

# Appendix G: Transportation Supporting Documentation

## **Traffic Counts**

- Automatic Traffic Record Raw Data
- Turning Movement Count Raw Data

## **Vehicular Crash Data**

- Grouped Crash Data from MassDOT Website
- Crash Rate Sheets

## **Trip Generation**

- Program A Trip Generation Table
- Program B Trip Generation Table
- Phase 1 Project Trip Generation Table

## **Intersection Capacity Analysis**

- Existing Condition Results
- No-Build Conditions Results
- Phase 1 Project Condition Results
- Phase 1 Project Condition with Mitigation Results

# Traffic Counts

Automatic Traffic Record Raw Data

Turning Movement Count Raw Data

































Route 1A  
 north of Waldemar Avenue  
 City, State: Boston, MA  
 Client: VHB/ A. Berthoume



175607 A Volume  
 Site Code: 13796.00

Start Time	5/3/2017		5/4/2017		5/5/2017		5/6/2017		5/7/2017		5/8/2017		5/9/2017		Week Average	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	339	647	333	602	337	723	496	901	580	825	370	518	295	469	393	669
01:00	190	329	195	347	365	428	367	667	509	704	312	334	195	326	305	448
02:00	197	228	202	281	211	282	319	525	342	486	166	222	164	223	229	321
03:00	318	224	337	231	343	246	345	368	300	394	297	193	307	197	321	265
04:00	679	371	728	397	718	424	520	435	471	413	739	351	731	332	655	389
05:00	1606	647	1592	690	1497	697	759	563	622	528	1610	676	1563	655	1321	637
06:00	2104	901	2059	999	2076	865	1074	747	833	584	2127	947	2405	981	1811	861
07:00	2134	1146	2108	1270	2009	1279	1096	1033	907	764	2095	1243	2136	1195	1784	1133
08:00	2018	1171	2065	1168	1975	1220	1242	1105	1053	888	2026	1138	2059	1182	1777	1125
09:00	1954	1273	1971	1277	1680	1297	1416	1364	1357	1174	1833	1181	1870	1229	1726	1256
10:00	1858	1403	1820	1414	1647	1392	1605	1533	1485	1374	1617	1328	1686	1354	1674	1400
11:00	1711	1561	1604	1618	1665	1584	1659	1865	1552	1543	1594	1414	1623	1406	1630	1570
12:00 PM	1617	1620	1658	1653	1786	1744	1686	1946	1754	1855	1627	1479	1583	1415	1673	1673
01:00	1746	1550	1744	1700	1889	1659	1849	2039	1818	1945	1649	1605	1606	1519	1757	1717
02:00	1826	1849	1847	1977	1892	1897	1922	2138	1784	2024	1696	1769	1763	1843	1819	1928
03:00	1773	1905	1859	2028	1752	1952	1968	2086	1664	1890	1747	2071	1764	2107	1790	2006
04:00	1664	1974	1714	2105	1678	1947	1832	2032	1858	1752	1531	2043	1662	2120	1706	1996
05:00	1600	1998	1662	2181	1728	1901	1762	1924	1582	1797	1392	2139	1584	2200	1616	2020
06:00	1417	2083	1498	2092	1688	1955	1783	1756	1582	1716	1271	2016	1356	2117	1514	1962
07:00	1265	1882	1317	1847	1518	1725	1729	1552	1351	1593	1173	1522	1229	1741	1369	1695
08:00	1171	1500	1171	1605	1128	1474	1266	1436	1360	1457	1062	1366	968	1390	1161	1461
09:00	962	1363	1018	1403	1046	1312	1231	1500	1059	1230	883	1217	930	1352	1018	1340
10:00	823	1130	815	1287	952	1428	1010	1364	797	1080	726	1012	786	1180	844	1212
11:00	514	1041	552	1213	664	1274	766	1183	506	856	450	859	483	911	562	1048
Total	31486	29796	31869	31385	32244	30705	29702	32062	27126	28872	29993	28643	30748	29444	30455	30132
Day	61282		63254		62949		61764		55998		58636		60192		60587	
AM Peak	07:00	11:00	07:00	11:00	06:00	11:00	11:00	11:00	11:00	11:00	06:00	11:00	06:00	11:00	06:00	11:00
Vol.	2134	1561	2108	1618	2076	1584	1659	1865	1552	1543	2127	1414	2405	1406	1811	1570
PM Peak	14:00	18:00	15:00	17:00	14:00	18:00	15:00	14:00	16:00	14:00	15:00	17:00	15:00	17:00	14:00	17:00
Vol.	1826	2083	1859	2181	1892	1955	1968	2138	1858	2024	1747	2139	1764	2200	1819	2020

Comb. Total	61282	63254	62949	61764	55998	58636	60192	60587
ADT	ADT 60,582	AADT 60,582						



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

Route 1A  
north of Waldemar Avenue  
City, State: Boston, MA  
Client: VHB/ A. Berthume

175607 A Volume  
Site Code: 13796.00

Start Time	SB		NB		Combin ed		5/3/2017 Wed							
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.						
12:00	97	372	195	410	292	782								
12:15	89	404	178	401	267	805								
12:30	90	419	135	390	225	809								
12:45	63	339 422	1617 139	647 419	1620 202	986 841	3237							
01:00	62	438	105	391	167	829								
01:15	42	416	90	400	132	816								
01:30	44	464	67	385	111	849								
01:45	42	190 428	1746 67	329 374	1550 109	519 802	3296							
02:00	46	430	56	429	102	859								
02:15	46	478	61	485	107	963								
02:30	48	454	58	494	106	948								
02:45	57	197 464	1826 53	228 441	1849 110	425 905	3675							
03:00	60	457	51	494	111	951								
03:15	60	441	44	463	104	904								
03:30	93	432	60	463	153	895								
03:45	105	318 443	1773 69	224 485	1905 174	542 928	3678							
04:00	109	438	71	478	180	916								
04:15	156	411	89	516	245	927								
04:30	193	398	90	489	283	887								
04:45	221	679 417	1664 121	371 491	1974 342	1050 908	3638							
05:00	288	415	124	465	412	880								
05:15	353	403	150	504	503	907								
05:30	456	402	174	542	630	944								
05:45	509	1606 380	1600 199	647 487	1998 708	2253 867	3598							
06:00	494	380	208	525	702	905								
06:15	555	377	204	471	759	848								
06:30	559	360	202	544	761	904								
06:45	496	2104 300	1417 287	901 543	2083 783	3005 843	3500							
07:00	549	342	250	468	799	810								
07:15	564	286	321	526	885	812								
07:30	508	318	314	471	822	789								
07:45	513	2134 319	1265 261	1146 417	1882 774	3280 736	3147							
08:00	486	298	290	367	776	665								
08:15	525	296	299	366	824	662								
08:30	491	301	265	409	756	710								
08:45	516	2018 276	1171 317	1171 358	1500 833	3189 634	2671							
09:00	492	270	275	325	767	595								
09:15	502	259	328	368	830	627								
09:30	476	214	334	330	810	544								
09:45	484	1954 219	962 336	1273 340	1363 820	3227 559	2325							
10:00	452	204	338	297	790	501								
10:15	458	206	329	279	787	485								
10:30	508	197	375	280	883	477								
10:45	440	1858 216	823 361	1403 274	1130 801	3261 490	1953							
11:00	450	149	414	308	864	457								
11:15	410	135	379	282	789	417								
11:30	424	122	370	266	794	388								
11:45	427	1711 108	514 398	1561 185	1041 825	3272 293	1555							
Total	15108	16378	9901	19895	25009	36273								
Percent	60.4%	45.2%	39.6%	54.8%										
Day Total		31486		29796		61282								
Peak	06:30	-	02:15	-	11:00	-	06:00	-	10:30	-	02:15	-	-	-
Vol.	2168	-	1853	-	1561	-	2083	-	3337	-	3767	-	-	-
P.H.F.	0.961		0.969		0.943		0.957		0.945		0.978			



