	7	2.5	11.5	14
2/4/2020	6:15 PM	0	4	0	4	4	2	5.5	7.5
2/4/2020	6:30 PM	0	0	0.5	0.5	1	3.5	2.5	6
2/4/2020	6:45 PM	1	0	1.5	0.5	2	4	3.5	7.5
2/4/2020	7:00 PM	0	0	0	0.5	0.5	4.5	6	10.5
2/4/2020	7:15 PM	1	1	1.5	1	2.5	6	9	15
2/4/2020	7:30 PM	1	0	1	1.5	2.5	4.5	11	15.5
2/4/2020	7:45 PM	1	5	2	3	5	3.5	10	13.5
2/4/2020	8:00 PM	2	4	1.5	3.5	5	2	8	10
2/4/2020	8:15 PM	0	1	0	3	3	0.5	4.5	5
2/4/2020	8:30 PM	0	1	0	0.5	0.5	1	1.5	2.5
2/4/2020	8:45 PM	0	1	0.5	1	1.5	1	1.5	2.5
2/4/2020	9:00 PM	0	0	0	0	0	1	1.5	2.5
2/4/2020	9:15 PM	1	0	0.5	0	0.5	1.5	2	3.5
2/4/2020	9:30 PM	0	1	0	0.5	0.5	1	2	3
2/4/2020	9:45 PM	0	0	0.5	1	1.5	1	1.5	2.5
2/4/2020	10:00 PM	1	1	0.5	0.5	1	1	0.5	1.5
2/4/2020	10:15 PM	0	0	0	0	0	0.5	0	0.5
2/4/2020	10:30 PM	0	0	0	0	0	0.5	0.5	1
2/4/2020	10:45 PM	1	0	0.5	0	0.5	0.5	0.5	1
2/4/2020	11:00 PM	0	0	0	0	0	0	0.5	0.5
2/4/2020	11:15 PM	0	1	0	0.5	0.5			
2/4/2020	11:30 PM	0	0	0	0	0			
2/4/2020	11:45 PM	0	0	0	0	0			
2/5/2020	12:00 AM	0	0						
2/5/2020	12:15 AM	0	0						
2/5/2020	12:30 AM	0	1						
2/5/2020	12:45 AM	0	0						
2/5/2020	1:00 AM	0	0						
2/5/2020	1:15 AM	0	0						
2/5/2020	1:30 AM	0	0						
2/5/2020	1:45 AM	0	0						

Volume  
 PDI File # 207450 C  
 Quinn Road (East Driveway)  
 north of Massachussetts Ave  
 City, State: Arlington, MA  
 Client: Nitsch Eng/B.Zimolka  
 Site Code: TBD

Date	Time	NB	SB	2-day Avg			Hourly		
				NB	SB	Bi-Dir	NB	SB	Bi-Dir
2/5/2020	2:00 AM	0	0						
2/5/2020	2:15 AM	0	0						
2/5/2020	2:30 AM	0	0						
2/5/2020	2:45 AM	0	0						
2/5/2020	3:00 AM	0	0						
2/5/2020	3:15 AM	0	0						
2/5/2020	3:30 AM	0	0						
2/5/2020	3:45 AM	0	0						
2/5/2020	4:00 AM	1	0						
2/5/2020	4:15 AM	0	0						
2/5/2020	4:30 AM	0	0						
2/5/2020	4:45 AM	0	0						
2/5/2020	5:00 AM	0	0						
2/5/2020	5:15 AM	0	0						
2/5/2020	5:30 AM	0	0						
2/5/2020	5:45 AM	1	0						
2/5/2020	6:00 AM	1	0						
2/5/2020	6:15 AM	7	0						
2/5/2020	6:30 AM	9	1						
2/5/2020	6:45 AM	8	1						
2/5/2020	7:00 AM	8	0						
2/5/2020	7:15 AM	6	1						
2/5/2020	7:30 AM	4	0						
2/5/2020	7:45 AM	3	2						
2/5/2020	8:00 AM	11	5						
2/5/2020	8:15 AM	8	4						
2/5/2020	8:30 AM	4	9						
2/5/2020	8:45 AM	13	1						
2/5/2020	9:00 AM	8	4						
2/5/2020	9:15 AM	9	7						
2/5/2020	9:30 AM	12	9						
2/5/2020	9:45 AM	6	5						
2/5/2020	10:00 AM	5	7						
2/5/2020	10:15 AM	6	6						
2/5/2020	10:30 AM	2	4						
2/5/2020	10:45 AM	0	1						
2/5/2020	11:00 AM	7	4						
2/5/2020	11:15 AM	8	7						
2/5/2020	11:30 AM	6	6						
2/5/2020	11:45 AM	8	10						
2/5/2020	12:00 PM	4	6						
2/5/2020	12:15 PM	5	9						
2/5/2020	12:30 PM	7	6						
2/5/2020	12:45 PM	10	10						
2/5/2020	1:00 PM	7	5						
2/5/2020	1:15 PM	4	7						
2/5/2020	1:30 PM	8	12						
2/5/2020	1:45 PM	11	7						
2/5/2020	2:00 PM	4	8						
2/5/2020	2:15 PM	7	4						
2/5/2020	2:30 PM	6	7						
2/5/2020	2:45 PM	2	4						

Volume  
 PDI File # 207450 C  
 Quinn Road (East Driveway)  
 north of Massachusetts Ave  
 City, State: Arlington, MA  
 Client: Nitsch Eng/B.Zimolka  
 Site Code: TBD

Date	Time				2-day Avg			Hourly		
		NB	SB	Bi-Dir	NB	SB	Bi-Dir	NB	SB	Bi-Dir
2/5/2020	3:00 PM	5	10							
2/5/2020	3:15 PM	7	4							
2/5/2020	3:30 PM	4	5							
2/5/2020	3:45 PM	2	6							
2/5/2020	4:00 PM	4	5							
2/5/2020	4:15 PM	4	8							
2/5/2020	4:30 PM	1	4							
2/5/2020	4:45 PM	1	6							
2/5/2020	5:00 PM	2	10							
2/5/2020	5:15 PM	4	5							
2/5/2020	5:30 PM	3	8							
2/5/2020	5:45 PM	1	7							
2/5/2020	6:00 PM	0	6							
2/5/2020	6:15 PM	0	4							
2/5/2020	6:30 PM	1	1							
2/5/2020	6:45 PM	2	1							
2/5/2020	7:00 PM	0	1							
2/5/2020	7:15 PM	2	1							
2/5/2020	7:30 PM	1	3							
2/5/2020	7:45 PM	3	1							
2/5/2020	8:00 PM	1	3							
2/5/2020	8:15 PM	0	5							
2/5/2020	8:30 PM	0	0							
2/5/2020	8:45 PM	1	1							
2/5/2020	9:00 PM	0	0							
2/5/2020	9:15 PM	0	0							
2/5/2020	9:30 PM	0	0							
2/5/2020	9:45 PM	1	2							
2/5/2020	10:00 PM	0	0							
2/5/2020	10:15 PM	0	0							
2/5/2020	10:30 PM	0	0							
2/5/2020	10:45 PM	0	0							
2/5/2020	11:00 PM	0	0							
2/5/2020	11:15 PM	0	0							
2/5/2020	11:30 PM	0	0							
2/5/2020	11:45 PM	0	0							
		<b>NB</b>	<b>SB</b>	<b>BI-DIR</b>						
Day 1 Tot		255	263	518						
Day 2 Tot		286	287	573						
2-Day Tot		541	550	1091						
AVERAGE		270.5	275	545.5						
Dir Dist		49.59%	50.41%							

DATA SUMMARY								
Weekday			Peak Hours					
ADT	545.5	vph	AM			PM		
Dir Dist	50.41%	SB	Hour	8:45 AM	MULTI	4:15 PM	MULTI	
For Data Validation:			Volume	52	vph	41	vph	
	NB	SB	Dir Dist	67.31%	NB	75.61%	SB	
Day 1 Tot	255	263	K	0.0953		0.0752		
Day 2 Tot	286	287	Range	6:00 AM to 10:00 AM			3:00 PM to 7:00 PM	

ATR D

Volume  
PDI File # 207450 D  
Forest Street  
north of Massachusetts Ave  
City, State: Arlington, MA  
Client: Nitsch Eng/B.Zimolka  
Site Code: TBD

Date	Time	2-day Avg			Hourly				
		NB	SB	Bi-Dir	NB	SB	Bi-Dir		
2/4/2020	12:00 AM	2	0	2	0	2	4	5	9
2/4/2020	12:15 AM	1	0	1	1	2	2.5	6	8.5
2/4/2020	12:30 AM	1	2	1	2	3	1.5	5	6.5
2/4/2020	12:45 AM	0	2	0	2	2	0.5	3	3.5
2/4/2020	1:00 AM	1	0	0.5	1	1.5	0.5	1	1.5
2/4/2020	1:15 AM	0	0	0	0	0	0.5	1	1.5
2/4/2020	1:30 AM	0	0	0	0	0	0.5	1.5	2
2/4/2020	1:45 AM	0	0	0	0	0	0.5	1.5	2
2/4/2020	2:00 AM	1	1	0.5	1	1.5	0.5	1.5	2
2/4/2020	2:15 AM	0	1	0	0.5	0.5	1	0.5	1.5
2/4/2020	2:30 AM	0	0	0	0	0	1	0.5	1.5
2/4/2020	2:45 AM	0	0	0	0	0	2.5	0.5	3
2/4/2020	3:00 AM	1	0	1	0	1	2.5	1	3.5
2/4/2020	3:15 AM	0	1	0	0.5	0.5	2	2	4
2/4/2020	3:30 AM	0	0	1.5	0	1.5	2	3.5	5.5
2/4/2020	3:45 AM	0	0	0	0.5	0.5	1.5	7	8.5
2/4/2020	4:00 AM	0	1	0.5	1	1.5	2	8	10
2/4/2020	4:15 AM	0	2	0	2	2	3.5	7.5	11
2/4/2020	4:30 AM	1	3	1	3.5	4.5	6	8	14
2/4/2020	4:45 AM	0	2	0.5	1.5	2	10.5	10	20.5
2/4/2020	5:00 AM	1	0	2	0.5	2.5	14.5	16.5	31
2/4/2020	5:15 AM	1	3	2.5	2.5	5	18.5	26	44.5
2/4/2020	5:30 AM	6	5	5.5	5.5	11	22.5	42.5	65
2/4/2020	5:45 AM	7	7	4.5	8	12.5	32.5	60.5	93
2/4/2020	6:00 AM	5	10	6	10	16	49	93	142
2/4/2020	6:15 AM	6	17	6.5	19	25.5	63	148.5	211.5
2/4/2020	6:30 AM	13	22	15.5	23.5	39	74	194.5	268.5
2/4/2020	6:45 AM	19	37	21	40.5	61.5	103.5	252.5	356
2/4/2020	7:00 AM	20	70	20	65.5	85.5	140	282	422
2/4/2020	7:15 AM	16	67	17.5	65	82.5	172.5	296.5	469
2/4/2020	7:30 AM	52	77	45	81.5	126.5	<b>189</b>	<b>291</b>	<b>480</b>
2/4/2020	7:45 AM	58	69	57.5	70	127.5	174	256.5	430.5
2/4/2020	8:00 AM	54	79	52.5	80	132.5	144	224.5	368.5
2/4/2020	8:15 AM	26	56	34	59.5	93.5	112.5	170.5	283
2/4/2020	8:30 AM	28	43	30	47	77	90.5	137	227.5
2/4/2020	8:45 AM	27	41	27.5	38	65.5	80	112	192
2/4/2020	9:00 AM	16	27	21	26	47	72	97.5	169.5
2/4/2020	9:15 AM	12	34	12	26	38	71	91.5	162.5
2/4/2020	9:30 AM	23	21	19.5	22	41.5	76.5	86	162.5
2/4/2020	9:45 AM	22	23	19.5	23.5	43	77.5	85	162.5
2/4/2020	10:00 AM	21	22	20	20	40	84	81.5	165.5
2/4/2020	10:15 AM	20	23	17.5	20.5	38	88.5	78.5	167
2/4/2020	10:30 AM	23	23	20.5	21	41.5	91	88	179
2/4/2020	10:45 AM	32	22	26	20	46	92	87	179
2/4/2020	11:00 AM	24	21	24.5	17	41.5	85.5	87.5	173
2/4/2020	11:15 AM	23	29	20	30	50	88	93.5	181.5
2/4/2020	11:30 AM	22	16	21.5	20	41.5	91	94.5	185.5
2/4/2020	11:45 AM	19	15	19.5	20.5	40	103	98.5	201.5
2/4/2020	12:00 PM	26	18	27	23	50	121.5	101	222.5
2/4/2020	12:15 PM	21	30	23	31	54	128.5	99.5	228
2/4/2020	12:30 PM	41	23	33.5	24	57.5	144.5	88.5	233
2/4/2020	12:45 PM	43	23	38	23	61	143.5	85	228.5

ATR D

Volume  
 PDI File # 207450 D  
 Forest Street  
 north of Massachusetts Ave  
 City, State: Arlington, MA  
 Client: Nitsch Eng/B.Zimolka  
 Site Code: TBD

Date	Time			2-day Avg			Hourly		
		NB	SB	NB	SB	Bi-Dir	NB	SB	Bi-Dir
2/4/2020	1:00 PM	38	24	34	21.5	55.5	148.5	85.5	234
2/4/2020	1:15 PM	60	23	39	20	59	152	84.5	236.5
2/4/2020	1:30 PM	42	22	32.5	20.5	53	168.5	90	258.5
2/4/2020	1:45 PM	74	22	43	23.5	66.5	197	95.5	292.5
2/4/2020	2:00 PM	49	20	37.5	20.5	58	202.5	102.5	305
2/4/2020	2:15 PM	67	26	55.5	25.5	81	224.5	107	331.5
2/4/2020	2:30 PM	72	30	61	26	87	219	104.5	323.5
2/4/2020	2:45 PM	45	25	48.5	30.5	79	211	101.5	312.5
2/4/2020	3:00 PM	57	26	59.5	25	84.5	219.5	92.5	312
2/4/2020	3:15 PM	45	22	50	23	73	213	99	312
2/4/2020	3:30 PM	37	20	53	23	76	232.5	101	333.5
2/4/2020	3:45 PM	49	17	57	21.5	78.5	237.5	110	347.5
2/4/2020	4:00 PM	48	33	53	31.5	84.5	232	119	351
2/4/2020	4:15 PM	62	25	69.5	25	94.5	251.5	120	371.5
2/4/2020	4:30 PM	52	32	58	32	90	265	115	380
2/4/2020	4:45 PM	43	33	51.5	30.5	82	284.5	113.5	398
2/4/2020	5:00 PM	78	28	72.5	32.5	105	<b>302.5</b>	<b>122.5</b>	<b>425</b>
2/4/2020	5:15 PM	80	24	83	20	103	286.5	131	417.5
2/4/2020	5:30 PM	67	22	77.5	30.5	108	248.5	137.5	386
2/4/2020	5:45 PM	64	32	69.5	39.5	109	204.5	133.5	338
2/4/2020	6:00 PM	63	28	56.5	41	97.5	170.5	114.5	285
2/4/2020	6:15 PM	50	29	45	26.5	71.5	138.5	87.5	226
2/4/2020	6:30 PM	35	27	33.5	26.5	60	113.5	78	191.5
2/4/2020	6:45 PM	36	20	35.5	20.5	56	105	64	169
2/4/2020	7:00 PM	25	17	24.5	14	38.5	93.5	56	149.5
2/4/2020	7:15 PM	19	17	20	17	37	88.5	60.5	149
2/4/2020	7:30 PM	24	14	25	12.5	37.5	88.5	57.5	146
2/4/2020	7:45 PM	30	10	24	12.5	36.5	83.5	56.5	140
2/4/2020	8:00 PM	17	14	19.5	18.5	38	75	53.5	128.5
2/4/2020	8:15 PM	20	21	20	14	34	74	46	120
2/4/2020	8:30 PM	16	14	20	11.5	31.5	69.5	38.5	108
2/4/2020	8:45 PM	15	9	15.5	9.5	25	60.5	31	91.5
2/4/2020	9:00 PM	21	10	18.5	11	29.5	54.5	27	81.5
2/4/2020	9:15 PM	16	9	15.5	6.5	22	43.5	19.5	63
2/4/2020	9:30 PM	15	4	11	4	15	33	17	50
2/4/2020	9:45 PM	9	4	9.5	5.5	15	25.5	15	40.5
2/4/2020	10:00 PM	13	6	7.5	3.5	11	20.5	14.5	35
2/4/2020	10:15 PM	6	5	5	4	9	15.5	12	27.5
2/4/2020	10:30 PM	3	3	3.5	2	5.5	11	8	19
2/4/2020	10:45 PM	4	6	4.5	5	9.5	10	8.5	18.5
2/4/2020	11:00 PM	4	1	2.5	1	3.5	8	7	15
2/4/2020	11:15 PM	0	0	0.5	0	0.5			
2/4/2020	11:30 PM	1	3	2.5	2.5	5			
2/4/2020	11:45 PM	3	3	2.5	3.5	6			
2/5/2020	12:00 AM	2	0						
2/5/2020	12:15 AM	1	2						
2/5/2020	12:30 AM	1	2						
2/5/2020	12:45 AM	0	2						
2/5/2020	1:00 AM	0	2						
2/5/2020	1:15 AM	0	0						
2/5/2020	1:30 AM	0	0						
2/5/2020	1:45 AM	0	0						

Volume  
 PDI File # 207450 D  
 Forest Street  
 north of Massachusetts Ave  
 City, State: Arlington, MA  
 Client: Nitsch Eng/B.Zimolka  
 Site Code: TBD

Date	Time	NB	SB	2-day Avg			Hourly		
				NB	SB	Bi-Dir	NB	SB	Bi-Dir
2/5/2020	2:00 AM	0	1						
2/5/2020	2:15 AM	0	0						
2/5/2020	2:30 AM	0	0						
2/5/2020	2:45 AM	0	0						
2/5/2020	3:00 AM	1	0						
2/5/2020	3:15 AM	0	0						
2/5/2020	3:30 AM	3	0						
2/5/2020	3:45 AM	0	1						
2/5/2020	4:00 AM	1	1						
2/5/2020	4:15 AM	0	2						
2/5/2020	4:30 AM	1	4						
2/5/2020	4:45 AM	1	1						
2/5/2020	5:00 AM	3	1						
2/5/2020	5:15 AM	4	2						
2/5/2020	5:30 AM	5	6						
2/5/2020	5:45 AM	2	9						
2/5/2020	6:00 AM	7	10						
2/5/2020	6:15 AM	7	21						
2/5/2020	6:30 AM	18	25						
2/5/2020	6:45 AM	23	44						
2/5/2020	7:00 AM	20	61						
2/5/2020	7:15 AM	19	63						
2/5/2020	7:30 AM	38	86						
2/5/2020	7:45 AM	57	71						
2/5/2020	8:00 AM	51	81						
2/5/2020	8:15 AM	42	63						
2/5/2020	8:30 AM	32	51						
2/5/2020	8:45 AM	28	35						
2/5/2020	9:00 AM	26	25						
2/5/2020	9:15 AM	12	18						
2/5/2020	9:30 AM	16	23						
2/5/2020	9:45 AM	17	24						
2/5/2020	10:00 AM	19	18						
2/5/2020	10:15 AM	15	18						
2/5/2020	10:30 AM	18	19						
2/5/2020	10:45 AM	20	18						
2/5/2020	11:00 AM	25	13						
2/5/2020	11:15 AM	17	31						
2/5/2020	11:30 AM	21	24						
2/5/2020	11:45 AM	20	26						
2/5/2020	12:00 PM	28	28						
2/5/2020	12:15 PM	25	32						
2/5/2020	12:30 PM	26	25						
2/5/2020	12:45 PM	33	23						
2/5/2020	1:00 PM	30	19						
2/5/2020	1:15 PM	18	17						
2/5/2020	1:30 PM	23	19						
2/5/2020	1:45 PM	12	25						
2/5/2020	2:00 PM	26	21						
2/5/2020	2:15 PM	44	25						
2/5/2020	2:30 PM	50	22						
2/5/2020	2:45 PM	52	36						



Volume  
 PDI File # 207450 D  
 Forest Street  
 north of Massachusetts Ave  
 City, State: Arlington, MA  
 Client: Nitsch Eng/B.Zimolka  
 Site Code: TBD

Date	Time				2-day Avg			Hourly		
		NB	SB	Bi-Dir	NB	SB	Bi-Dir	NB	SB	Bi-Dir
2/5/2020	3:00 PM	62	24							
2/5/2020	3:15 PM	55	24							
2/5/2020	3:30 PM	69	26							
2/5/2020	3:45 PM	65	26							
2/5/2020	4:00 PM	58	30							
2/5/2020	4:15 PM	77	25							
2/5/2020	4:30 PM	64	32							
2/5/2020	4:45 PM	60	28							
2/5/2020	5:00 PM	67	37							
2/5/2020	5:15 PM	86	16							
2/5/2020	5:30 PM	88	39							
2/5/2020	5:45 PM	75	47							
2/5/2020	6:00 PM	50	54							
2/5/2020	6:15 PM	40	24							
2/5/2020	6:30 PM	32	26							
2/5/2020	6:45 PM	35	21							
2/5/2020	7:00 PM	24	11							
2/5/2020	7:15 PM	21	17							
2/5/2020	7:30 PM	26	11							
2/5/2020	7:45 PM	18	15							
2/5/2020	8:00 PM	22	23							
2/5/2020	8:15 PM	20	7							
2/5/2020	8:30 PM	24	9							
2/5/2020	8:45 PM	16	10							
2/5/2020	9:00 PM	16	12							
2/5/2020	9:15 PM	15	4							
2/5/2020	9:30 PM	7	4							
2/5/2020	9:45 PM	10	7							
2/5/2020	10:00 PM	2	1							
2/5/2020	10:15 PM	4	3							
2/5/2020	10:30 PM	4	1							
2/5/2020	10:45 PM	5	4							
2/5/2020	11:00 PM	1	1							
2/5/2020	11:15 PM	1	0							
2/5/2020	11:30 PM	4	2							
2/5/2020	11:45 PM	2	4							
		<b>NB</b>	<b>SB</b>	<b>BI-DIR</b>						
Day 1 Tot		2309	1768	4077						
Day 2 Tot		2185	1821	4006						
2-Day Tot		4494	3589	8083						
AVERAGE		2247	1794.5	4041.5						
Dir Dist		55.60%	44.40%							

DATA SUMMARY								
Weekday			Peak Hours					
ADT	4041.5	vph	AM			PM		
Dir Dist	55.60%	NB	Hour	7:30 AM	to 8:30 AM	5:00 PM	to 6:00 PM	
<i>For Data Validation:</i>			Volume	480	vph	425	vph	
	NB	SB	Dir Dist	60.63%	SB	71.18%	NB	
Day 1 Tot	2309	1768	K	0.1188		0.1052		
Day 2 Tot	2185	1821	Range	6:00 AM to 10:00 AM		3:00 PM to 7:00 PM		

Volume  
 PDI File # 207450 E  
 Burton Street  
 south of Massachusetts Ave  
 City, State: Arlington, MA  
 Client: Nitsch Eng/B.Zimolka  
 Site Code: TBD

Date	Time			2-day Avg			Hourly		
		NB	SB	NB	SB	Bi-Dir	NB	SB	Bi-Dir
2/4/2020	12:00 AM	0	0	0	0	0	0.5	0	0.5
2/4/2020	12:15 AM	0	0	0.5	0	0.5	0.5	0	0.5
2/4/2020	12:30 AM	0	0	0	0	0	0	0	0
2/4/2020	12:45 AM	0	0	0	0	0	0	0	0
2/4/2020	1:00 AM	0	0	0	0	0	0	0	0
2/4/2020	1:15 AM	0	0	0	0	0	0	0	0
2/4/2020	1:30 AM	0	0	0	0	0	0	0	0
2/4/2020	1:45 AM	0	0	0	0	0	0	0	0
2/4/2020	2:00 AM	0	0	0	0	0	0	0	0
2/4/2020	2:15 AM	0	0	0	0	0	0	0	0
2/4/2020	2:30 AM	0	0	0	0	0	0	0	0
2/4/2020	2:45 AM	0	0	0	0	0	0	0	0
2/4/2020	3:00 AM	0	0	0	0	0	0	0	0
2/4/2020	3:15 AM	0	0	0	0	0	0	0	0
2/4/2020	3:30 AM	0	0	0	0	0	0	0	0
2/4/2020	3:45 AM	0	0	0	0	0	1	0	1
2/4/2020	4:00 AM	0	0	0	0	0	1	0	1
2/4/2020	4:15 AM	0	0	0	0	0	1	0	1
2/4/2020	4:30 AM	1	0	1	0	1	1	0	1
2/4/2020	4:45 AM	0	0	0	0	0	0	0	0
2/4/2020	5:00 AM	0	0	0	0	0	0	1	1
2/4/2020	5:15 AM	0	0	0	0	0	0.5	1	1.5
2/4/2020	5:30 AM	0	0	0	0	0	3	1	4
2/4/2020	5:45 AM	0	1	0	1	1	3.5	1	4.5
2/4/2020	6:00 AM	1	0	0.5	0	0.5	3.5	1.5	5
2/4/2020	6:15 AM	3	0	2.5	0	2.5	6	4.5	10.5
2/4/2020	6:30 AM	0	0	0.5	0	0.5	7	8.5	15.5
2/4/2020	6:45 AM	0	1	0	1.5	1.5	18	22	40
2/4/2020	7:00 AM	3	4	3	3	6	<b>35</b>	<b>35.5</b>	<b>70.5</b>
2/4/2020	7:15 AM	3	3	3.5	4	7.5	33.5	35	68.5
2/4/2020	7:30 AM	9	12	11.5	13.5	25	34	32	66
2/4/2020	7:45 AM	17	15	17	15	32	28.5	18.5	47
2/4/2020	8:00 AM	1	4	1.5	2.5	4	15.5	5	20.5
2/4/2020	8:15 AM	3	1	4	1	5	16	3.5	19.5
2/4/2020	8:30 AM	6	0	6	0	6	15	3.5	18.5
2/4/2020	8:45 AM	5	2	4	1.5	5.5	11.5	4	15.5
2/4/2020	9:00 AM	2	0	2	1	3	8.5	4.5	13
2/4/2020	9:15 AM	3	1	3	1	4	7	4.5	11.5
2/4/2020	9:30 AM	3	0	2.5	0.5	3	4	4.5	8.5
2/4/2020	9:45 AM	1	3	1	2	3	2.5	4	6.5
2/4/2020	10:00 AM	1	1	0.5	1	1.5	2.5	3	5.5
2/4/2020	10:15 AM	0	0	0	1	1	2	2.5	4.5
2/4/2020	10:30 AM	0	0	1	0	1	3	3	6
2/4/2020	10:45 AM	0	0	1	1	2	2.5	5.5	8
2/4/2020	11:00 AM	0	1	0	0.5	0.5	3	6	9
2/4/2020	11:15 AM	2	3	1	1.5	2.5	5.5	8	13.5
2/4/2020	11:30 AM	0	2	0.5	2.5	3	8	7.5	15.5
2/4/2020	11:45 AM	2	1	1.5	1.5	3	13	6.5	19.5
2/4/2020	12:00 PM	5	3	2.5	2.5	5	13.5	28.5	42
2/4/2020	12:15 PM	3	0	3.5	1	4.5	17	53	70
2/4/2020	12:30 PM	6	2	5.5	1.5	7	19	98	117
2/4/2020	12:45 PM	2	47	2	23.5	25.5	18.5	134.5	153

Volume  
 PDI File # 207450 E  
 Burton Street  
 south of Massachusetts Ave  
 City, State: Arlington, MA  
 Client: Nitsch Eng/B.Zimolka  
 Site Code: TBD

Date	Time	2-day Avg			Hourly				
		NB	SB	Bi-Dir	NB	SB	Bi-Dir		
2/4/2020	1:00 PM	9	54	6	27	33	22	141	163
2/4/2020	1:15 PM	10	91	5.5	46	51.5	21.5	143.5	165
2/4/2020	1:30 PM	8	76	5	38	43	24	138	162
2/4/2020	1:45 PM	11	59	5.5	30	35.5	33	120.5	153.5
2/4/2020	2:00 PM	9	58	5.5	29.5	35	34.5	92	126.5
2/4/2020	2:15 PM	14	77	8	40.5	48.5	34	65	99
2/4/2020	2:30 PM	20	38	14	20.5	34.5	28.5	25	53.5
2/4/2020	2:45 PM	8	2	7	1.5	8.5	23	6	29
2/4/2020	3:00 PM	6	2	5	2.5	7.5	19	6.5	25.5
2/4/2020	3:15 PM	1	1	2.5	0.5	3	16.5	6.5	23
2/4/2020	3:30 PM	9	0	8.5	1.5	10	<b>18</b>	<b>9</b>	<b>27</b>
2/4/2020	3:45 PM	2	1	3	2	5	11.5	9.5	21
2/4/2020	4:00 PM	1	3	2.5	2.5	5	9	8	17
2/4/2020	4:15 PM	4	3	4	3	7	9	7	16
2/4/2020	4:30 PM	1	1	2	2	4	7.5	6	13.5
2/4/2020	4:45 PM	0	0	0.5	0.5	1	8	6	14
2/4/2020	5:00 PM	1	0	2.5	1.5	4	13	9.5	22.5
2/4/2020	5:15 PM	3	3	2.5	2	4.5	12.5	8.5	21
2/4/2020	5:30 PM	3	1	2.5	2	4.5	11	7.5	18.5
2/4/2020	5:45 PM	5	6	5.5	4	9.5	9	6.5	15.5
2/4/2020	6:00 PM	3	1	2	0.5	2.5	6	3.5	9.5
2/4/2020	6:15 PM	1	0	1	1	2	5	3.5	8.5
2/4/2020	6:30 PM	1	2	0.5	1	1.5	5.5	3.5	9
2/4/2020	6:45 PM	4	0	2.5	1	3.5	5.5	3	8.5
2/4/2020	7:00 PM	1	1	1	0.5	1.5	3	2.5	5.5
2/4/2020	7:15 PM	1	0	1.5	1	2.5	3.5	3	6.5
2/4/2020	7:30 PM	1	1	0.5	0.5	1	2.5	3	5.5
2/4/2020	7:45 PM	0	1	0	0.5	0.5	2.5	3.5	6
2/4/2020	8:00 PM	1	0	1.5	1	2.5	2.5	3	5.5
2/4/2020	8:15 PM	0	2	0.5	1	1.5	2.5	2.5	5
2/4/2020	8:30 PM	1	1	0.5	1	1.5	2	2	4
2/4/2020	8:45 PM	0	0	0	0	0	1.5	1	2.5
2/4/2020	9:00 PM	1	1	1.5	0.5	2	2	1	3
2/4/2020	9:15 PM	0	1	0	0.5	0.5	1	1.5	2.5
2/4/2020	9:30 PM	0	0	0	0	0	1	1.5	2.5
2/4/2020	9:45 PM	0	0	0.5	0	0.5	1	1.5	2.5
2/4/2020	10:00 PM	1	1	0.5	1	1.5	0.5	1.5	2
2/4/2020	10:15 PM	0	0	0	0.5	0.5	0	0.5	0.5
2/4/2020	10:30 PM	0	0	0	0	0	0	0	0
2/4/2020	10:45 PM	0	0	0	0	0	0	0	0
2/4/2020	11:00 PM	0	0	0	0	0	0	0	0
2/4/2020	11:15 PM	0	0	0	0	0	0	0	0
2/4/2020	11:30 PM	0	0	0	0	0	0	0	0
2/4/2020	11:45 PM	0	0	0	0	0	0	0	0
2/5/2020	12:00 AM	0	0						
2/5/2020	12:15 AM	1	0						
2/5/2020	12:30 AM	0	0						
2/5/2020	12:45 AM	0	0						
2/5/2020	1:00 AM	0	0						
2/5/2020	1:15 AM	0	0						
2/5/2020	1:30 AM	0	0						
2/5/2020	1:45 AM	0	0						