PRECISION  
D A T A  
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702  
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Route 1A  
north of Waldemar Avenue  
City, State: Boston, MA  
Client: VHB/ A. Berthoume

175607 A Volume  
Site Code: 13796.00

Start Time	SB		NB		Combin ed		5/4/2017 Thu							
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.								
12:00	87	425	188	434	275	859								
12:15	86	442	152	425	238	867								
12:30	71	405	126	410	197	815								
12:45	89	333 386	1658 136	602 384	1653 225	935 770	3311							
01:00	57	460	114	418	171	878								
01:15	54	420	98	437	152	857								
01:30	44	395	81	385	125	780								
01:45	40	195 469	1744 54	347 460	1700 94	542 929	3444							
02:00	45	475	63	489	108	964								
02:15	47	410	84	505	131	915								
02:30	49	496	66	494	115	990								
02:45	61	202 466	1847 68	281 489	1977 129	483 955	3824							
03:00	46	496	45	507	91	1003								
03:15	63	441	58	501	121	942								
03:30	100	474	55	504	155	978								
03:45	128	337 448	1859 73	231 516	2028 201	568 964	3887							
04:00	130	422	95	488	225	910								
04:15	180	418	87	549	267	967								
04:30	190	431	106	541	296	972								
04:45	228	728 443	1714 109	397 527	2105 337	1125 970	3819							
05:00	282	425	158	553	440	978								
05:15	374	409	162	544	536	953								
05:30	459	427	164	546	623	973								
05:45	477	1592 401	1662 206	690 538	2181 683	2282 939	3843							
06:00	499	405	230	495	729	900								
06:15	534	374	235	519	769	893								
06:30	519	368	249	543	768	911								
06:45	507	2059 351	1498 285	999 535	2092 792	3058 886	3590							
07:00	541	293	322	493	863	786								
07:15	539	364	311	482	850	846								
07:30	522	358	300	447	822	805								
07:45	506	2108 302	1317 337	1270 425	1847 843	3378 727	3164							
08:00	522	302	296	369	818	671								
08:15	527	297	294	393	821	690								
08:30	526	305	279	445	805	750								
08:45	490	2065 267	1171 299	1168 398	1605 789	3233 665	2776							
09:00	481	293	322	351	803	644								
09:15	501	257	294	412	795	669								
09:30	490	240	322	323	812	563								
09:45	499	1971 228	1018 339	1277 317	1403 838	3248 545	2421							
10:00	455	217	288	284	743	501								
10:15	457	209	340	367	797	576								
10:30	439	196	388	344	827	540								
10:45	469	1820 193	815 398	1414 292	1287 867	3234 485	2102							
11:00	380	159	440	373	820	532								
11:15	367	129	384	326	751	455								
11:30	442	155	398	271	840	426								
11:45	415	1604 109	552 396	1618 243	1213 811	3222 352	1765							
Total	15014	16855	10294	21091	25308	37946								
Percent	59.3%	44.4%	40.7%	55.6%										
Day Total		31869		31385		63254								
Peak	06:45	-	02:30	-	10:45	-	05:00	-	07:00	-	02:30	-	-	-
Vol.	2109	-	1899	-	1620	-	2181	-	3378	-	3890	-	-	-
P.H.F.	0.975		0.957		0.920		0.986		0.979		0.970			



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Route 1A  
north of Waldemar Avenue  
City, State: Boston, MA  
Client: VHB/ A. Berthume

175607 A Volume  
Site Code: 13796.00

Start Time	SB		NB		Combin ed		5/5/2017 Fri							
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.								
12:00	110	448	205	445	315	893								
12:15	93	419	190	411	283	830								
12:30	59	466	166	449	225	915								
12:45	75	337 453	1786	162	723 439	1744	237 1060	892 3530						
01:00	74	466		88	392	162	858							
01:15	81	467		119	408	200	875							
01:30	118	470		121	435	239	905							
01:45	92	365 486	1889	100	428 424	1659	192 793	910 3548						
02:00	70	469		93	469	163	938							
02:15	54	479		58	474	112	953							
02:30	44	492		65	501	109	993							
02:45	43	211 452	1892	66	282 453	1897	109 493	905 3789						
03:00	57	455		51	474	108	929							
03:15	67	414		49	517	116	931							
03:30	100	448		63	474	163	922							
03:45	119	343 435	1752	83	246 487	1952	202 589	922 3704						
04:00	129	427		92	499	221	926							
04:15	169	447		87	499	256	946							
04:30	193	393		114	466	307	859							
04:45	227	718 411	1678	131	424 483	1947	358 1142	894 3625						
05:00	250	428		125	462	375	890							
05:15	365	404		162	492	527	896							
05:30	412	433		199	485	611	918							
05:45	470	1497 463	1728	211	697 462	1901	681 2194	925 3629						
06:00	510	449		203	457	713	906							
06:15	523	428		207	510	730	938							
06:30	532	414		231	492	763	906							
06:45	511	2076 397	1688	224	865 496	1955	735 2941	893 3643						
07:00	519	412		280	461	799	873							
07:15	498	404		318	459	816	863							
07:30	505	390		368	432	873	822							
07:45	487	2009 312	1518	313	1279 373	1725	800 3288	685 3243						
08:00	510	284		332	371	842	655							
08:15	511	300		271	396	782	696							
08:30	471	249		305	321	776	570							
08:45	483	1975 295	1128	312	1220 386	1474	795 3195	681 2602						
09:00	435	266		299	362	734	628							
09:15	399	270		339	301	738	571							
09:30	444	271		317	362	761	633							
09:45	402	1680 239	1046	342	1297 287	1312	744 2977	526 2358						
10:00	408	247		319	370	727	617							
10:15	399	275		359	373	758	648							
10:30	432	248		372	347	804	595							
10:45	408	1647 182	952	342	1392 338	1428	750 3039	520 2380						
11:00	396	204		419	326	815	530							
11:15	400	158		384	336	784	494							
11:30	414	156		379	337	793	493							
11:45	455	1665 146	664	402	1584 275	1274	857 3249	421 1938						
Total	14523	17721		10437	20268	24960	37989							
Percent	58.2%	46.6%		41.8%	53.4%									
Day Total		32244		30705		62949								
Peak	06:15	-	01:45	-	11:00	-	03:15	-	07:15	-	01:45	-	-	-
Vol.	2085	-	1926	-	1584	-	1977	-	3331	-	3794	-	-	-
P.H.F.	0.980		0.979		0.945		0.956		0.954		0.955			