Volume  
 PDI File # 207450 E  
 Burton Street  
 south of Massachusetts Ave  
 City, State: Arlington, MA  
 Client: Nitsch Eng/B.Zimolka  
 Site Code: TBD

Date	Time	NB	SB	2-day Avg			Hourly		
				NB	SB	Bi-Dir	NB	SB	Bi-Dir
2/5/2020	2:00 AM	0	0						
2/5/2020	2:15 AM	0	0						
2/5/2020	2:30 AM	0	0						
2/5/2020	2:45 AM	0	0						
2/5/2020	3:00 AM	0	0						
2/5/2020	3:15 AM	0	0						
2/5/2020	3:30 AM	0	0						
2/5/2020	3:45 AM	0	0						
2/5/2020	4:00 AM	0	0						
2/5/2020	4:15 AM	0	0						
2/5/2020	4:30 AM	1	0						
2/5/2020	4:45 AM	0	0						
2/5/2020	5:00 AM	0	0						
2/5/2020	5:15 AM	0	0						
2/5/2020	5:30 AM	0	0						
2/5/2020	5:45 AM	0	1						
2/5/2020	6:00 AM	0	0						
2/5/2020	6:15 AM	2	0						
2/5/2020	6:30 AM	1	0						
2/5/2020	6:45 AM	0	2						
2/5/2020	7:00 AM	3	2						
2/5/2020	7:15 AM	4	5						
2/5/2020	7:30 AM	14	15						
2/5/2020	7:45 AM	17	15						
2/5/2020	8:00 AM	2	1						
2/5/2020	8:15 AM	5	1						
2/5/2020	8:30 AM	6	0						
2/5/2020	8:45 AM	3	1						
2/5/2020	9:00 AM	2	2						
2/5/2020	9:15 AM	3	1						
2/5/2020	9:30 AM	2	1						
2/5/2020	9:45 AM	1	1						
2/5/2020	10:00 AM	0	1						
2/5/2020	10:15 AM	0	2						
2/5/2020	10:30 AM	2	0						
2/5/2020	10:45 AM	2	2						
2/5/2020	11:00 AM	0	0						
2/5/2020	11:15 AM	0	0						
2/5/2020	11:30 AM	1	3						
2/5/2020	11:45 AM	1	2						
2/5/2020	12:00 PM	0	2						
2/5/2020	12:15 PM	4	2						
2/5/2020	12:30 PM	5	1						
2/5/2020	12:45 PM	2	0						
2/5/2020	1:00 PM	3	0						
2/5/2020	1:15 PM	1	1						
2/5/2020	1:30 PM	2	0						
2/5/2020	1:45 PM	0	1						
2/5/2020	2:00 PM	2	1						
2/5/2020	2:15 PM	2	4						
2/5/2020	2:30 PM	8	3						
2/5/2020	2:45 PM	6	1						

Volume  
 PDI File # 207450 E  
 Burton Street  
 south of Massachusetts Ave  
 City, State: Arlington, MA  
 Client: Nitsch Eng/B.Zimolka  
 Site Code: TBD

Date	Time				2-day Avg			Hourly		
		NB	SB	Bi-Dir	NB	SB	Bi-Dir	NB	SB	Bi-Dir
2/5/2020	3:00 PM	4	3							
2/5/2020	3:15 PM	4	0							
2/5/2020	3:30 PM	8	3							
2/5/2020	3:45 PM	4	3							
2/5/2020	4:00 PM	4	2							
2/5/2020	4:15 PM	4	3							
2/5/2020	4:30 PM	3	3							
2/5/2020	4:45 PM	1	1							
2/5/2020	5:00 PM	4	3							
2/5/2020	5:15 PM	2	1							
2/5/2020	5:30 PM	2	3							
2/5/2020	5:45 PM	6	2							
2/5/2020	6:00 PM	1	0							
2/5/2020	6:15 PM	1	2							
2/5/2020	6:30 PM	0	0							
2/5/2020	6:45 PM	1	2							
2/5/2020	7:00 PM	1	0							
2/5/2020	7:15 PM	2	2							
2/5/2020	7:30 PM	0	0							
2/5/2020	7:45 PM	0	0							
2/5/2020	8:00 PM	2	2							
2/5/2020	8:15 PM	1	0							
2/5/2020	8:30 PM	0	1							
2/5/2020	8:45 PM	0	0							
2/5/2020	9:00 PM	2	0							
2/5/2020	9:15 PM	0	0							
2/5/2020	9:30 PM	0	0							
2/5/2020	9:45 PM	1	0							
2/5/2020	10:00 PM	0	1							
2/5/2020	10:15 PM	0	1							
2/5/2020	10:30 PM	0	0							
2/5/2020	10:45 PM	0	0							
2/5/2020	11:00 PM	0	0							
2/5/2020	11:15 PM	0	0							
2/5/2020	11:30 PM	0	0							
2/5/2020	11:45 PM	0	0							
		<b>NB</b>	<b>SB</b>	<b>BI-DIR</b>						
Day 1 Tot		223	595	818						
Day 2 Tot		166	112	278						
2-Day Tot		389	707	1096						
AVERAGE		194.5	353.5	548						
Dir Dist		35.49%	64.51%							

DATA SUMMARY								
Weekday			Peak Hours					
ADT	548	vpd	AM			PM		
Dir Dist	64.51%	SB	Hour	7:00 AM	to 8:00 AM	3:30 PM	to 4:30 PM	
<i>For Data Validation:</i>			Volume	70.5	vph	27	vph	
	NB	SB	Dir Dist	50.35%	SB	66.67%	NB	
Day 1 Tot	223	595	K	0.1286		0.0493		
Day 2 Tot	166	112	Range	6:00 AM to 10:00 AM		3:00 PM to 7:00 PM		



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: Parking Assessment Calculations



1165R Mass Ave Apartments

1167 Massachusetts Avenue, Arlington, MA

Location: 1167 Massachusetts Avenue (parking lot behind Workbar)

Date: January 29, 2020; January 30, 2020; and February 1, 2020

Parking Lot Count 76

	Time	Occupied Spots	Maximum	Maximum Parking lot utilization %
<b>Weekday morning</b>	6:00 AM - 6:30 AM	1	3	4%
	6:30 AM - 7:00 AM	1		
	7:00 AM - 7:30 AM	3		
	7:30 AM - 8:00 AM	3		
<b>Weekday midday</b>	12:00 PM - 12:30 PM	43	52	68%
	12:30 PM - 1:00 PM	52		
	1:00 PM - 1:30 PM	47		
	1:30 PM - 2:00 PM	45		
<b>Weekday evening</b>	6:00 PM - 6:30 PM	5	5	7%
	6:30 PM - 7:00 PM	3		
	7:00 PM - 7:30 PM	4		
	7:30 PM - 8:00 PM	4		
<b>Saturday mid-morning</b>	9:00 AM - 9:30 AM	3	4	5%
	9:30 AM - 10:00 AM	4		
	10:00 AM - 10:30 AM	4		
	10:30 AM - 11:00 AM	4		

1165R Mass Ave Apartments  
 Parking Utilization Assessment

Location: The Legacy at Arlington Center at 438 Massachusetts Avenue  
 Date: April 17, 2021; April 20, 2021

Parking Lot Count 155  
 Number of Units 132  
 Number of Bedrooms 247  
 Parking utilization provided 1.17  
 Peak occupancy 100  
 Peak parking lot occupancy 65%  
 Peak utilization/unit 0.76  
 Peak utilization/bd 0.40  
 Surface parking \$ 125.00  
 Garage parking \$ 150.00

**Notes:**  
 Garage has 104 available spaces  
 Surface has 51 spaces: 49 resident reserved and 2 are 1-hour spaces  
 Remote lot: 6 for employees, 3 are rental reserved (not included in count)

	Time	Occupied Spots	Maximum	Maximum Parking lot utilization %	Parking Utilization Reduction
<b>Weekday morning</b>	6:00 AM - 6:30 AM	99	99	64%	
	6:30 AM - 7:00 AM	97			
	7:00 AM - 7:30 AM	97			
	7:30 AM - 8:00 AM	98			
<b>Weekday midday</b>	12:00 PM - 12:30 PM	90	93	60%	-7%
	12:30 PM - 1:00 PM	93			
	1:00 PM - 1:30 PM	91			
	1:30 PM - 2:00 PM	89			
<b>Weekday evening</b>	6:00 PM - 6:30 PM	81	84	54%	
	6:30 PM - 7:00 PM	82			
	7:00 PM - 7:30 PM	84			
	7:30 PM - 8:00 PM	83			
<b>Weekday night</b>	11:00 PM - 11:30 PM	100	100	65%	
	11:30 PM - 12:00 AM	100			
	12:00 AM - 12:30 AM	100			
	12:30 AM - 1:00 AM	100			
<b>Saturday mid-morning</b>	9:00 AM - 9:30 AM	93	94	61%	-6%
	9:30 AM - 10:00 AM	89			
	10:00 AM - 10:30 AM	94			
	10:30 AM - 11:00 AM	89			

1165R Mass Ave Apartments  
 Parking Utilization Assessment

Location: Brigham Square Apartments at 30 Mill Street  
 Date: January 29, 2020; January 30, 2020; February 1, 2020; April 20, 2021

Parking Lot Count 153  
 Number of Units 116  
 Number of Bedrooms 179  
 Parking utilization provided 1.32  
 Peak occupancy 99  
 Peak parking lot occupancy 65%  
 Peak utilization/unit 0.85  
 Peak utilization/bd 0.55  
 Surface parking \$ 85.00  
 Garage parking \$ 130.00

<b>Notes:</b>	
153 Total Spaces	
3 Guest Parkings	20 Min Limit
1 Guest Accessible parking	
3 Accessible parking	
149 Resident Reserved	

	Time	Occupied Spots	Maximum	Maximum Parking lot utilization %	Parking Utilization Reduction
<b>Weekday morning</b> 29-Jan-20	6:00 AM - 6:30 AM	98	99	65%	
	6:30 AM - 7:00 AM	99			
	7:00 AM - 7:30 AM	95			
	7:30 AM - 8:00 AM	88			
<b>Weekday midday</b> 29-Jan-20	12:00 PM - 12:30 PM	69	71	46%	-28%
	12:30 PM - 1:00 PM	71			
	1:00 PM - 1:30 PM	71			
	1:30 PM - 2:00 PM	68			
<b>Weekday evening</b> 30-Jan-20	6:00 PM - 6:30 PM	77	80	52%	
	6:30 PM - 7:00 PM	79			
	7:00 PM - 7:30 PM	80			
	7:30 PM - 8:00 PM	80			
<b>Weekday night</b> 20-Apr-21	11:00 PM - 11:30 PM	91	93	61%	
	11:30 PM - 12:00 AM	92			
	12:00 AM - 12:30 AM	92			
	12:30 AM - 1:00 AM	93			
<b>Saturday mid-morning</b> 1-Feb-20	9:00 AM - 9:30 AM	85	85	56%	-14%
	9:30 AM - 10:00 AM	81			
	10:00 AM - 10:30 AM	76			
	10:30 AM - 11:00 AM	78			

1165R Mass Ave Apartments  
Parking Utilization Assessment

Location: Arlington 360 at 4205 Symmes Circle  
Date: April 19, 2021

Parking Lot Count	282
Number of Units	147
Number of Bedrooms	241
Parking utilization provided	1.92
Total Reserved (occupied) spaces	175
Peak parking lot occupancy	62%
Peak utilization/unit	1.19
Peak utilization/bd	0.73
Surface parking	\$ 75.00
Garage parking	\$ 125.00

<p><b>Notes:</b> Complete counts could not be obtained due to parking lot security restrictions Parking lot data obtained from management Garage 235 spaces: 69 compact, 9 handicap, 157 regular Surface 47 spaces: 42 resident, 5 guest Townhome spaces: 19 Total units and parking exludes townhomes</p>
--

Location: Arlington 360 at 4105 Symmes Circle

Data Collection Date: April 19, 2021

Total Parking Lot Spaces:	282	Not Including Townhomes
Tenant Garage Spaces:	235	69 Compact; 9 Handicapped; 157 Regular
Tenant Surface Spaces:	47	42 Resident; 5 Guest
Total Reserved Spaces:	175	

Townhome Spaces: 19

Number of Units: 164

Number of Bedrooms: 261

	<b>Units</b>	<b>Rooms</b>
Studio -	15	15
1 BD -	53	53
2 BD -	78	156
<u>3 BD -</u>	<u>18</u>	<u>54</u>
Total	164	278

Surface Parking/Month: \$75

Garage Parking/Month: \$125



Appendix D: Crash Rate Worksheets





Crash Number	City Town Name	Crash Time	Crash Date	Crash Severity	Manner of Collision	Road Surface Condition	Weather Conditions	Intersection
4557234	ARLINGTON	6:11 PM	06/22/2018	Property damage only (none injured)	Angle	Dry	Clear	Forest Street and Ryder Street
4447000	ARLINGTON	8:51 PM	10/27/2017	Not Reported	Rear-end	Dry	Clear	Massachusetts Avenue, Forest Street, Burton Street and Driveway
4188788	ARLINGTON	2:41 PM	05/09/2016	Property damage only (none injured)	Sideswipe, same direction	Dry	Clear	Appleton St and Massachusetts Avenue
4254381	ARLINGTON	5:32 PM	09/27/2016	Property damage only (none injured)	Sideswipe, same direction	Dry	Clear/Clear	Appleton St and Massachusetts Avenue
4339469	ARLINGTON	11:07 PM	03/10/2017	Property damage only (none injured)	Angle	Snow	Snow/Blowing sand, snow	Appleton St and Massachusetts Avenue
4463054	ARLINGTON	10:47 AM	06/23/2016	Not Reported	Sideswipe, same direction	Dry	Clear	Appleton St and Massachusetts Avenue
4470195	ARLINGTON	2:08 PM	12/14/2017	Property damage only (none injured)	Rear-end	Dry	Clear	Appleton St and Massachusetts Avenue
4604590	ARLINGTON	5:27 PM	10/02/2018	Non-fatal injury	Angle	Wet	Rain	Massachusetts Avenue and Pine CT