PRECISION  
DATA  
INDUSTRIES, LLC  
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Route 1A  
north of Waldemar Avenue  
City, State: Boston, MA  
Client: VHB/ A. Berthume

175607 A Volume  
Site Code: 13796.00

Start Time	SB		NB		Combin ed		5/6/2017 Sat						
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.							
12:00	150	433	223	508	373	941							
12:15	135	418	244	501	379	919							
12:30	109	430	262	473	371	903							
12:45	102	405	1686	172	901	464	1946	274	1397	869	3632		
01:00	97	444	176	525	273	969							
01:15	106	468	160	496	266	964							
01:30	68	470	168	516	236	986							
01:45	96	367	467	1849	163	667	502	2039	259	1034	969	3888	
02:00	99	463	135	526	234	989							
02:15	87	472	139	558	226	1030							
02:30	73	488	135	521	208	1009							
02:45	60	319	499	1922	116	525	533	2138	176	844	1032	4060	
03:00	62	494	104	504	166	998							
03:15	69	492	96	532	165	1024							
03:30	99	508	67	510	166	1018							
03:45	115	345	474	1968	101	368	540	2086	216	713	1014	4054	
04:00	98	422	77	496	175	918							
04:15	123	446	121	524	244	970							
04:30	151	483	95	514	246	997							
04:45	148	520	481	1832	142	435	498	2032	290	955	979	3864	
05:00	151	460	116	514	267	974							
05:15	184	388	134	444	318	832							
05:30	214	446	148	465	362	911							
05:45	210	759	468	1762	165	563	501	1924	375	1322	969	3686	
06:00	237	491	140	459	377	950							
06:15	257	430	162	420	419	850							
06:30	307	431	225	434	532	865							
06:45	273	1074	431	1783	220	747	443	1756	493	1821	874	3539	
07:00	258	417	237	407	495	824							
07:15	285	489	272	361	557	850							
07:30	271	433	267	410	538	843							
07:45	282	1096	390	1729	257	1033	374	1552	539	2129	764	3281	
08:00	283	337	247	362	530	699							
08:15	300	322	286	321	586	643							
08:30	318	312	276	376	594	688							
08:45	341	1242	295	1266	296	1105	377	1436	637	2347	672	2702	
09:00	350	327	316	368	666	695							
09:15	335	285	350	364	685	649							
09:30	361	320	338	377	699	697							
09:45	370	1416	299	1231	360	1364	391	1500	730	2780	690	2731	
10:00	342	276	360	379	702	655							
10:15	414	256	357	340	771	596							
10:30	400	251	378	312	778	563							
10:45	449	1605	227	1010	438	1533	333	1364	887	3138	560	2374	
11:00	366	198	463	314	829	512							
11:15	413	218	478	290	891	508							
11:30	412	201	475	333	887	534							
11:45	468	1659	149	766	449	1865	246	1183	917	3524	395	1949	
Total	10898	18804	11106	20956	22004	39760							
Percent	49.5%	47.3%	50.5%	52.7%									
Day Total		29702		32062		61764							
Peak	11:00	-	02:45	-	11:00	-	02:00	-	11:00	-	02:45	-	-
Vol.	1659	-	1993	-	1865	-	2138	-	3524	-	4072	-	-
P.H.F.	0.886		0.981		0.975		0.958		0.961		0.986		



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north of Waldemar Avenue  
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Client: VHB/ A. Berthume

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Site Code: 13796.00

Start Time	SB		NB		Combin ed		5/7/2017 Sun							
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.								
12:00	166	428	233	456	399	884								
12:15	127	453	228	446	355	899								
12:30	144	440	198	453	342	893								
12:45	143	580	433	1754	166	825	500 1855 309 1405 933 3609							
01:00	161	457	220	510	381									
01:15	105	411	194	481	299									
01:30	115	473	166	484	281									
01:45	128	509	477	1818	124	704	470 1945 252 1213 947 3763							
02:00	139	450	127	480	266									
02:15	70	445	120	492	190									
02:30	72	449	129	510	201									
02:45	61	342	440	1784	110	486	542 2024 171 828 982 3808							
03:00	64	399	100	486	164									
03:15	66	418	106	493	172									
03:30	74	452	88	440	162									
03:45	96	300	395	1664	100	394	471 1890 196 694 866 3554							
04:00	111	487	94	455	205									
04:15	94	455	93	471	187									
04:30	136	465	105	415	241									
04:45	130	471	451	1858	121	413	411 1752 251 884 862 3610							
05:00	124	388	123	440	247									
05:15	147	414	100	455	247									
05:30	158	389	150	435	308									
05:45	193	622	391	1582	155	528	467 1797 348 1150 858 3379							
06:00	170	402	128	474	298									
06:15	224	417	125	382	349									
06:30	222	391	153	471	375									
06:45	217	833	372	1582	178	584	389 1716 395 1417 761 3298							
07:00	202	374	190	435	392									
07:15	220	299	200	383	420									
07:30	241	383	186	425	427									
07:45	244	907	295	1351	188	764	350 1593 432 1671 645 2944							
08:00	202	305	210	360	412									
08:15	237	337	206	358	443									
08:30	306	307	242	378	548									
08:45	308	1053	411	1360	230	888	361 1457 538 1941 772 2817							
09:00	311	267	267	343	578									
09:15	323	277	258	334	581									
09:30	390	277	358	283	748									
09:45	333	1357	238	1059	291	1174	270 1230 624 2531 508 2289							
10:00	306	228	313	275	619									
10:15	393	202	299	317	692									
10:30	359	192	402	276	761									
10:45	427	1485	175	797	360	1374	212 1080 787 2859 387 1877							
11:00	367	140	351	251	718									
11:15	392	141	383	216	775									
11:30	379	109	388	210	767									
11:45	414	1552	116	506	421	1543	179 856 835 3095 295 1362							
Total	10011	17115	9677	19195	19688	36310								
Percent	50.8%	47.1%	49.2%	52.9%										
Day Total		27126		28872		55998								
Peak	10:45	-	04:00	-	11:00	-	02:30	-	11:00	-	02:00	-	-	-
Vol.	1565	-	1858	-	1543	-	2031	-	3095	-	3808	-	-	-
P.H.F.	0.916		0.954		0.916		0.937		0.927		0.969			



Route 1A  
north of Waldemar Avenue  
City, State: Boston, MA  
Client: VHB/ A. Berthume

175607 A Volume  
Site Code: 13796.00

Start Time	SB		NB		Combin ed		5/8/2017 Mon					
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.						
12:00	88	409	152	333	240	742						
12:15	106	386	134	379	240	765						
12:30	87	440	119	396	206	836						
12:45	89	370 392	1627 113	518 371	1479 202	888 763	3106					
01:00	84	436	89	409	173	845						
01:15	101	367	98	378	199	745						
01:30	68	423	72	394	140	817						
01:45	59	312 423	1649 75	334 424	1605 134	646 847	3254					
02:00	40	420	68	430	108	850						
02:15	47	408	71	463	118	871						
02:30	43	416	43	429	86	845						
02:45	36	166 452	1696 40	222 447	1769 76	388 899	3465					
03:00	51	437	29	525	80	962						
03:15	60	418	49	522	109	940						
03:30	77	457	50	512	127	969						
03:45	109	297 435	1747 65	193 512	2071 174	490 947	3818					
04:00	123	363	49	519	172	882						
04:15	152	358	73	511	225	869						
04:30	219	438	99	529	318	967						
04:45	245	739 372	1531 130	351 484	2043 375	1090 856	3574					
05:00	301	334	144	511	445	845						
05:15	354	344	152	571	506	915						
05:30	448	360	203	538	651	898						
05:45	507	1610 354	1392 177	676 519	2139 684	2286 873	3531					
06:00	528	334	239	488	767	822						
06:15	546	342	203	544	749	886						
06:30	545	307	238	497	783	804						
06:45	508	2127 288	1271 267	947 487	2016 775	3074 775	3287					
07:00	536	332	304	380	840	712						
07:15	535	275	336	406	871	681						
07:30	496	293	299	379	795	672						
07:45	528	2095 273	1173 304	1243 357	1522 832	3338 630	2695					
08:00	517	271	268	355	785	626						
08:15	517	282	255	360	772	642						
08:30	508	261	302	329	810	590						
08:45	484	2026 248	1062 313	1138 322	1366 797	3164 570	2428					
09:00	458	222	267	318	725	540						
09:15	433	223	296	333	729	556						
09:30	477	213	290	279	767	492						
09:45	465	1833 225	883 328	1181 287	1217 793	3014 512	2100					
10:00	388	201	313	265	701	466						
10:15	412	187	329	237	741	424						
10:30	414	172	333	268	747	440						
10:45	403	1617 166	726 353	1328 242	1012 756	2945 408	1738					
11:00	434	139	334	252	768	391						
11:15	387	137	357	211	744	348						
11:30	418	84	368	219	786	303						
11:45	355	1594 90	450 355	1414 177	859 710	3008 267	1309					
Total	14786	15207	9545	19098	24331	34305						
Percent	60.8%	44.3%	39.2%	55.7%								
Day Total		29993		28643		58636						
Peak	06:15	-	02:45	-	11:00	-	05:00	-	07:00	-	03:00	-
Vol.	2135	-	1764	-	1414	-	2139	-	3338	-	3818	-
P.H.F.	0.978		0.965		0.961		0.937		0.958		0.985	



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

Route 1A  
north of Waldemar Avenue  
City, State: Boston, MA  
Client: VHB/ A. Berthume

175607 A Volume  
Site Code: 13796.00

Start Time	SB		NB		Combin ed		5/9/2017					
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Tue					
12:00	94	421	116	307	210	728						
12:15	81	411	112	385	193	796						
12:30	62	351	124	379	186	730						
12:45	58	295	400	1583	117	469	344	1415	175	764	744	2998
01:00	55		400		90		290		145		690	
01:15	50		410		91		362		141		772	
01:30	46		403		84		439		130		842	
01:45	44	195	393	1606	61	326	428	1519	105	521	821	3125
02:00	42		454		71		389		113		843	
02:15	31		475		41		454		72		929	
02:30	53		419		58		502		111		921	
02:45	38	164	415	1763	53	223	498	1843	91	387	913	3606
03:00	52		413		47		502		99		915	
03:15	70		457		35		553		105		1010	
03:30	79		457		50		525		129		982	
03:45	106	307	437	1764	65	197	527	2107	171	504	964	3871
04:00	111		403		61		545		172		948	
04:15	156		419		81		534		237		953	
04:30	208		426		83		470		291		896	
04:45	256	731	414	1662	107	332	571	2120	363	1063	985	3782
05:00	267		431		136		553		403		984	
05:15	320		370		151		542		471		912	
05:30	464		421		150		562		614		983	
05:45	512	1563	362	1584	218	655	543	2200	730	2218	905	3784
06:00	613		383		218		525		831		908	
06:15	600		333		215		545		815		878	
06:30	619		339		241		528		860		867	
06:45	573	2405	301	1356	307	981	519	2117	880	3386	820	3473
07:00	540		317		316		526		856		843	
07:15	547		324		303		480		850		804	
07:30	538		300		272		396		810		696	
07:45	511	2136	288	1229	304	1195	339	1741	815	3331	627	2970
08:00	528		254		319		346		847		600	
08:15	540		245		295		336		835		581	
08:30	504		228		287		362		791		590	
08:45	487	2059	241	968	281	1182	346	1390	768	3241	587	2358
09:00	463		219		293		356		756		575	
09:15	471		265		305		354		776		619	
09:30	496		246		337		323		833		569	
09:45	440	1870	200	930	294	1229	319	1352	734	3099	519	2282
10:00	412		213		322		275		734		488	
10:15	421		187		335		298		756		485	
10:30	435		191		353		316		788		507	
10:45	418	1686	195	786	344	1354	291	1180	762	3040	486	1966
11:00	413		138		335		300		748		438	
11:15	423		118		345		237		768		355	
11:30	396		125		374		204		770		329	
11:45	391	1623	102	483	352	1406	170	911	743	3029	272	1394
Total	15034		15714		9549		19895		24583		35609	
Percent	61.2%		44.1%		38.8%		55.9%					
Day Total		30748			29444				60192			
Peak	06:00	-	03:00	-	11:00	-	04:45	-	06:30	-	03:15	-
Vol.	2405	-	1764	-	1406	-	2228	-	3446	-	3904	-
P.H.F.	0.971		0.928		0.940		0.975		0.979		0.966	

































Route 1A  
 north of Tomasello Drive  
 City, State: Boston, MA  
 Client: VHB/ A. Berthoume