# INTERSECTION CRASH RATE WORKSHEET

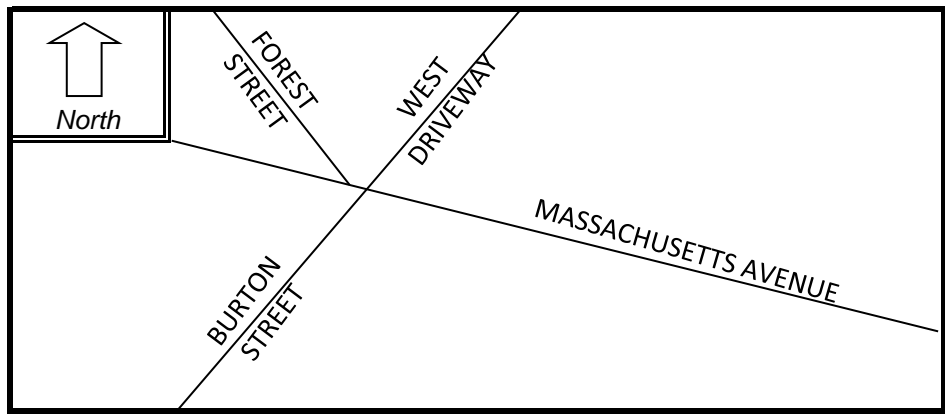
CITY/TOWN : Arlington COUNT DATE : 2/4/2020

DISTRICT : 4 UNSIGNALIZED :  SIGNALIZED :

## ~ INTERSECTION DATA ~

MAJOR STREET : Massachusetts Avenue

MINOR STREET(S) : Forest Street, Burton Street, and Mirak Mill West Driveway



### PEAK HOUR VOLUMES

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

" K " FACTOR : **0.08** INTERSECTION ADT ( V ) = TOTAL DAILY APPROACH VOLUME : **16,800**

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

**CRASH RATE CALCULATION :** **0.05** RATE = 
$$\frac{( A * 1,000,000 )}{( V * 365 )}$$

Comments : AM Peak used

Project Title & Date: 1167 Massachusetts Ave, 3/5/2021

## INTERSECTION CRASH RATE WORKSHEET

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

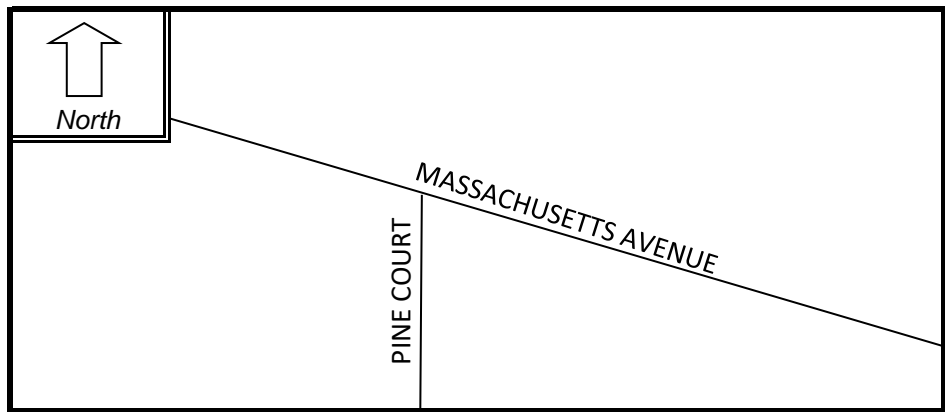
DISTRICT : 4 UNSIGNALIZED :  SIGNALIZED :

### ~ INTERSECTION DATA ~

MAJOR STREET : Massachusetts Avenue

MINOR STREET(S) : Pine Court

**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) :	591	445	2			1,038

" 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, 3/5/2021

## INTERSECTION CRASH RATE WORKSHEET

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

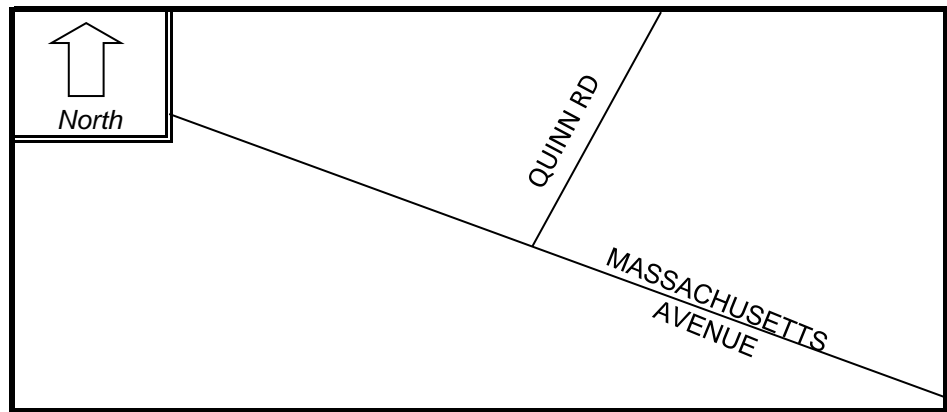
DISTRICT : 4 UNSIGNALIZED :  SIGNALIZED :

### ~ INTERSECTION DATA ~

MAJOR STREET : Massachusetts Avenue

MINOR STREET(S) : Quinn Road

**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) :	587	431		32		1,050

" 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, 3/5/2021

## INTERSECTION CRASH RATE WORKSHEET

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

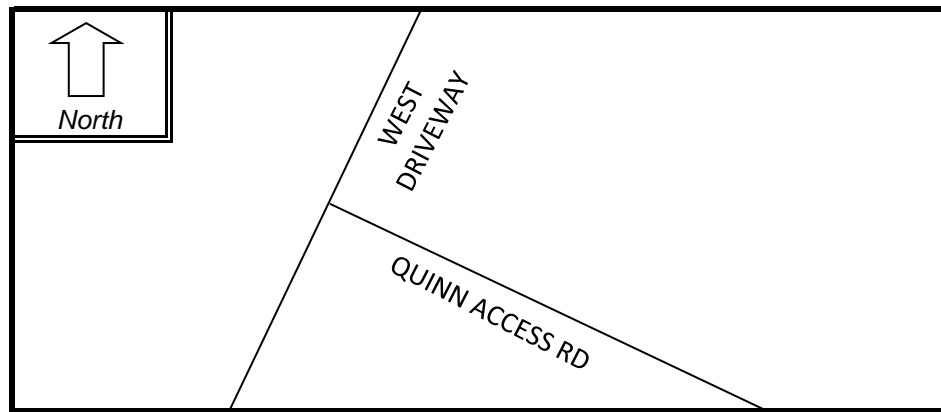
DISTRICT : 4 UNSIGNALIZED :  SIGNALIZED :

~ 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, 3/5/2021

## INTERSECTION CRASH RATE WORKSHEET

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

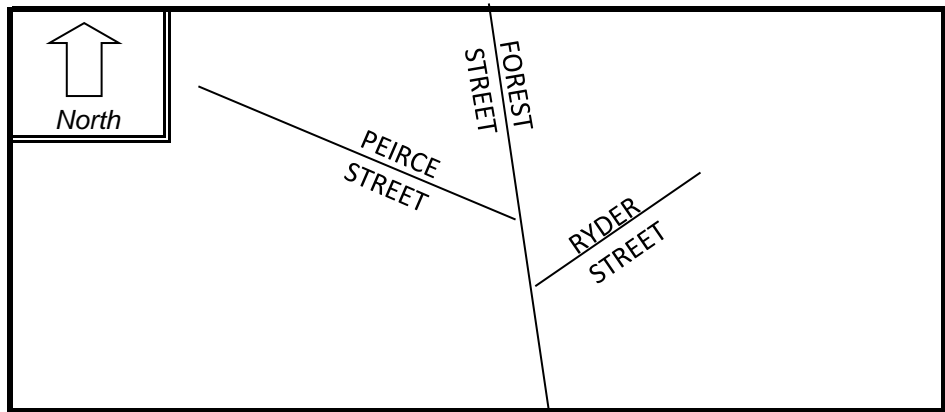
DISTRICT : 4 UNSIGNALIZED :  SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : Forest Street

MINOR STREET(S) : Ryder Street and Peirce Street

**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) :	12	18	173	349		<b>552</b>

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

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

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

Comments : AM Peak used

Project Title & Date : 1167 Massachusetts Ave, 3/5/2021



## INTERSECTION CRASH RATE WORKSHEET

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

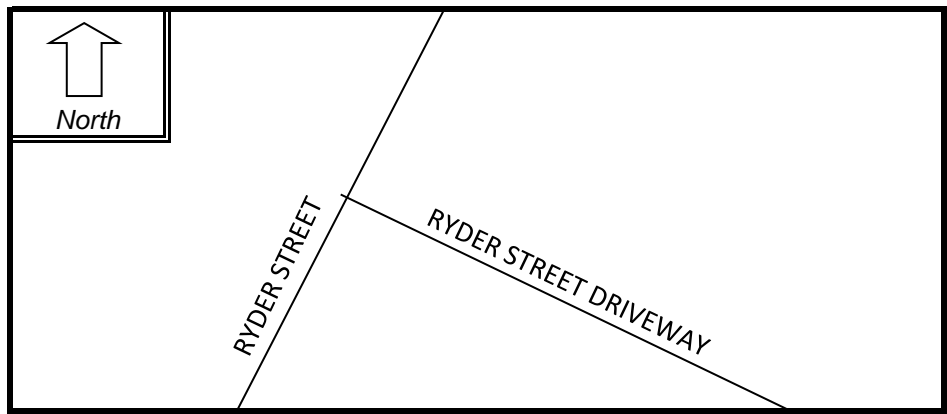
DISTRICT : 4 UNSIGNALIZED :  SIGNALIZED :

~ 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, 3/5/2021



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

**Warrant Analysis Conducted By:**

Name:

Date:

*Nitsch Engineering*

## Warrant 1: Eight - Hour Vehicular Volume

**100%**

**Warrant Evaluated? Yes**

**Warrant Satisfied? Yes**

**Manually Set To:**

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

**Satisfied? No**

<b>Condition B:</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**

<b>Condition C:</b>		
Combination of A & B at 80%		

**Satisfied? No**

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:*

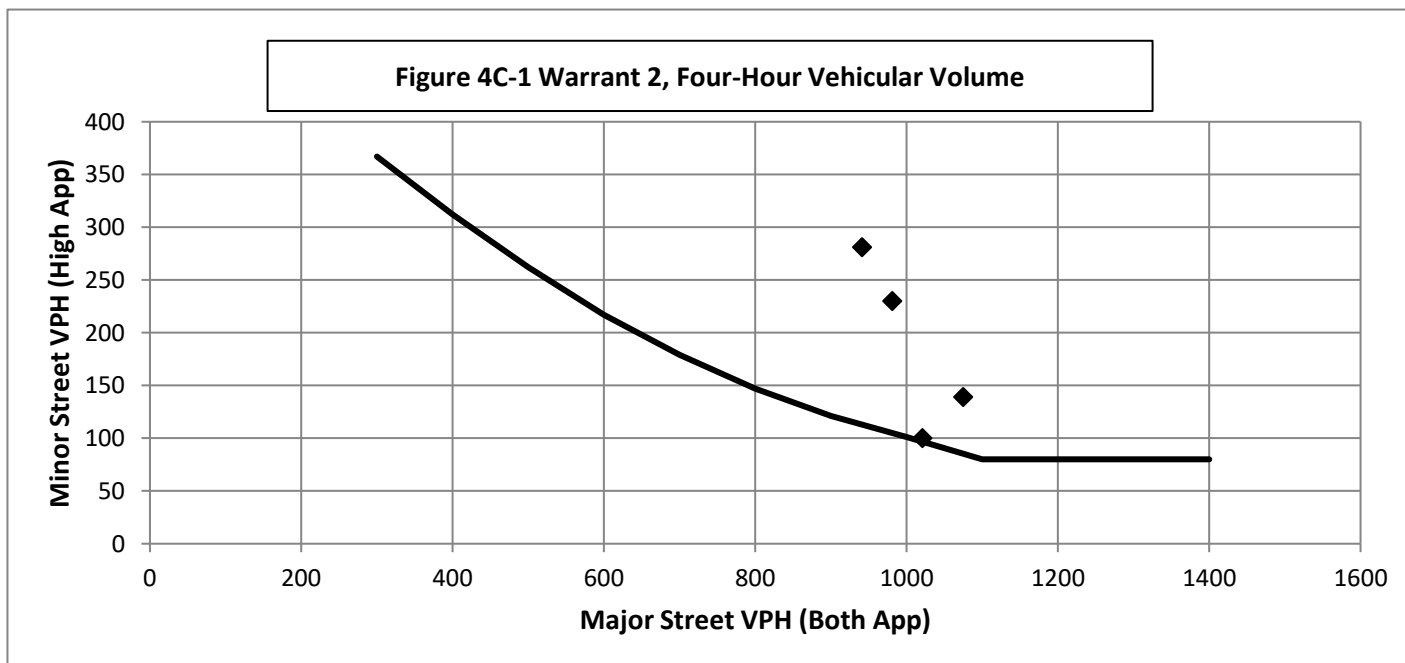
Hour Start	7:00	17:00	8:00	15:00
Major Road Vol.	941	1075	981	1021
Minor Road Vol.	281	139	230	100