175607 B Volume  
 Site Code: 13796.00

Start Time	5/3/2017		5/4/2017		5/5/2017		5/6/2017		5/7/2017		5/8/2017		5/9/2017		Week Average	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	338	609	324	567	335	698	483	874	563	772	366	502	293	457	386	640
01:00	192	323	193	331	363	425	363	739	491	691	314	318	212	325	304	450
02:00	196	217	211	263	222	263	312	463	336	466	163	222	169	216	230	301
03:00	313	219	330	216	333	238	349	345	296	372	301	182	312	188	319	251
04:00	680	362	729	369	698	414	518	406	463	409	728	326	704	324	646	373
05:00	1579	627	1575	665	1482	677	756	557	615	532	1601	651	1556	631	1309	620
06:00	1940	829	1948	944	1983	807	1070	717	831	574	1991	910	2024	921	1684	815
07:00	1868	1077	1861	1196	1852	1188	1085	999	917	761	1852	1124	1878	1076	1616	1060
08:00	1920	1113	1941	1122	1885	1171	1245	1063	1048	863	1942	1096	1999	1118	1711	1078
09:00	1944	1226	1950	1235	1657	1230	1367	1312	1343	1128	1838	1126	1817	1172	1702	1204
10:00	1876	1365	1841	1356	1653	1322	1662	1405	1464	1293	1582	1285	1703	1298	1683	1332
11:00	1688	1458	1579	1484	1685	1446	1750	1648	1577	1433	1569	1341	1602	1339	1636	1450
12:00 PM	1618	1497	1680	1589	1816	1590	1778	1711	1770	1706	1644	1400	1594	1325	1700	1545
01:00	1747	1420	1743	1547	1867	1482	1876	1806	1835	1802	1628	1517	1585	1402	1754	1568
02:00	1772	1584	1791	1788	1891	1750	2020	1875	1784	1849	1679	1643	1766	1687	1815	1739
03:00	1810	1699	1817	1908	1717	1731	2035	1907	1674	1772	1716	1866	1744	1869	1788	1822
04:00	1636	1764	1707	1878	1663	1756	1865	1823	1811	1625	1507	1820	1629	1886	1688	1793
05:00	1596	1463	1612	1914	1728	1618	1779	1794	1583	1762	1417	1850	1578	1938	1613	1763
06:00	1477	1865	1489	1893	1684	1758	1766	1628	1548	1607	1252	1811	1412	1886	1518	1778
07:00	1258	1767	1282	1726	1496	1599	1585	1593	1324	1503	1160	1408	1208	1598	1330	1599
08:00	1125	1391	1162	1513	1094	1340	1255	1362	1154	1385	1044	1278	977	1316	1116	1369
09:00	928	1246	978	1323	1006	1308	1200	1420	988	1166	874	1167	882	1282	979	1273
10:00	785	1074	838	1227	938	1320	986	1299	759	1034	678	961	765	1144	821	1151
11:00	512	981	552	1177	668	1209	761	1136	494	831	426	825	485	901	557	1009
Total	30798	27176	31133	29231	31716	28340	29866	29882	26668	27336	29272	26629	29894	27299	29905	27983
Day	57974		60364		60056		59748		54004		55901		57193		57888	
AM Peak	09:00	11:00	09:00	11:00	06:00	11:00	11:00	11:00	11:00	11:00	06:00	11:00	06:00	11:00	08:00	11:00
Vol.	1944	1458	1950	1484	1983	1446	1750	1648	1577	1433	1991	1341	2024	1339	1711	1450
PM Peak	15:00	18:00	15:00	17:00	14:00	18:00	15:00	15:00	13:00	14:00	15:00	15:00	14:00	17:00	14:00	15:00
Vol.	1810	1865	1817	1914	1891	1758	2035	1907	1835	1849	1716	1866	1766	1938	1815	1822

Comb. Total	57974	60364	60056	59748	54004	55901	57193	57888
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ADT	ADT 57,891	AADT 57,891
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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

Route 1A  
north of Tomasello Drive  
City, State: Boston, MA  
Client: VHB/ A. Berthoume

175607 B Volume  
Site Code: 13796.00

Start Time	SB		NB		Combin ed		5/3/2017							
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Wed							
12:00	99	371	180	382	279	753								
12:15	89	397	167	367	256	764								
12:30	90	432	126	370	216	802								
12:45	60	338 418	1618 136	609 378	1497 196	947 796	3115							
01:00	64	428	97	366	161	794								
01:15	38	426	93	355	131	781								
01:30	49	469	66	353	115	822								
01:45	41	192 424	1747 67	323 346	1420 108	515 770	3167							
02:00	43	431	54	401	97	832								
02:15	44	453	56	402	100	855								
02:30	49	448	56	390	105	838								
02:45	60	196 440	1772 51	217 391	1584 111	413 831	3356							
03:00	57	460	50	435	107	895								
03:15	61	465	45	429	106	894								
03:30	89	443	56	409	145	852								
03:45	106	313 442	1810 68	219 426	1699 174	532 868	3509							
04:00	109	422	71	417	180	839								
04:15	152	412	86	468	238	880								
04:30	192	390	93	441	285	831								
04:45	227	680 412	1636 112	362 438	1764 339	1042 850	3400							
05:00	285	426	124	443	409	869								
05:15	359	390	144	467	503	857								
05:30	443	411	163	309	606	720								
05:45	492	1579 369	1596 196	627 244	1463 688	2206 613	3059							
06:00	488	405	196	445	684	850								
06:15	496	390	188	429	684	819								
06:30	514	374	189	495	703	869								
06:45	442	1940 308	1477 256	829 496	1865 698	2769 804	3342							
07:00	453	336	222	441	675	777								
07:15	492	287	306	477	798	764								
07:30	451	317	296	455	747	772								
07:45	472	1868 318	1258 253	1077 394	1767 725	2945 712	3025							
08:00	475	297	275	351	750	648								
08:15	471	282	281	338	752	620								
08:30	469	283	253	364	722	647								
08:45	505	1920 263	1125 304	1113 338	1391 809	3033 601	2516							
09:00	492	262	271	301	763	563								
09:15	500	255	321	338	821	593								
09:30	461	201	323	279	784	480								
09:45	491	1944 210	928 311	1226 328	1246 802	3170 538	2174							
10:00	452	204	332	285	784	489								
10:15	480	191	313	254	793	445								
10:30	485	185	365	268	850	453								
10:45	459	1876 205	785 355	1365 267	1074 814	3241 472	1859							
11:00	435	147	393	282	828	429								
11:15	416	133	351	263	767	396								
11:30	419	121	349	254	768	375								
11:45	418	1688 111	512 365	1458 182	981 783	3146 293	1493							
Total	14534	16264	9425	17751	23959	34015								
Percent	60.7%	47.8%	39.3%	52.2%										
Day Total		30798		27176		57974								
Peak	05:45	-	02:30	-	10:30	-	06:30	-	10:15	-	03:00	-	-	-
Vol.	1990	-	1813	-	1464	-	1909	-	3285	-	3509	-	-	-
P.H.F.	0.968		0.975		0.931		0.962		0.966		0.980			





PRECISION  
DATA  
INDUSTRIES, LLC

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

Route 1A  
north of Tomasello Drive  
City, State: Boston, MA  
Client: VHB/ A. Berthoume

175607 B Volume  
Site Code: 13796.00

Start Time	SB		NB		Combin ed		5/4/2017 Thu							
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.								
12:00	84	436	177	455	261	891								
12:15	93	445	145	400	238	845								
12:30	74	412	120	383	194	795								
12:45	73	324 387	1680	125 567	351 1589	198 891	738 3269							
01:00	54	457	107	366	161	823								
01:15	56	419	92	413	148	832								
01:30	43	397	80	358	123	755								
01:45	40	193 470	1743	52 331	410 1547	92 524	880 3290							
02:00	47	454	59	458	106	912								
02:15	47	386	79	436	126	822								
02:30	53	483	61	463	114	946								
02:45	64	211 468	1791	64 263	431 1788	128 474	899 3579							
03:00	45	470	44	475	89	945								
03:15	59	434	55	456	114	890								
03:30	102	475	52	468	154	943								
03:45	124	330 438	1817	65 216	509 1908	189 546	947 3725							
04:00	120	423	86	433	206	856								
04:15	180	410	83	495	263	905								
04:30	187	431	103	476	290	907								
04:45	242	729 443	1707	97 369	474 1878	339 1098	917 3585							
05:00	266	415	160	497	426	912								
05:15	369	381	157	464	526	845								
05:30	455	409	155	475	610	884								
05:45	485	1575 407	1612	193 665	478 1914	678 2240	885 3526							
06:00	519	395	218	437	737	832								
06:15	491	375	240	461	731	836								
06:30	491	369	228	483	719	852								
06:45	447	1948 350	1489	258 944	512 1893	705 2892	862 3382							
07:00	437	301	287	473	724	774								
07:15	459	349	303	424	762	773								
07:30	473	340	283	424	756	764								
07:45	492	1861 292	1282	323 1196	405 1726	815 3057	697 3008							
08:00	470	292	279	338	749	630								
08:15	499	304	288	376	787	680								
08:30	492	302	273	418	765	720								
08:45	480	1941 264	1162	282 1122	381 1513	762 3063	645 2675							
09:00	488	278	308	319	796	597								
09:15	488	244	287	387	775	631								
09:30	480	229	318	307	798	536								
09:45	494	1950 227	978	322 1235	310 1323	816 3185	537 2301							
10:00	445	217	271	268	716	485								
10:15	475	211	329	357	804	568								
10:30	432	200	368	317	800	517								
10:45	489	1841 210	838	388 1356	285 1227	877 3197	495 2065							
11:00	364	161	385	348	749	509								
11:15	369	130	374	307	743	437								
11:30	436	151	368	286	804	437								
11:45	410	1579 110	552	357 1484	236 1177	767 3063	346 1729							
Total	14482	16651	9748	19483	24230	36134								
Percent	59.8%	46.1%	40.2%	53.9%										
Day Total		31133		29231		60364								
Peak	05:45	-	02:30	-	10:30	-	04:15	-	10:15	-	03:00	-	-	-
Vol.	1986	-	1855	-	1515	-	1942	-	3230	-	3725	-	-	-
P.H.F.	0.957		0.960		0.976		0.977		0.921		0.983			



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

Route 1A  
north of Tomasello Drive  
City, State: Boston, MA  
Client: VHB/ A. Berthaume

175607 B Volume  
Site Code: 13796.00

Start Time	SB		NB		Combin ed		5/5/2017 Fri						
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.							
12:00	111	455	187	398	298	853							
12:15	93	434	197	361	290	795							
12:30	55	461	161	412	216	873							
12:45	76	335 466	1816 153	698 419	1590 229	1033 885	3406						
01:00	74	464	89	353	163	817							
01:15	82	465	122	367	204	832							
01:30	115	472	113	392	228	864							
01:45	92	363 466	1867 101	425 370	1482 193	788 836	3349						
02:00	72	462	85	432	157	894							
02:15	57	475	55	437	112	912							
02:30	44	477	59	466	103	943							
02:45	49	222 477	1891 64	263 415	1750 113	485 892	3641						
03:00	56	446	53	421	109	867							
03:15	63	408	47	452	110	860							
03:30	99	447	58	428	157	875							
03:45	115	333 416	1717 80	238 430	1731 195	571 846	3448						
04:00	118	425	91	444	209	869							
04:15	159	441	83	444	242	885							
04:30	190	404	112	424	302	828							
04:45	231	698 393	1663 128	414 444	1756 359	1112 837	3419						
05:00	235	433	120	391	355	824							
05:15	365	402	161	416	526	818							
05:30	410	422	197	408	607	830							
05:45	472	1482 471	1728 199	677 403	1618 671	2159 874	3346						
06:00	519	448	197	409	716	857							
06:15	499	421	192	454	691	875							
06:30	480	413	218	447	698	860							
06:45	485	1983 402	1684 200	807 448	1758 685	2790 850	3442						
07:00	462	420	258	433	720	853							
07:15	459	394	296	422	755	816							
07:30	461	379	341	405	802	784							
07:45	470	1852 303	1496 293	1188 339	1599 763	3040 642	3095						
08:00	472	278	318	343	790	621							
08:15	499	301	258	356	757	657							
08:30	458	238	289	294	747	532							
08:45	456	1885 277	1094 306	1171 347	1340 762	3056 624	2434						
09:00	422	253	280	339	702	592							
09:15	403	266	328	308	731	574							
09:30	440	258	302	369	742	627							
09:45	392	1657 229	1006 320	1230 292	1308 712	2887 521	2314						
10:00	401	252	302	343	703	595							
10:15	395	258	332	349	727	607							
10:30	446	244	352	320	798	564							
10:45	411	1653 184	938 336	1322 308	1320 747	2975 492	2258						
11:00	396	204	387	303	783	507							
11:15	409	156	364	321	773	477							
11:30	419	157	349	324	768	481							
11:45	461	1685 151	668 346	1446 261	1209 807	3131 412	1877						
Total	14148	17568	9879	18461	24027	36029							
Percent	58.9%	48.8%	41.1%	51.2%									
Day Total		31716		28340		60056							
Peak	06:00	-	02:00	-	11:00	-	02:00	-	-	-			
Vol.	1983	-	1891	-	1446	-	1782	-	3131	-	3641	-	-
P.H.F.	0.955		0.991		0.934		0.981		0.970		0.965		



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

Route 1A  
north of Tomasello Drive  
City, State: Boston, MA  
Client: VHB/ A. Berthoume

175607 B Volume  
Site Code: 13796.00

Start Time	SB		NB		Combin ed		5/6/2017 Sat					
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.						
12:00	149	464	217	437	366	901						
12:15	132	415	235	425	367	840						
12:30	103	464	247	423	350	887						
12:45	99	483	435	1778	175	874	426	1711	274	1357	861	3489
01:00	99		443		195		468		294		911	
01:15	102		477		160		429		262		906	
01:30	66		495		197		452		263		947	
01:45	96	363	461	1876	187	739	457	1806	283	1102	918	3682
02:00	97		474		115		460		212		934	
02:15	84		505		122		480		206		985	
02:30	70		518		128		451		198		969	
02:45	61	312	523	2020	98	463	484	1875	159	775	1007	3895
03:00	65		510		95		457		160		967	
03:15	71		519		93		483		164		1002	
03:30	98		511		63		454		161		965	
03:45	115	349	495	2035	94	345	513	1907	209	694	1008	3942
04:00	95		440		75		450		170		890	
04:15	122		467		108		473		230		940	
04:30	152		469		91		442		243		911	
04:45	149	518	489	1865	132	406	458	1823	281	924	947	3688
05:00	156		459		113		462		269		921	
05:15	181		399		137		405		318		804	
05:30	208		457		145		446		353		903	
05:45	211	756	464	1779	162	557	481	1794	373	1313	945	3573
06:00	243		483		136		417		379		900	
06:15	257		418		159		383		416		801	
06:30	293		436		209		412		502		848	
06:45	277	1070	429	1766	213	717	416	1628	490	1787	845	3394
07:00	261		355		227		431		488		786	
07:15	275		435		267		390		542		825	
07:30	265		409		253		410		518		819	
07:45	284	1085	386	1585	252	999	362	1593	536	2084	748	3178
08:00	277		316		240		359		517		675	
08:15	313		327		284		296		597		623	
08:30	312		314		264		357		576		671	
08:45	343	1245	298	1255	275	1063	350	1362	618	2308	648	2617
09:00	319		321		309		351		628		672	
09:15	322		277		342		348		664		625	
09:30	348		308		327		350		675		658	
09:45	378	1367	294	1200	334	1312	371	1420	712	2679	665	2620
10:00	362		266		308		343		670		609	
10:15	417		251		349		338		766		589	
10:30	432		238		349		302		781		540	
10:45	451	1662	231	986	399	1405	316	1299	850	3067	547	2285
11:00	382		200		414		297		796		497	
11:15	451		214		421		276		872		490	
11:30	439		198		415		325		854		523	
11:45	478	1750	149	761	398	1648	238	1136	876	3398	387	1897
Total	10960		18906		10528		19354		21488		38260	
Percent	51.0%		49.4%		49.0%		50.6%					
Day Total		29866			29882				59748			
Peak	11:00	-	02:30	-	10:45	-	03:00	-	11:00	-	02:30	-
Vol.	1750	-	2070	-	1649	-	1907	-	3398	-	3945	-
P.H.F.	0.915		0.989		0.979		0.929		0.970		0.979	