**Warrant Evaluated? Yes**

**Number of Hours 6**

**Warrant Satisfied? Yes**

**Manually Set To:**







## Warrant 1: Eight - Hour Vehicular Volume

**100%**

**Warrant Evaluated? Yes**

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

**Satisfied? No**

<b>Condition B:</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**

<b>Condition C:</b>		
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:*

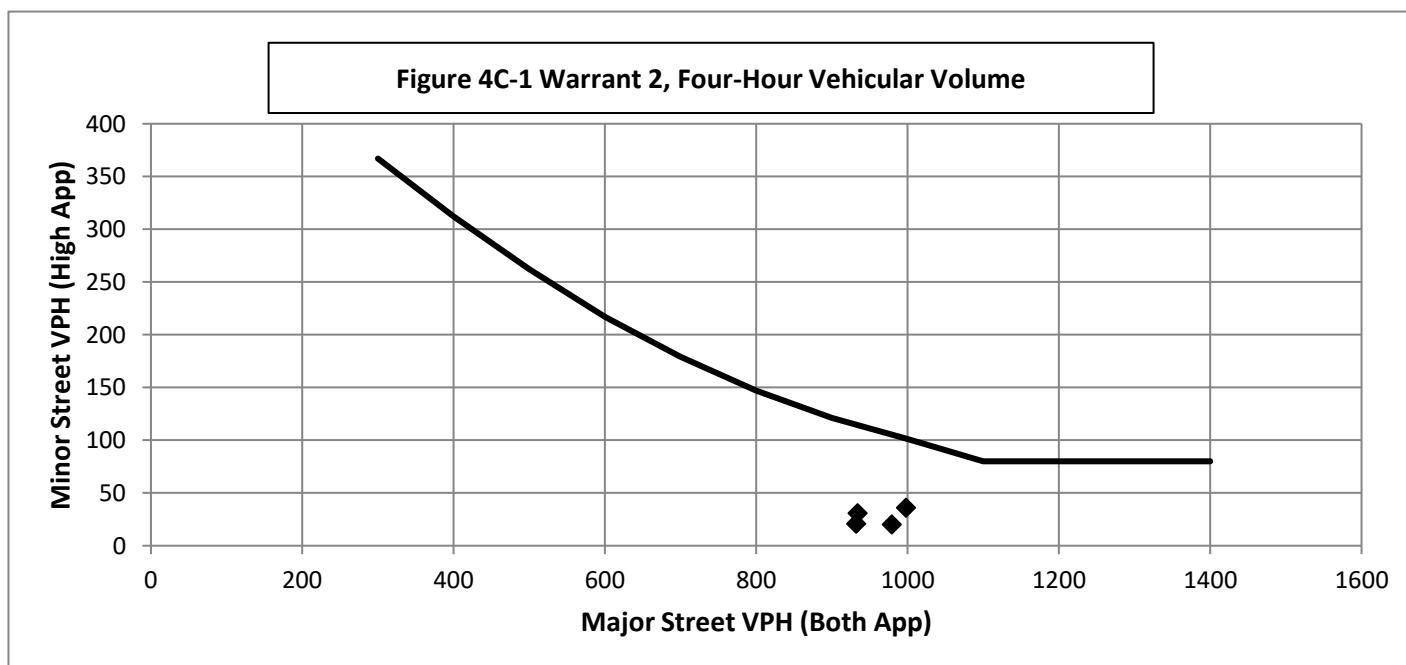
Hour Start	8:00	17:00	15:00	7:00
Major Road Vol.	998	934	979	932
Minor Road Vol.	36	31	20	21

**Warrant Evaluated? Yes**

**Number of Hours 0**

**Warrant Satisfied? No**

**Manually Set To:**









Appendix F: ITE Trip Generation Worksheets







# Multifamily Housing (Mid-Rise) (221)

Person Trip Ends vs: Dwelling Units  
 On a: Weekday,  
 Peak Hour of Adjacent Street Traffic,  
 One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 7

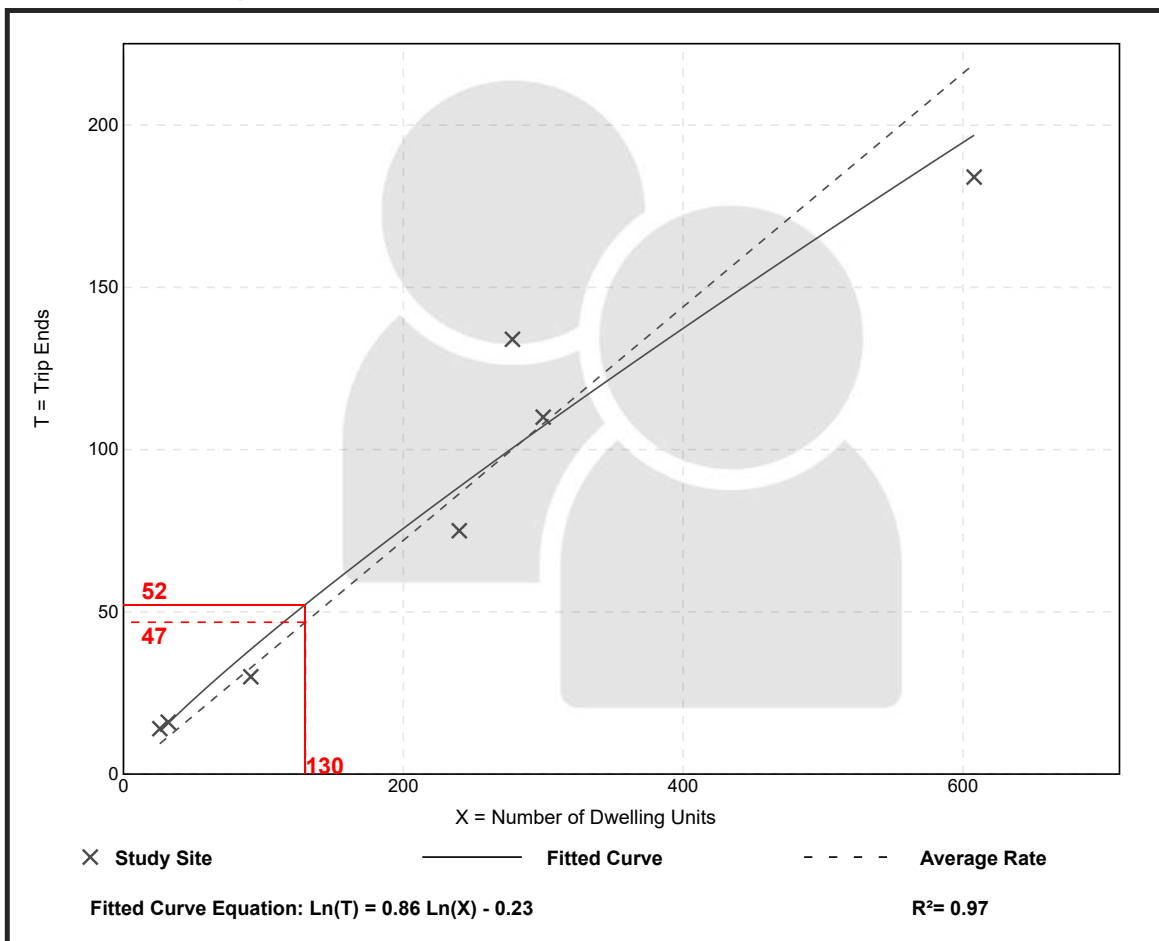
Avg. Num. of Dwelling Units: 225

Directional Distribution: 20% entering, 80% exiting

## Person Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.36	0.30 - 0.54	0.08

## Data Plot and Equation







Appendix G: Recombined Delay Worksheets









**2020 Existing Conditions PM Peak Hour**

**Intersection A: Massachusetts Avenue and Appleton Street/Appleton Place/Commercial Driveway**

Lane Group Designation	Node-Specific Lane Group	Approach Roadway	Average Delay (s)	Stand-Alone LOS
<b>Node 1</b>				
A	EB - LTR	Mass Ave (EB)	0.1	A
B	WB - LTR	Mass Ave (WB)	3.3	A
C	NB - LTR	Appleton St/Pl	17.7	C
D	SB - LTR	Driveway	35.2	E
<b>Node 2</b>				
E	WB - LTR	Appleton Pl	8.4	A
F	SB - LTR	Mass Ave (EB/WB)	0.6	A
G	NEB - LTR	Appleton St	11.6	B

Overall Movement	From	To	Volume	Lane Group Node 1	Lane Group Node 2	Combined Average Delay (s)	Combined Total Delay (s)	Overall Lane Group	Lane Group Volume	Combined Total Delay (s)	Combined Average Delay (s)	LOS
EBL	EB Mass Ave	Driveway	3	A	-	0.1	0.3	EB	444	55.2	0.1	A
EBT	EB Mass Ave	EB Mass Ave	423	A	-	0.1	42.3					
EBR1	EB Mass Ave	Appleton Pl	9	A	F	0.7	6.3					
EBR2	EB Mass Ave	Appleton St	9	A	F	0.7	6.3					
WBL2	WB Mass Ave	Appleton Pl	1	B	F	3.9	3.9	WB	434	1500.6	3.5	A
WBL1	WB Mass Ave	Appleton St	113	B	F	3.9	440.7					
WBT	WB Mass Ave	WB Mass Ave	318	B	-	3.3	1049.4					
WBR	WB Mass Ave	Driveway	2	B	-	3.3	6.6					
NBL2	Appleton Pl	Appleton St	3	-	E	8.4	25.2	NB	26	625.5	24.1	C
NBL1	Appleton Pl	WB Mass Ave	8	C	E	26.1	208.8					
NBT	Appleton Pl	Driveway	1	C	E	26.1	26.1					
NBR	Appleton Pl	EB Mass Ave	14	C	E	26.1	365.4					
SBL2	Driveway	EB Mass Ave	1	D	-	35.2	35.2	SB	5	176.6	35.3	E
SBL1	Driveway	Appleton Pl	0	D	F	35.8	0					
SBR1	Driveway	Appleton St	1	D	F	35.8	35.8					
SBR2	Driveway	WB Mass Ave	3	D	-	35.2	105.6					
NEL1	Appleton St	WB Mass Ave	10	C	G	29.3	293	NE	332	9639.1	29.0	D
NEL2	Appleton St	Driveway	0	C	G	29.3	0					
NER1	Appleton St	EB Mass Ave	317	C	G	29.3	9288.1					
NER2	Appleton St	Appleton Pl	5	-	G	11.6	58					

EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound, NE/NEB = Northeast-bound  
 L = Left-Turn, T = Through, R = Right, L1 = Bear Left, L2 = Hard Left, R1 = Bear Right, R2 = Hard Right



**2025 No-Build Conditions AM Peak Hour**

**Intersection A: Massachusetts Avenue and Appleton Street/Appleton Place/Commercial Driveway**

Lane Group Designation	Node-Specific Lane Group	Approach Roadway	Average Delay (s)	Stand-Alone LOS
<b>Node 1</b>				
A	EB - LTR	Mass Ave (EB)	0.0	A
B	WB - LTR	Mass Ave (WB)	10.6	B
C	NB - LTR	Appleton St/Pl	26.3	D
D	SB - LTR	Driveway	0.0	A
<b>Node 2</b>				
E	WB - LTR	Appleton Pl	13.9	B
F	SB - LTR	Mass Ave (EB/WB)	0.9	A
G	NEB - LTR	Appleton St	29.3	D

Overall Movement	From	To	Volume	Lane Group Node 1	Lane Group Node 2	Combined Average Delay (s)	Combined Total Delay (s)	Overall Lane Group	Lane Group Volume	Combined Total Delay (s)	Combined Average Delay (s)	LOS
EBL	EB Mass Ave	Driveway	0	A	-	0.0	0	EB	427	45.9	0.1	A
EBT	EB Mass Ave	EB Mass Ave	376	A	-	0.0	0					
EBR1	EB Mass Ave	Appleton Pl	17	A	F	0.9	15.3					
EBR2	EB Mass Ave	Appleton St	34	A	F	0.9	30.6					
WBL2	WB Mass Ave	Appleton Pl	12	B	F	11.5	138	WB	709	7797.1	11.0	B
WBL1	WB Mass Ave	Appleton St	301	B	F	11.5	3461.5					
WBT	WB Mass Ave	WB Mass Ave	396	B	-	10.6	4197.6					
WBR	WB Mass Ave	Driveway	0	B	-	10.6	0					
NBL2	Appleton Pl	Appleton St	39	-	E	13.9	542.1	NB	71	1828.5	25.8	D
NBL1	Appleton Pl	WB Mass Ave	12	C	E	40.2	482.4					
NBT	Appleton Pl	Driveway	0	C	E	40.2	0					
NBR	Appleton Pl	EB Mass Ave	20	C	E	40.2	804					
SBL2	Driveway	EB Mass Ave	1	D	-	0.0	0	SB	1	0.0	0.0	A
SBL1	Driveway	Appleton Pl	0	D	F	0.9	0					
SBR1	Driveway	Appleton St	0	D	F	0.9	0					
SBR2	Driveway	WB Mass Ave	0	D	-	0.0	0					
NEL1	Appleton St	WB Mass Ave	7	C	G	55.6	389.2	NE	176	9548.9	54.3	F
NEL2	Appleton St	Driveway	0	C	G	55.6	0					
NER1	Appleton St	EB Mass Ave	160	C	G	55.6	8896					
NER2	Appleton St	Appleton Pl	9	-	G	29.3	263.7					

EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound, NE/NEB = Northeast-bound  
 L = Left-Turn, T = Through, R = Right, L1 = Bear Left, L2 = Hard Left, R1 = Bear Right, R2 = Hard Right

**2025 No-Build Conditions AM Peak Hour**

**Intersection B: Massachusetts Avenue and Forest Street/Burton Street/Mirak Mill Innovation Park West Driveway**

Lane Group Designation	Node-Specific Lane Group	Approach Roadway	Average Delay (s)	Stand-Alone LOS
<b>Node 1</b>				
<b>A</b>	EB - LTR	Mass Ave (EB)	3.5	A
<b>B</b>	WB - LTR	Mass Ave (WB)	0.3	A
<b>C</b>	NB - LTR	Burton St	17.8	C
<b>D</b>	SB - LTR	Forest St	119.7	F
<b>Node 2</b>				
<b>E</b>	EB - LT	Mass Ave (EB)	0.7	A
<b>F</b>	WB - TR	Mass Ave (WB)	0.0	A
<b>G</b>	SWB - LR	West Driveway	17.6	C

Overall Movement	From	To	Volume	Lane Group Node 1	Lane Group Node 2	Combined Average Delay (s)	Combined Total Delay (s)	Overall Lane Group	Lane Group Volume	Combined Total Delay (s)	Combined Average Delay (s)	LOS
EBL2	EB Mass Ave	Forest St	100	A	-	3.5	350	EB	558	2272.9	4.1	A
EBL1	EB Mass Ave	West Driveway	22	A	E	4.2	92.4					
EBT	EB Mass Ave	EB Mass Ave	435	A	E	4.2	1827					
EBR	EB Mass Ave	Burton St	1	A	-	3.5	3.5					
WBL	WB Mass Ave	Burton St	10	B	F	0.3	3	WB	615	184.5	0.3	A
WBT	WB Mass Ave	WB Mass Ave	491	B	F	0.3	147.3					
WBR1	WB Mass Ave	Forest St	108	B	F	0.3	32.4					
WBR2	WB Mass Ave	West Driveway	6	-	F	0.3	1.8					
NBL2	Burton St	WB Mass Ave	0	C	-	17.8	0	NB	32	585.0	18.3	C
NBL1	Burton St	Forest St	10	C	-	17.8	178					
NBT	Burton St	West Driveway	1	C	E	18.5	18.5					
NBR	Burton St	EB Mass Ave	21	C	E	18.5	388.5					
SBL2	Forest St	West Driveway	0	D	E	120.4	0	SB	310	37157.4	119.9	F
SBL1	Forest St	EB Mass Ave	72	D	E	120.4	8668.8					
SBR1	Forest St	Burton St	24	D	-	119.7	2872.8					
SBR2	Forest St	WB Mass Ave	214	D	-	119.7	25615.8					
SWL	West Driveway	EB Mass Ave	1	-	G	17.6	17.6	SW	2	35.5	17.8	C
SWT	West Driveway	Burton St	0	B	G	17.9	0					
SWR1	West Driveway	WB Mass Ave	0	B	G	17.9	0					
SWR2	West Driveway	Forest St	1	B	G	17.9	17.9					

EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound, SW/SWB = Southwest-bound  
 L = Left-Turn, T = Through, R = Right, L1 = Bear Left, L2 = Hard Left, R1 = Bear Right, R2 = Hard Right

**2025 No-Build Conditions PM Peak Hour**

**Intersection A: Massachusetts Avenue and Appleton Street/Appleton Place/Commercial Driveway**

Lane Group Designation	Node-Specific Lane Group	Approach Roadway	Average Delay (s)	Stand-Alone LOS
<b>Node 1</b>				
A	EB - LTR	Mass Ave (EB)	0.1	A
B	WB - LTR	Mass Ave (WB)	3.6	A
C	NB - LTR	Appleton St/Pl	22.0	C
D	SB - LTR	Driveway	22.3	C
<b>Node 2</b>				
E	WB - LTR	Appleton Pl	8.4	A
F	SB - LTR	Mass Ave (EB/WB)	0.6	A
G	NEB - LTR	Appleton St	12.3	B

Overall Movement	From	To	Volume	Lane Group Node 1	Lane Group Node 2	Combined Average Delay (s)	Combined Total Delay (s)	Overall Lane Group	Lane Group Volume	Combined Total Delay (s)	Combined Average Delay (s)	LOS
EBL	EB Mass Ave	Driveway	3	A	-	0.1	0.3	EB	490	61.0	0.1	A
EBT	EB Mass Ave	EB Mass Ave	467	A	-	0.1	46.7					
EBR1	EB Mass Ave	Appleton Pl	10	A	F	0.7	7					
EBR2	EB Mass Ave	Appleton St	10	A	F	0.7	7					
WBL2	WB Mass Ave	Appleton Pl	1	B	F	4.2	4.2	WB	479	1800.0	3.8	A
WBL1	WB Mass Ave	Appleton St	125	B	F	4.2	525					
WBT	WB Mass Ave	WB Mass Ave	351	B	-	3.6	1263.6					
WBR	WB Mass Ave	Driveway	2	B	-	3.6	7.2					
NBL2	Appleton Pl	Appleton St	3	-	E	8.4	25.2	NB	28	785.2	28.0	D
NBL1	Appleton Pl	WB Mass Ave	9	C	E	30.4	273.6					
NBT	Appleton Pl	Driveway	1	C	E	30.4	30.4					
NBR	Appleton Pl	EB Mass Ave	15	C	E	30.4	456					
SBL2	Driveway	EB Mass Ave	1	D	-	22.3	22.3	SB	5	112.1	22.4	C
SBL1	Driveway	Appleton Pl	0	D	F	22.9	0					
SBR1	Driveway	Appleton St	1	D	F	22.9	22.9					
SBR2	Driveway	WB Mass Ave	3	D	-	22.3	66.9					
NEL1	Appleton St	WB Mass Ave	11	C	G	34.3	377.3	NE	366	12421.8	33.9	D
NEL2	Appleton St	Driveway	0	C	G	34.3	0					
NER1	Appleton St	EB Mass Ave	349	C	G	34.3	11970.7					
NER2	Appleton St	Appleton Pl	6	-	G	12.3	73.8					

EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound, NE/NEB = Northeast-bound  
 L = Left-Turn, T = Through, R = Right, L1 = Bear Left, L2 = Hard Left, R1 = Bear Right, R2 = Hard Right



**2025 No-Build Conditions PM Peak Hour**

**Intersection B: Massachusetts Avenue and Forest Street/Burton Street/Mirak Mill Innovation Park West Driveway**

Lane Group Designation	Node-Specific Lane Group	Approach Roadway	Average Delay (s)	Stand-Alone LOS
<b>Node 1</b>				
<b>A</b>	EB - LTR	Mass Ave (EB)	5.7	A
<b>B</b>	WB - LTR	Mass Ave (WB)	0.1	A
<b>C</b>	NB - LTR	Burton St	18.9	C
<b>D</b>	SB - LTR	Forest St	31.1	D
<b>Node 2</b>				
<b>E</b>	EB - LT	Mass Ave (EB)	0.2	A
<b>F</b>	WB - TR	Mass Ave (WB)	0.0	A
<b>G</b>	SWB - LR	West Driveway	12.7	B

Overall Movement	From	To	Volume	Lane Group Node 1	Lane Group Node 2	Combined Average Delay (s)	Combined Total Delay (s)	Overall Lane Group	Lane Group Volume	Combined Total Delay (s)	Combined Average Delay (s)	LOS
EBL2	EB Mass Ave	Forest St	221	A	-	5.7	1259.7	EB	843	4929.1	5.8	A
EBL1	EB Mass Ave	West Driveway	7	A	E	5.9	41.3					
EBT	EB Mass Ave	EB Mass Ave	613	A	E	5.9	3616.7					
EBR	EB Mass Ave	Burton St	2	A	-	5.7	11.4					
WBL	WB Mass Ave	Burton St	3	B	F	0.1	0.3	WB	500	50.0	0.1	A
WBT	WB Mass Ave	WB Mass Ave	400	B	F	0.1	40					
WBR1	WB Mass Ave	Forest St	95	B	F	0.1	9.5					
WBR2	WB Mass Ave	West Driveway	2	-	F	0.1	0.2					
NBL2	Burton St	WB Mass Ave	1	C	-	18.9	18.9	NB	13	247.5	19.0	C
NBL1	Burton St	Forest St	3	C	-	18.9	56.7					
NBT	Burton St	West Driveway	0	C	E	19.1	0					
NBR	Burton St	EB Mass Ave	9	C	E	19.1	171.9					
SBL2	Forest St	West Driveway	0	D	E	31.3	0	SB	118	3678.2	31.2	D
SBL1	Forest St	EB Mass Ave	42	D	E	31.3	1314.6					
SBR1	Forest St	Burton St	4	D	-	31.1	124.4					
SBR2	Forest St	WB Mass Ave	72	D	-	31.1	2239.2					
SWL	West Driveway	EB Mass Ave	7	-	G	12.7	88.9	SW	26	332.1	12.8	B
SWT	West Driveway	Burton St	0	B	G	12.8	0					
SWR1	West Driveway	WB Mass Ave	13	B	G	12.8	166.4					
SWR2	West Driveway	Forest St	6	B	G	12.8	76.8					

EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound, SW/SWB = Southwest-bound  
L = Left-Turn, T = Through, R = Right, L1 = Bear Left, L2 = Hard Left, R1 = Bear Right, R2 = Hard Right

**2025 Build Conditions AM Peak Hour**

**Intersection A: Massachusetts Avenue and Appleton Street/Appleton Place/Commercial Driveway**

Lane Group Designation	Node-Specific Lane Group	Approach Roadway	Average Delay (s)	Stand-Alone LOS
<b>Node 1</b>				
A	EB - LTR	Mass Ave (EB)	0.0	A
B	WB - LTR	Mass Ave (WB)	10.6	B
C	NB - LTR	Appleton St/Pl	26.0	D
D	SB - LTR	Driveway	58.1	F
<b>Node 2</b>				
E	WB - LTR	Appleton Pl	14.0	B
F	SB - LTR	Mass Ave (EB/WB)	0.9	A
G	NEB - LTR	Appleton St	28.7	D

Overall Movement	From	To	Volume	Lane Group Node 1	Lane Group Node 2	Combined Average Delay (s)	Combined Total Delay (s)	Overall Lane Group	Lane Group Volume	Combined Total Delay (s)	Combined Average Delay (s)	LOS
EBL	EB Mass Ave	Driveway	0	A	-	0.0	0	EB	424	45.9	0.1	A
EBT	EB Mass Ave	EB Mass Ave	373	A	-	0.0	0					
EBR1	EB Mass Ave	Appleton Pl	17	A	F	0.9	15.3					
EBR2	EB Mass Ave	Appleton St	34	A	F	0.9	30.6					
WBL2	WB Mass Ave	Appleton Pl	12	B	F	11.5	138	WB	717	7883.7	11.0	B
WBL1	WB Mass Ave	Appleton St	303	B	F	11.5	3484.5					
WBT	WB Mass Ave	WB Mass Ave	402	B	-	10.6	4261.2					
WBR	WB Mass Ave	Driveway	0	B	-	10.6	0					
NBL2	Appleton Pl	Appleton St	39	-	E	14.0	546	NB	71	1826.0	25.7	D
NBL1	Appleton Pl	WB Mass Ave	12	C	E	40.0	480					
NBT	Appleton Pl	Driveway	0	C	E	40.0	0					
NBR	Appleton Pl	EB Mass Ave	20	C	E	40.0	800					
SBL2	Driveway	EB Mass Ave	1	D	-	58.1	58.1	SB	1	58.1	58.1	F
SBL1	Driveway	Appleton Pl	0	D	F	59.0	0					
SBR1	Driveway	Appleton St	0	D	F	59.0	0					
SBR2	Driveway	WB Mass Ave	0	D	-	58.1	0					
NEL1	Appleton St	WB Mass Ave	7	C	G	54.7	382.9	NE	173	9229.1	53.3	F
NEL2	Appleton St	Driveway	0	C	G	54.7	0					
NER1	Appleton St	EB Mass Ave	157	C	G	54.7	8587.9					
NER2	Appleton St	Appleton Pl	9	-	G	28.7	258.3					

EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound, NE/NEB = Northeast-bound  
L = Left-Turn, T = Through, R = Right, L1 = Bear Left, L2 = Hard Left, R1 = Bear Right, R2 = Hard Right

**2025 Build Conditions AM Peak Hour**

**Intersection B: Massachusetts Avenue and Forest Street/Burton Street/Mirak Mill Innovation Park West Driveway**

Lane Group Designation	Node-Specific Lane Group	Approach Roadway	Average Delay (s)	Stand-Alone LOS
<b>Node 1</b>				
A	EB - LTR	Mass Ave (EB)	3.3	A
B	WB - LTR	Mass Ave (WB)	0.3	A
C	NB - LTR	Burton St	17.5	C
D	SB - LTR	Forest St	118.4	F
<b>Node 2</b>				
E	EB - LT	Mass Ave (EB)	0.6	A
F	WB - TR	Mass Ave (WB)	0.0	A
G	SWB - LR	West Driveway	20.8	C

Overall Movement	From	To	Volume	Lane Group Node 1	Lane Group Node 2	Combined Average Delay (s)	Combined Total Delay (s)	Overall Lane Group	Lane Group Volume	Combined Total Delay (s)	Combined Average Delay (s)	LOS
EBL2	EB Mass Ave	Forest St	95	A	-	3.3	313.5	EB	552	2095.2	3.8	A
EBL1	EB Mass Ave	West Driveway	21	A	E	3.9	81.9					
EBT	EB Mass Ave	EB Mass Ave	435	A	E	3.9	1696.5					
EBR	EB Mass Ave	Burton St	1	A	-	3.3	3.3					
WBL	WB Mass Ave	Burton St	10	B	F	0.3	3	WB	616	184.8	0.3	A
WBT	WB Mass Ave	WB Mass Ave	491	B	F	0.3	147.3					
WBR1	WB Mass Ave	Forest St	107	B	F	0.3	32.1					
WBR2	WB Mass Ave	West Driveway	8	-	F	0.3	2.4					
NBL2	Burton St	WB Mass Ave	0	C	-	17.5	0	NB	31	555.1	17.9	C
NBL1	Burton St	Forest St	10	C	-	17.5	175					
NBT	Burton St	West Driveway	1	C	E	18.1	18.1					
NBR	Burton St	EB Mass Ave	20	C	E	18.1	362					
SBL2	Forest St	West Driveway	0	D	E	119.0	0	SB	319	37812.8	118.5	F
SBL1	Forest St	EB Mass Ave	72	D	E	119.0	8568					
SBR1	Forest St	Burton St	24	D	-	118.4	2841.6					
SBR2	Forest St	WB Mass Ave	223	D	-	118.4	26403.2					
SWL	West Driveway	EB Mass Ave	1	-	G	20.8	20.8	SW	2	41.9	21.0	C
SWT	West Driveway	Burton St	0	B	G	21.1	0					
SWR1	West Driveway	WB Mass Ave	0	B	G	21.1	0					
SWR2	West Driveway	Forest St	1	B	G	21.1	21.1					

EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound, SW/SWB = Southwest-bound  
L = Left-Turn, T = Through, R = Right, L1 = Bear Left, L2 = Hard Left, R1 = Bear Right, R2 = Hard Right

**2025 Build Conditions PM Peak Hour**

**Intersection A: Massachusetts Avenue and Appleton Street/Appleton Place/Commercial Driveway**

Lane Group Designation	Node-Specific Lane Group	Approach Roadway	Average Delay (s)	Stand-Alone LOS
<b>Node 1</b>				
A	EB - LTR	Mass Ave (EB)	0.1	A
B	WB - LTR	Mass Ave (WB)	3.5	A
C	NB - LTR	Appleton St/Pl	22.7	C
D	SB - LTR	Driveway	22.7	C
<b>Node 2</b>				
E	WB - LTR	Appleton Pl	8.4	A
F	SB - LTR	Mass Ave (EB/WB)	0.6	A
G	NEB - LTR	Appleton St	12.3	B

Overall Movement	From	To	Volume	Lane Group Node 1	Lane Group Node 2	Combined Average Delay (s)	Combined Total Delay (s)	Overall Lane Group	Lane Group Volume	Combined Total Delay (s)	Combined Average Delay (s)	LOS
EBL	EB Mass Ave	Driveway	3	A	-	0.1	0.3	EB	498	61.8	0.1	A
EBT	EB Mass Ave	EB Mass Ave	475	A	-	0.1	47.5					
EBR1	EB Mass Ave	Appleton Pl	10	A	F	0.7	7					
EBR2	EB Mass Ave	Appleton St	10	A	F	0.7	7					
WBL2	WB Mass Ave	Appleton Pl	1	B	F	4.1	4.1	WB	480	1755.6	3.7	A
WBL1	WB Mass Ave	Appleton St	125	B	F	4.1	512.5					
WBT	WB Mass Ave	WB Mass Ave	352	B	-	3.5	1232					
WBR	WB Mass Ave	Driveway	2	B	-	3.5	7					
NBL2	Appleton Pl	Appleton St	3	-	E	8.4	25.2	NB	28	802.7	28.7	D
NBL1	Appleton Pl	WB Mass Ave	9	C	E	31.1	279.9					
NBT	Appleton Pl	Driveway	1	C	E	31.1	31.1					
NBR	Appleton Pl	EB Mass Ave	15	C	E	31.1	466.5					
SBL2	Driveway	EB Mass Ave	1	D	-	22.7	22.7	SB	5	114.1	22.8	C
SBL1	Driveway	Appleton Pl	0	D	F	23.3	0					
SBR1	Driveway	Appleton St	1	D	F	23.3	23.3					
SBR2	Driveway	WB Mass Ave	3	D	-	22.7	68.1					
NEL1	Appleton St	WB Mass Ave	11	C	G	35.0	385	NE	370	12813.8	34.6	D
NEL2	Appleton St	Driveway	0	C	G	35.0	0					
NER1	Appleton St	EB Mass Ave	353	C	G	35.0	12355					
NER2	Appleton St	Appleton Pl	6	-	G	12.3	73.8					

EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound, NE/NEB = Northeast-bound  
L = Left-Turn, T = Through, R = Right, L1 = Bear Left, L2 = Hard Left, R1 = Bear Right, R2 = Hard Right

**2025 Build Conditions PM Peak Hour**

**Intersection B: Massachusetts Avenue and Forest Street/Burton Street/Mirak Mill Innovation Park West Driveway**

Lane Group Designation	Node-Specific Lane Group	Approach Roadway	Average Delay (s)	Stand-Alone LOS
<b>Node 1</b>				
A	EB - LTR	Mass Ave (EB)	5.6	A
B	WB - LTR	Mass Ave (WB)	0.1	A
C	NB - LTR	Burton St	18.9	C
D	SB - LTR	Forest St	30.5	D
<b>Node 2</b>				
E	EB - LT	Mass Ave (EB)	0.5	A
F	WB - TR	Mass Ave (WB)	0.0	A
G	SWB - LR	West Driveway	12.1	B

Overall Movement	From	To	Volume	Lane Group Node 1	Lane Group Node 2	Combined Average Delay (s)	Combined Total Delay (s)	Overall Lane Group	Lane Group Volume	Combined Total Delay (s)	Combined Average Delay (s)	LOS
EBL2	EB Mass Ave	Forest St	221	A	-	5.6	1237.6	EB	854	5097.9	6.0	A
EBL1	EB Mass Ave	West Driveway	18	A	E	6.1	109.8					
EBT	EB Mass Ave	EB Mass Ave	613	A	E	6.1	3739.3					
EBR	EB Mass Ave	Burton St	2	A	-	5.6	11.2					
WBL	WB Mass Ave	Burton St	3	B	F	0.1	0.3	WB	514	51.4	0.1	A
WBT	WB Mass Ave	WB Mass Ave	399	B	F	0.1	39.9					
WBR1	WB Mass Ave	Forest St	95	B	F	0.1	9.5					
WBR2	WB Mass Ave	West Driveway	17	-	F	0.1	1.7					
NBL2	Burton St	WB Mass Ave	1	C	-	18.9	18.9	NB	13	250.2	19.2	C
NBL1	Burton St	Forest St	3	C	-	18.9	56.7					
NBT	Burton St	West Driveway	0	C	E	19.4	0					
NBR	Burton St	EB Mass Ave	9	C	E	19.4	174.6					
SBL2	Forest St	West Driveway	0	D	E	31.0	0	SB	120	3681.0	30.7	D
SBL1	Forest St	EB Mass Ave	42	D	E	31.0	1302					
SBR1	Forest St	Burton St	4	D	-	30.5	122					
SBR2	Forest St	WB Mass Ave	74	D	-	30.5	2257					
SWL	West Driveway	EB Mass Ave	7	-	G	12.1	84.7	SW	26	316.5	12.2	B
SWT	West Driveway	Burton St	0	B	G	12.2	0					
SWR1	West Driveway	WB Mass Ave	13	B	G	12.2	158.6					
SWR2	West Driveway	Forest St	6	B	G	12.2	73.2					

EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound, SW/SWB = Southwest-bound  
L = Left-Turn, T = Through, R = Right, L1 = Bear Left, L2 = Hard Left, R1 = Bear Right, R2 = Hard Right



















# Appendix H: 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								
<b>Intersection Summary</b>												
Average Delay			7.6									
Intersection Capacity Utilization			81.9%		ICU Level of Service				D			
Analysis Period (min)			15									
* User Entered Value												

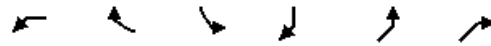
Lanes, Volumes, Timings  
2: Appleton St & Appleton Pl

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	
<b>Intersection Summary</b>						
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			
<b>Intersection Summary</b>						
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 <sub>t</sub>					0.976			0.908			0.907	
Fl <sub>t</sub> Protected		0.991			0.999						0.989	
Satd. Flow (prot)	0	1675	0	0	1764	0	0	1553	0	0	1670	0
Fl <sub>t</sub> 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								
<b>Intersection Summary</b>												
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						
Fr <sub>t</sub>			0.999		0.932	
Fl <sub>t</sub> Protected		0.998			0.976	
Satd. Flow (prot)	0	1585	1720	0	1613	0
Fl <sub>t</sub> 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			
<b>Intersection Summary</b>						
Average Delay			0.4			
Intersection Capacity Utilization			55.3%	ICU Level of Service		B
Analysis Period (min)			15			
* 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%
Analysis Period (min)	15
	ICU Level of Service A












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		
<b>Intersection Summary</b>						
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 <sub>t</sub>			0.998		0.907	
Fl <sub>t</sub> Protected		0.997			0.985	
Satd. Flow (prot)	0	1758	1677	0	1652	0
Fl <sub>t</sub> 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			
<b>Intersection Summary</b>						
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 <sub>t</sub>		0.986			0.966			0.993			0.975	
Fl <sub>t</sub> 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 <sub>t</sub> 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	
<b>Intersection Summary</b>												
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										
<b>Intersection Summary</b>												
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
<b>Intersection Summary</b>						
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					
<b>Intersection Summary</b>						
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 <sub>t</sub>		0.995			0.999			0.872			0.925	
Fl <sub>t</sub> Protected					0.987			0.997			0.989	
Satd. Flow (prot)	0	1724	0	0	1699	0	0	1669	0	0	1738	0
Fl <sub>t</sub> 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	
<b>Intersection Summary</b>												
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	*5.0	*5.0	*5.0
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	98	99	99
cM capacity (veh/h)	1149			1080			328	328	707	96	278	705
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	256								
Volume to Capacity	0.00	0.12	0.58	0.04								
Queue Length 95th (ft)	0	10	95	3								
Control Delay (s)	0.1	3.3	17.7	19.6								
Lane LOS	A	A	C	C								
Approach Delay (s)	0.1	3.3	17.7	19.6								
Approach LOS			C	C								
<b>Intersection Summary</b>												
Average Delay			6.4									
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	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	46.8%			ICU Level of Service A		
Analysis Period (min)	15					

















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			
<b>Intersection Summary</b>						
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 <sub>t</sub>					0.973			0.912			0.918	
Fl <sub>t</sub> Protected		0.987						0.995			0.983	
Satd. Flow (prot)	0	1676	0	0	1799	0	0	1552	0	0	1715	0
Fl <sub>t</sub> 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	
<b>Intersection Summary</b>												
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

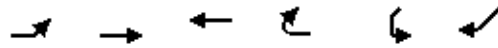
2020 Existing PM Peak Hour

												
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						
Fr <sub>t</sub>			0.999		0.899	
Fl <sub>t</sub> Protected					0.988	
Satd. Flow (prot)	0	1677	1769	0	1575	0
Fl <sub>t</sub> 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	

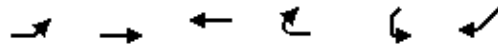
Intersection Summary

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			
<b>Intersection Summary</b>						
Average Delay			0.4			
Intersection Capacity Utilization			51.2%	ICU Level of Service		A
Analysis Period (min)			15			

\* 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	
<b>Intersection Summary</b>						
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						
Fr <sub>t</sub>			0.998		0.920	
Fl <sub>t</sub> Protected					0.980	
Satd. Flow (prot)	0	1863	1726	0	1775	0
Fl <sub>t</sub> 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	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	49.6%			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					
<b>Intersection Summary</b>						
Average Delay			2.3			
Intersection Capacity Utilization			14.6%		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										
<b>Intersection Summary</b>												
Average Delay			1.1									
Intersection Capacity Utilization			27.7%		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



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  
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

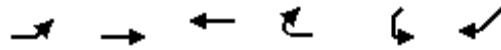
Intersection Summary			
Average Delay		25.8	
Intersection Capacity Utilization		100.8%	ICU Level of Service
Analysis Period (min)		15	G

\* User Entered Value



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
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>SW 1</b>			
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			
<b>Intersection Summary</b>						
Average Delay			0.5			
Intersection Capacity Utilization			57.9%	ICU Level of Service		B
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



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  
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										
<b>Intersection Summary</b>												
Average Delay			1.1									
Intersection Capacity Utilization			39.9%		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	
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>NB 1</b>	<b>SB 1</b>			
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					
<b>Intersection Summary</b>						
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								
<b>Intersection Summary</b>												
Average Delay			7.7									
Intersection Capacity Utilization			87.5%		ICU Level of Service				E			
Analysis Period (min)			15									
* User Entered Value												







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

2025 No-Build PM Peak Hour



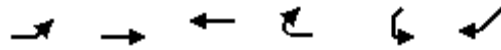
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	221	619	2	3	412	100	1	3	9	42	4	72
Future Volume (vph)	221	619	2	3	412	100	1	3	9	42	4	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	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 <sub>t</sub>					0.974			0.908			0.918	
Fl <sub>t</sub> Protected		0.987						0.995			0.983	
Satd. Flow (prot)	0	1676	0	0	1800	0	0	1545	0	0	1715	0
Fl <sub>t</sub> 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



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  
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
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>NB 1</b>			
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			
<b>Intersection Summary</b>						
Average Delay			0.1			
Intersection Capacity Utilization			51.6%	ICU Level of Service	A	
Analysis Period (min)			15			

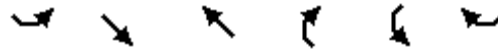
\* User Entered Value





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
<b>Direction, Lane #</b>	<b>SE 1</b>	<b>NW 1</b>	<b>SW 1</b>			
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			
<b>Intersection Summary</b>						
Average Delay			0.8			
Intersection Capacity Utilization			52.9%		ICU Level of Service	A
Analysis Period (min)			15			

\* User Entered Value





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



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
<b>Intersection Summary</b>						
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  
 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	371	51	316	402	0	19	0	175	1	0	0	
Future Volume (Veh/h)	0	371	51	316	402	0	19	0	175	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	495	68	376	479	0	22	0	206	1	0	0	
Pedestrians		109			215			118			215		
Lane Width (ft)		14.0			14.0			12.0			12.0		
Walking Speed (ft/s)		3.5			3.5			3.5			3.5		
Percent Blockage		12			24			11			20		
Right turn flare (veh)													
Median type		None			None								
Median storage (veh)													
Upstream signal (ft)													
pX, platoon unblocked													
vC, conflicting volume	694			681			1987	2093	862	2396	2127	803	
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	694			681			1987	2093	862	2396	2127	803	
tC, single (s)	4.1			4.1			*4.0	6.5	*3.0	*3.0	6.5	6.2	
tC, 2 stage (s)													
tF (s)	2.2			2.2			*3.0	4.0	*3.0	3.5	4.0	3.3	
p0 queue free %	100			54			79	100	63	99	100	100	
cM capacity (veh/h)	724			809			106	20	554	69	19	268	
Direction, Lane #	EB 1	WB 1	NB 1	SB 1									
Volume Total	563	855	228	1									
Volume Left	0	376	22	1									
Volume Right	68	0	206	0									
cSH	724	809	393	69									
Volume to Capacity	0.00	0.46	0.58	0.01									
Queue Length 95th (ft)	0	62	88	1									
Control Delay (s)	0.0	10.6	26.0	58.1									
Lane LOS		B	D	F									
Approach Delay (s)	0.0	10.6	26.0	58.1									
Approach LOS			D	F									
<b>Intersection Summary</b>													
Average Delay			9.2										
Intersection Capacity Utilization			88.6%		ICU Level of Service				E				
Analysis Period (min)			15										
* User Entered Value													



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

2025 Build AM Peak Hour



Movement	WBL	WBR	SBL	SBR	NEL	NER
Lane Configurations	Y		Y		Y	
Traffic Volume (veh/h)	39	32	29	338	162	9
Future Volume (Veh/h)	39	32	29	338	162	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	402	191	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	690	200	109		606	489
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	690	200	109		606	489
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		44	98
cM capacity (veh/h)	478	816	1352		340	585
Direction, Lane #	WB 1	SB 1	NE 1			
Volume Total	187	437	202			
Volume Left	0	35	191			
Volume Right	84	402	0			
cSH	587	1352	348			
Volume to Capacity	0.32	0.03	0.58			
Queue Length 95th (ft)	34	2	87			
Control Delay (s)	14.0	0.9	28.7			
Lane LOS	B	A	D			
Approach Delay (s)	14.0	0.9	28.7			
Approach LOS	B		D			
<b>Intersection Summary</b>						
Average Delay			10.6			
Intersection Capacity Utilization			60.4%	ICU Level of Service	B	
Analysis Period (min)			15			
* 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)	18	527	608	6	1	0
Future Volume (vph)	18	527	608	6	1	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	14	10	10
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.999			
Flt Protected		0.998			0.950	
Satd. Flow (prot)	0	1584	1720	0	1685	0
Flt Permitted		0.998			0.950	
Satd. Flow (perm)	0	1584	1720	0	1685	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
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	8%	6%	1%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)	0	0	0	0		
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	21	606	699	7	4	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	627	706	0	4	0
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 54.6%

ICU Level of Service A

Analysis Period (min) 15



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)	533	2	0	610	1	8
Future Volume (vph)	533	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%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
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
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	9%	0%	0%	5%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)	0	0	0	0		
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	627	2	0	693	2	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	629	0	0	693	18	0
Sign Control	Free			Free	Stop	

Intersection Summary

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










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	512	603	9	20	7
Future Volume (Veh/h)	28	512	603	9	20	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	602	685	10	32	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	705				1378	710
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	705				1378	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				89	98
cM capacity (veh/h)	874				280	581
Direction, Lane #	SE 1	NW 1	SW 1			
Volume Total	635	695	43			
Volume Left	33	0	32			
Volume Right	0	10	11			
cSH	874	1700	323			
Volume to Capacity	0.04	0.41	0.13			
Queue Length 95th (ft)	3	0	11			
Control Delay (s)	1.0	0.0	17.9			
Lane LOS	A		C			
Approach Delay (s)	1.0	0.0	17.9			
Approach LOS			C			
<b>Intersection Summary</b>						
Average Delay			1.0			
Intersection Capacity Utilization			62.6%	ICU Level of Service		B
Analysis Period (min)			15			
* User Entered Value						



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	14	8	20	0
Future Volume (Veh/h)	2	1	14	8	20	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	23	13	57	0
<b>Pedestrians</b>						
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	144	30			36	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	144	30			36	
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			96	
cM capacity (veh/h)	821	1051			1466	
<b>Direction, Lane #</b>	<b>NW 1</b>	<b>NE 1</b>	<b>SW 1</b>			
Volume Total	4	36	57			
Volume Left	3	0	57			
Volume Right	1	13	0			
cSH	868	1700	1466			
Volume to Capacity	0.00	0.02	0.04			
Queue Length 95th (ft)	0	0	3			
Control Delay (s)	9.2	0.0	7.6			
Lane LOS	A		A			
Approach Delay (s)	9.2	0.0	7.6			
Approach LOS	A					
<b>Intersection Summary</b>						
Average Delay			4.8			
Intersection Capacity Utilization			17.8%	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	188	5	10	297	69
Future Volume (vph)	11	0	1	18	0	3	3	188	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
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
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 <sub>t</sub>		0.988			0.982			0.997			0.975	
Fl <sub>t</sub> 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 <sub>t</sub> 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
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	25%	0%	0%	33%	1%	33%	0%	1%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	20	0	2	26	0	4	4	229	6	12	345	80
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	22	0	0	30	0	0	239	0	0	437	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	39.2%
ICU Level of Service	A
Analysis Period (min)	15