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

Route 1A  
north of Tomasello Drive  
City, State: Boston, MA  
Client: VHB/ A. Berthoume

175607 B Volume  
Site Code: 13796.00

Start Time	SB		NB		Combin ed		5/7/2017 Sun					
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.						
12:00	163	432	223	419	386	851						
12:15	126	450	213	420	339	870						
12:30	133	459	176	414	309	873						
12:45	141	563	429	1770	160	772	453	1706	301	1335	882	3476
01:00	152	465	216	477	368							
01:15	99	415	189	431	288							
01:30	113	477	162	458	275							
01:45	127	491	478	1835	124	691	436	1802	251	1182	914	3637
02:00	137	463	121	445	258							
02:15	68	452	112	450	180							
02:30	67	449	126	465	193							
02:45	64	336	420	1784	107	466	489	1849	171	802	909	3633
03:00	64	409	93	464	157							
03:15	64	421	108	471	172							
03:30	77	452	87	397	164							
03:45	91	296	392	1674	84	372	440	1772	175	668	832	3446
04:00	109	473	101	422	210							
04:15	94	447	87	436	181							
04:30	134	462	106	390	240							
04:45	126	463	429	1811	115	409	377	1625	241	872	806	3436
05:00	124	385	127	448	251							
05:15	144	412	103	431	247							
05:30	156	404	146	426	302							
05:45	191	615	382	1583	156	532	457	1762	347	1147	839	3345
06:00	178	387	129	443	307							
06:15	218	415	122	360	340							
06:30	217	377	151	437	368							
06:45	218	831	369	1548	172	574	367	1607	390	1405	736	3155
07:00	208	369	179	408	387							
07:15	224	299	199	368	423							
07:30	251	366	192	399	443							
07:45	234	917	290	1324	191	761	328	1503	425	1678	618	2827
08:00	200	280	207	350	407							
08:15	237	304	195	337	432							
08:30	306	285	235	360	541							
08:45	305	1048	285	1154	226	863	338	1385	531	1911	623	2539
09:00	303	238	264	312	567							
09:15	330	276	249	323	579							
09:30	384	253	344	273	728							
09:45	326	1343	221	988	271	1128	258	1166	597	2471	479	2154
10:00	313	213	293	266	606							
10:15	377	191	290	303	667							
10:30	355	187	365	261	720							
10:45	419	1464	168	759	345	1293	204	1034	764	2757	372	1793
11:00	366	139	319	245	685							
11:15	398	142	374	209	772							
11:30	385	104	363	200	748							
11:45	428	1577	109	494	377	1433	177	831	805	3010	286	1325
Total	9944		16724		9294		18042		19238		34766	
Percent	51.7%		48.1%		48.3%		51.9%					
Day Total		26668			27336				54004			
Peak	11:00	-	01:30	-	11:00	-	02:30	-	11:00	-	01:30	-
Vol.	1577	-	1870	-	1433	-	1889	-	3010	-	3659	-
P.H.F.	0.921		0.978		0.950		0.966		0.935		0.978	



PRECISION  
D A T A  
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702  
Office: 508-875-0100 Fax: 508-875-0118  
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Route 1A  
north of Tomasello Drive  
City, State: Boston, MA  
Client: VHB/ A. Berthoume

175607 B Volume  
Site Code: 13796.00

Start Time	SB		NB		Combin ed		5/8/2017 Mon							
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.								
12:00	95	425	149	315	244	740								
12:15	104	377	129	349	233	726								
12:30	83	449	112	383	195	832								
12:45	84	366 393	1644	112 502	353 1400	196 868	746 3044							
01:00	82	416	86	375	168	791								
01:15	107	373	94	359	201	732								
01:30	66	420	69	379	135	799								
01:45	59	314 419	1628	69 318	404 1517	128 632	823 3145							
02:00	39	421	68	397	107	818								
02:15	47	389	70	431	117	820								
02:30	41	418	44	400	85	818								
02:45	36	163 451	1679	40 222	415 1643	76 385	866 3322							
03:00	55	427	32	482	87	909								
03:15	58	409	45	479	103	888								
03:30	77	459	43	460	120	919								
03:45	111	301 421	1716	62 182	445 1866	173 483	866 3582							
04:00	119	360	47	477	166	837								
04:15	151	345	65	435	216	780								
04:30	213	438	89	479	302	917								
04:45	245	728 364	1507	125 326	429 1820	370 1054	793 3327							
05:00	300	348	140	449	440	797								
05:15	349	343	151	482	500	825								
05:30	450	367	191	459	641	826								
05:45	502	1601 359	1417	169 651	460 1850	671 2252	819 3267							
06:00	536	329	225	432	761	761								
06:15	512	337	205	491	717	828								
06:30	503	313	235	435	738	748								
06:45	440	1991 273	1252	245 910	453 1811	685 2901	726 3063							
07:00	464	331	281	356	745	687								
07:15	463	274	303	354	766	628								
07:30	444	293	270	355	714	648								
07:45	481	1852 262	1160	270 1124	343 1408	751 2976	605 2568							
08:00	470	269	265	332	735	601								
08:15	509	278	249	330	758	608								
08:30	490	255	285	315	775	570								
08:45	473	1942 242	1044	297 1096	301 1278	770 3038	543 2322							
09:00	447	224	267	304	714	528								
09:15	443	226	281	317	724	543								
09:30	494	201	277	271	771	472								
09:45	454	1838 223	874	301 1126	275 1167	755 2964	498 2041							
10:00	380	183	305	253	685	436								
10:15	411	177	322	225	733	402								
10:30	397	157	325	242	722	399								
10:45	394	1582 161	678	333 1285	241 961	727 2867	402 1639							
11:00	431	137	317	244	748	381								
11:15	395	125	356	199	751	324								
11:30	402	83	333	207	735	290								
11:45	341	1569 81	426	335 1341	175 825	676 2910	256 1251							
Total	14247	15025	9083	17546	23330	32571								
Percent	61.1%	46.1%	38.9%	53.9%										
Day Total		29272		26629		55901								
Peak	05:45	-	02:45	-	11:00	-	03:00	-	08:00	-	02:45	-	-	-
Vol.	2053	-	1746	-	1341	-	1866	-	3038	-	3582	-	-	-
P.H.F.	0.958		0.951		0.942		0.968		0.980		0.974			



PRECISION  
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INDUSTRIES, LLC  
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Route 1A  
north of Tomasello Drive  
City, State: Boston, MA  
Client: VHB/ A. Berthoume