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

2025 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	18	0	3	3	188	5	10	297	69
Future Volume (Veh/h)	11	0	1	18	0	3	3	188	5	10	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	26	0	4	4	229	6	12	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	676	668	411	667	705	245	438			238		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	676	668	411	667	705	245	438			238		
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	92	100	99	100			99		
cM capacity (veh/h)	353	371	630	330	354	790	964			1337		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	22	30	239	437								
Volume Left	20	26	4	12								
Volume Right	2	4	6	80								
cSH	368	357	964	1337								
Volume to Capacity	0.06	0.08	0.00	0.01								
Queue Length 95th (ft)	5	7	0	1								
Control Delay (s)	15.4	16.0	0.2	0.3								
Lane LOS	C	C	A	A								
Approach Delay (s)	15.4	16.0	0.2	0.3								
Approach LOS	C	C										
<b>Intersection Summary</b>												
Average Delay			1.4									
Intersection Capacity Utilization			39.2%		ICU Level of Service					A		
Analysis Period (min)			15									

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

2025 Build AM Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	11	1	8	6	3	10
Future Volume (vph)	11	1	8	6	3	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.987		0.943			
Flt Protected	0.957					0.988
Satd. Flow (prot)	1795	0	1447	0	0	1450
Flt Permitted	0.957					0.988
Satd. Flow (perm)	1795	0	1447	0	0	1450
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
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	14%	8%	0%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)			0	0	0	0
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	29	3	11	8	4	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	32	0	19	0	0	16
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 Build AM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	11	1	8	6	3	10
Future Volume (Veh/h)	11	1	8	6	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	3	11	8	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	99	79			51	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	99	79			51	
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)	848	928			1520	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	32	19	16			
Volume Left	29	0	4			
Volume Right	3	8	0			
cSH	855	1700	1520			
Volume to Capacity	0.04	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					
<b>Intersection Summary</b>						
Average Delay			4.9			
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	475	20	123	349	2	20	1	367	1	1	3
Future Volume (vph)	3	475	20	123	349	2	20	1	367	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%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
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 <sub>t</sub>		0.994			0.999			0.872			0.925	
Fl <sub>t</sub> Protected					0.987			0.997			0.989	
Satd. Flow (prot)	0	1722	0	0	1699	0	0	1669	0	0	1738	0
Fl <sub>t</sub> Permitted					0.987			0.997			0.989	
Satd. Flow (perm)	0	1722	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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
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						
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	3	511	22	140	397	2	22	1	408	2	2	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	536	0	0	539	0	0	431	0	0	9	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	87.8%
ICU Level of Service	E
Analysis Period (min)	15

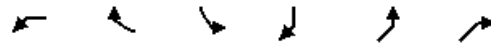
HCM Unsignalized Intersection Capacity Analysis  
 1: Appleton St & Appleton Pl & Massachusetts Ave

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	475	20	123	349	2	20	1	367	1	1	3
Future Volume (Veh/h)	3	475	20	123	349	2	20	1	367	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	511	22	140	397	2	22	1	408	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	426			540			1240	1241	556	1668	1251	446
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	426			540			1240	1241	556	1668	1251	446
tC, single (s)	4.1			4.1			*5.0	*5.0	*5.0	*5.0	*5.0	*5.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			*3.0	*3.0	*3.0	*3.0	*3.0	*3.0
p0 queue free %	100			86			92	100	39	97	99	99
cM capacity (veh/h)	1115			1027			288	286	667	70	283	736
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	536	539	431	9								
Volume Left	3	140	22	2								
Volume Right	22	2	408	5								
cSH	1115	1027	623	212								
Volume to Capacity	0.00	0.14	0.69	0.04								
Queue Length 95th (ft)	0	12	137	3								
Control Delay (s)	0.1	3.5	22.7	22.7								
Lane LOS	A	A	C	C								
Approach Delay (s)	0.1	3.5	22.7	22.7								
Approach LOS			C	C								
<b>Intersection Summary</b>												
Average Delay			7.9									
Intersection Capacity Utilization			87.8%		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



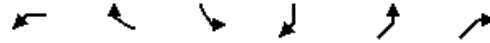
Lane Group	WBL	WBR	SBL	SBR	NEL	NER
Lane Configurations						
Traffic Volume (vph)	3	25	11	133	363	6
Future Volume (vph)	3	25	11	133	363	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12
Grade (%)	-4%		0%		-4%	
Storage Length (ft)	0	0	0	0	0	0
Storage Lanes	1	0	1	0	1	0
Taper Length (ft)	25		25		25	
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
Confl. Bikes (#/hr)						
Peak Hour Factor	0.65	0.65	0.84	0.84	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)					0	0
Mid-Block Traffic (%)	0%		0%		0%	
Adj. Flow (vph)	5	38	13	158	403	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	43	0	171	0	410	0
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	W		W		W	
Traffic Volume (veh/h)	3	25	11	133	363	6
Future Volume (Veh/h)	3	25	11	133	363	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	158	403	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	224	38	20		184	145
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	224	38	20		184	145
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)	921	1117	1581		899	996
Direction, Lane #	WB 1	SB 1	NE 1			
Volume Total	43	171	410			
Volume Left	0	13	403			
Volume Right	38	158	0			
cSH	1090	1581	900			
Volume to Capacity	0.04	0.01	0.46			
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			
<b>Intersection Summary</b>						
Average Delay			8.8			
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	404	97	1	3	9	42	4	75
Future Volume (vph)	220	631	2	3	404	97	1	3	9	42	4	75
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
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
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 <sub>t</sub>					0.974			0.908			0.916	
Fl <sub>t</sub> Protected		0.987						0.995			0.983	
Satd. Flow (prot)	0	1676	0	0	1800	0	0	1545	0	0	1711	0
Fl <sub>t</sub> Permitted		0.987						0.995			0.983	
Satd. Flow (perm)	0	1676	0	0	1800	0	0	1545	0	0	1711	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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	9%	0%	0%	3%	2%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)	0	0	0				0	0	0			
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	237	678	2	3	459	110	2	5	15	52	5	93
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	917	0	0	572	0	0	22	0	0	150	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	97.9%
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	404	97	1	3	9	42	4	75	
Future Volume (Veh/h)	220	631	2	3	404	97	1	3	9	42	4	75	
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	459	110	2	5	15	52	5	93	
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	588			701			1810	1768	716	1726	1714	554	
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	588			701			1810	1768	716	1726	1714	554	
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)	964			887			119	142	569	149	151	666	
Direction, Lane #	EB 1	WB 1	NB 1	SB 1									
Volume Total	917	572	22	150									
Volume Left	237	3	2	52									
Volume Right	2	110	15	93									
cSH	964	887	281	287									
Volume to Capacity	0.25	0.00	0.08	0.52									
Queue Length 95th (ft)	24	0	6	71									
Control Delay (s)	5.6	0.1	18.9	30.5									
Lane LOS	A	A	C	D									
Approach Delay (s)	5.6	0.1	18.9	30.5									
Approach LOS			C	D									
<b>Intersection Summary</b>													
Average Delay			6.1										
Intersection Capacity Utilization			97.9%		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	497	18	2	7
Future Volume (vph)	18	664	497	18	2	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	14	10	10
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Fr <sub>t</sub>			0.995		0.894	
Fl <sub>t</sub> Protected		0.999			0.989	
Satd. Flow (prot)	0	1676	1764	0	1568	0
Fl <sub>t</sub> Permitted		0.999			0.989	
Satd. Flow (perm)	0	1676	1764	0	1568	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
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	3%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)	0	0	0	0		
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	19	714	565	20	3	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	733	585	0	14	0
Sign Control		Free	Free		Stop	

Intersection Summary

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



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	497	18	2	7
Future Volume (Veh/h)	18	664	497	18	2	7
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.93	0.93	0.88	0.88	0.64	0.64
Hourly flow rate (vph)	19	714	565	20	3	11
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				99	98
cM capacity (veh/h)	1000				296	655

Direction, Lane #	EB 1	WB 1	SW 1
Volume Total	733	585	14
Volume Left	19	0	3
Volume Right	0	20	11
cSH	1000	1700	519
Volume to Capacity	0.02	0.34	0.03
Queue Length 95th (ft)	1	0	2
Control Delay (s)	0.5	0.0	12.1
Lane LOS	A		B
Approach Delay (s)	0.5	0.0	12.1
Approach LOS			B

Intersection Summary		
Average Delay		0.4
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)	664	3	2	518	1	1
Future Volume (vph)	664	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%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
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
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	3%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)	0	0	0	0		
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	722	3	2	576	2	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	725	0	0	578	4	0
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	51.4%
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)	664	3	2	518	1	1
Future Volume (Veh/h)	664	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)	722	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			733		1320	740
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			733		1320	740
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)			861		311	566
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	725	578	4			
Volume Left	0	2	2			
Volume Right	3	0	2			
cSH	1700	861	401			
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		
<b>Intersection Summary</b>						
Average Delay			0.1			
Intersection Capacity Utilization			51.4%	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	658	500	9	22	18
Future Volume (vph)	4	658	500	9	22	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	14	14	14
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.998		0.939	
Flt Protected					0.973	
Satd. Flow (prot)	0	1863	1726	0	1811	0
Flt Permitted					0.973	
Satd. Flow (perm)	0	1863	1726	0	1811	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
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	2%	0%	0%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)			6	0		
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	4	671	556	10	44	36
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	675	566	0	80	0
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	52.7%
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	658	500	9	22	18
Future Volume (Veh/h)	4	658	500	9	22	18
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	671	556	10	44	36
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	587				1282	602
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	587				1282	602
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)	975				313	634
Direction, Lane #	SE 1	NW 1	SW 1			
Volume Total	675	566	80			
Volume Left	4	0	44			
Volume Right	0	10	36			
cSH	975	1700	405			
Volume to Capacity	0.00	0.33	0.20			
Queue Length 95th (ft)	0	0	18			
Control Delay (s)	0.1	0.0	16.1			
Lane LOS	A		C			
Approach Delay (s)	0.1	0.0	16.1			
Approach LOS			C			
<b>Intersection Summary</b>						
Average Delay			1.0			
Intersection Capacity Utilization			52.7%	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 Build PM Peak Hour










						
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	9	2	30	3	8	0
Future Volume (vph)	9	2	30	3	8	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	9	9
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.979		0.988			
Flt Protected	0.960					0.950
Satd. Flow (prot)	1607	0	1877	0	0	1624
Flt Permitted	0.960					0.950
Satd. Flow (perm)	1607	0	1877	0	0	1624
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	
Confl. Bikes (#/hr)						
Peak Hour Factor	0.58	0.58	0.58	0.58	0.50	0.50
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)	0	0				
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	16	3	52	5	16	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	57	0	0	16
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized  
 Intersection Capacity Utilization 17.3% 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 PM Peak Hour

						
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	9	2	30	3	8	0
Future Volume (Veh/h)	9	2	30	3	8	0
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)	16	3	52	5	16	0
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	90	58			59	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	90	58			59	
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			99	
cM capacity (veh/h)	902	1010			1555	
Direction, Lane #	NW 1	NE 1	SW 1			
Volume Total	19	57	16			
Volume Left	16	0	16			
Volume Right	3	5	0			
cSH	917	1700	1555			
Volume to Capacity	0.02	0.03	0.01			
Queue Length 95th (ft)	2	0	1			
Control Delay (s)	9.0	0.0	7.3			
Lane LOS	A		A			
Approach Delay (s)	9.0	0.0	7.3			
Approach LOS	A					
<b>Intersection Summary</b>						
Average Delay			3.1			
Intersection Capacity Utilization			17.3%	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	13	1	3	4	299	5	2	99	6
Future Volume (vph)	8	1	2	13	1	3	4	299	5	2	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
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
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 <sub>t</sub>		0.979			0.980			0.998			0.993	
Fl <sub>t</sub> Protected		0.963			0.966			0.999			0.999	
Satd. Flow (prot)	0	1732	0	0	1739	0	0	1870	0	0	1822	0
Fl <sub>t</sub> Permitted		0.963			0.966			0.999			0.999	
Satd. Flow (perm)	0	1732	0	0	1739	0	0	1870	0	0	1822	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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	25%	1%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	10	1	2	19	4	4	4	322	5	2	118	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	13	0	0	27	0	0	331	0	0	127	0
Sign Control		Stop			Stop			Free			Free	













Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	29.9%
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	13	1	3	4	299	5	2	99	6
Future Volume (Veh/h)	8	1	2	13	1	3	4	299	5	2	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	19	4	4	4	322	5	2	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	475	468	134	468	470	332	131			329		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	475	468	134	468	470	332	131			329		
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			100		
cM capacity (veh/h)	488	490	911	498	489	710	1317			1240		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	13	27	331	127								
Volume Left	10	19	4	2								
Volume Right	2	4	5	7								
cSH	526	520	1317	1240								
Volume to Capacity	0.02	0.05	0.00	0.00								
Queue Length 95th (ft)	2	4	0	0								
Control Delay (s)	12.0	12.3	0.1	0.1								
Lane LOS	B	B	A	A								
Approach Delay (s)	12.0	12.3	0.1	0.1								
Approach LOS	B	B										
<b>Intersection Summary</b>												
Average Delay			1.1									
Intersection Capacity Utilization			29.9%		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 Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
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
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	25%	0%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)			0	0	0	0
Mid-Block Traffic (%)	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
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					
<b>Intersection Summary</b>						
Average Delay			3.0			
Intersection Capacity Utilization			16.7%	ICU Level of Service		A
Analysis Period (min)			15			



Appendix I: "Mill Building" Tenant Occupancy Data





The information below is taken from the ALTA Survey, dated February 8, 2021, and the Town Assessor's database property card information from the assessor's website.

1 WORKBAR

FLOOR/LEVEL	GSF	NOTES
1st Floor	5,835	Based on ALTA survey, dated February 8, 2021.
2nd Floor	5,835	Based on ALTA survey, dated February 8, 2021.
<b>TOTAL GSF</b>	<b>11,670</b>	

7 BUILDING 1

FLOOR/LEVEL	GSF	NOTES
1st Floor (FFL)	6,734	
2nd Floor (SFL)	4,848	
3rd Floor (TFL)	4,848	
4th Flr (Upper Floor (UFL))	4,848	
<b>TOTAL GSF</b>	<b>21,278</b>	

15 BUILDING 2

FLOOR/LEVEL	GSF	NOTES
1st Floor (FFL)	4,237	
2nd Floor (SFL)	3,674	
3rd Floor (TFL)	3,538	
<b>TOTAL GSF</b>	<b>11,449</b>	

22 BUILDING 3

FLOOR/LEVEL	GSF	NOTES
1st Floor	1,748	
<b>TOTAL GSF</b>	<b>1,748</b>	

27 INFILL BUILDINGS adj to BUILDING 1

FLOOR/LEVEL	GSF	NOTES
1st Floor	8,832	Based on Town property card. Building 3 area is broken out above.
<b>TOTAL GSF</b>	<b>8,832</b>	

32 **GRAND TOTAL GSF 54,977**