175607 B Volume  
Site Code: 13796.00

Start Time	SB		NB		Combin ed		5/9/2017							
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Tue							
12:00	95	409	112	285	207	694								
12:15	78	414	111	359	189	773								
12:30	66	368	122	361	188	729								
12:45	54	293 403	1594	112	457 320	1325	166	750 723	2919					
01:00	59	390	91	270	150	660								
01:15	50	396	88	333	138	729								
01:30	53	404	86	409	139	813								
01:45	50	212 395	1585	60	325 390	1402	110	537 785	2987					
02:00	38	473	70	376	108	849								
02:15	31	470	38	411	69	881								
02:30	51	411	57	455	108	866								
02:45	49	169 412	1766	51	216 445	1687	100	385 857	3453					
03:00	52	398	47	446	99	844								
03:15	72	462	32	503	104	965								
03:30	83	443	48	459	131	902								
03:45	105	312 441	1744	61	188 461	1869	166	500 902	3613					
04:00	112	380	61	490	173	870								
04:15	154	416	77	473	231	889								
04:30	201	417	80	438	281	855								
04:45	237	704 416	1629	106	324 485	1886	343	1028 901	3515					
05:00	270	423	135	486	405	909								
05:15	326	365	148	477	474	842								
05:30	461	412	147	495	608	907								
05:45	499	1556 378	1578	201	631 480	1938	700	2187 858	3516					
06:00	553	376	220	463	773	839								
06:15	502	336	202	479	704	815								
06:30	486	384	223	450	709	834								
06:45	483	2024 316	1412	276	921 494	1886	759	2945 810	3298					
07:00	434	315	267	459	701	774								
07:15	477	318	295	452	772	770								
07:30	472	294	243	371	715	665								
07:45	495	1878 281	1208	271	1076 316	1598	766	2954 597	2806					
08:00	500	263	309	333	809	596								
08:15	510	247	276	325	786	572								
08:30	484	236	279	340	763	576								
08:45	505	1999 231	977	254	1118 318	1316	759	3117 549	2293					
09:00	441	207	281	336	722	543								
09:15	463	256	295	342	758	598								
09:30	482	233	330	304	812	537								
09:45	431	1817 186	882	266	1172 300	1282	697	2989 486	2164					
10:00	401	210	325	269	726	479								
10:15	442	190	325	289	767	479								
10:30	437	175	337	298	774	473								
10:45	423	1703 190	765	311	1298 288	1144	734	3001 478	1909					
11:00	404	138	329	296	733	434								
11:15	418	120	327	233	745	353								
11:30	406	128	340	200	746	328								
11:45	374	1602 99	485	343	1339 172	901	717	2941 271	1386					
Total	14269	15625	9065	18234	23334	33859								
Percent	61.2%	46.1%	38.8%	53.9%										
Day Total		29894		27299		57193								
Peak	05:45	-	02:00	-	11:00	-	04:45	-	07:45	-	03:15	-	-	-
Vol.	2040	-	1766	-	1339	-	1943	-	3124	-	3639	-	-	-
P.H.F.	0.922		0.933		0.976		0.981		0.965		0.943			



































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

Route 1A  
 between Jug Handle Entrance and Exit  
 City, State: Boston, MA  
 Client: VHB/ A. Berthoume

175607 C Volume  
 Site Code: 13796.00

Start Time	5/3/2017		5/4/2017		5/5/2017		5/6/2017		5/7/2017		5/8/2017		5/9/2017		Week Average	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	337	651	321	573	338	672	481	838	553	722	371	496	294	440	385	627
01:00	192	334	191	333	366	399	358	632	492	671	314	311	205	310	303	427
02:00	197	234	210	259	219	262	311	501	335	443	160	211	169	209	229	303
03:00	311	211	329	212	335	236	350	363	298	352	303	170	313	182	320	247
04:00	681	354	728	362	706	405	516	445	469	393	738	322	704	325	649	372
05:00	1572	637	1571	631	1470	648	755	516	613	504	1580	610	1552	589	1302	591
06:00	1984	753	1938	897	1990	822	1062	703	825	541	2021	877	2016	885	1691	783
07:00	1822	1029	1880	1161	1825	1201	1080	974	911	706	1835	1090	1861	1035	1602	1028
08:00	1928	955	1889	1105	1896	1225	1213	1058	1013	840	1875	1060	1954	1080	1681	1046
09:00	1935	1205	1939	1203	1653	1291	1428	1249	1361	1099	1824	1130	1805	1186	1706	1195
10:00	1868	1365	1834	1422	1646	1347	1675	1392	1443	1263	1588	1296	1678	1327	1676	1345
11:00	1690	1551	1591	1570	1685	1544	1740	1674	1574	1380	1578	1373	1590	1344	1635	1491
12:00 PM	1573	1657	1671	1683	1780	1606	1771	1823	1772	1677	1630	1421	1613	1322	1687	1598
01:00	1741	1522	1732	1680	1859	1487	1855	1904	1738	1825	1628	1536	1576	1397	1733	1622
02:00	1784	1714	1847	1842	1919	1769	2013	1973	1786	1855	1674	1666	1755	1707	1825	1789
03:00	1799	1744	1749	1968	1707	1739	2011	1924	1667	1754	1710	1847	1737	1884	1769	1837
04:00	1614	1793	1693	1843	1649	1783	1838	2125	1780	1627	1529	1799	1639	1900	1677	1839
05:00	1591	1831	1654	1935	1705	1668	1772	1788	1571	1735	1415	1807	1581	1930	1613	1813
06:00	1405	1848	1467	1944	1663	1747	1738	1617	1550	1599	1243	1832	1381	1913	1492	1786
07:00	1243	1717	1273	1792	1492	1582	1591	1565	1315	1490	1152	1396	1202	1578	1324	1589
08:00	1163	1431	1146	1475	1092	1349	1246	1296	1149	1356	1048	1249	974	1310	1117	1352
09:00	929	1299	986	1204	1000	1335	1195	1359	1005	1122	883	1083	882	1227	983	1233
10:00	781	1108	829	1198	921	1336	991	1271	755	1020	689	949	758	1046	818	1133
11:00	506	1039	542	1169	661	1179	764	1116	499	794	423	803	485	874	554	996
Total	30646	27982	31010	29461	31577	28632	29754	30106	26474	26768	29211	26334	29724	27000	29771	28042
Day	58628		60471		60209		59860		53242		55545		56724		57813	
AM Peak	06:00	11:00	09:00	11:00	06:00	11:00	11:00	11:00	11:00	11:00	06:00	11:00	06:00	11:00	09:00	11:00
Vol.	1984	1551	1939	1570	1990	1544	1740	1674	1574	1380	2021	1373	2016	1344	1706	1491
PM Peak	15:00	18:00	14:00	15:00	14:00	16:00	14:00	16:00	14:00	14:00	15:00	15:00	14:00	17:00	14:00	16:00
Vol.	1799	1848	1847	1968	1919	1783	2013	2125	1786	1855	1710	1847	1755	1930	1825	1839

Comb. Total	58628	60471	60209	59860	53242	55545	56724	57813
ADT	ADT 57,811	AADT 57,811						



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

Route 1A  
between Jug Handle Entrance and Exit  
City, State: Boston, MA  
Client: VHB/ A. Berthume

175607 C Volume  
Site Code: 13796.00

Start Time	SB		NB		Combin ed		5/3/2017 Wed							
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.								
12:00	99	364	193	426	292	790								
12:15	91	386	174	409	265	795								
12:30	89	421	139	405	228	826								
12:45	58	337 402	1573 145	651 417	1657 203	988 819	3230							
01:00	64	426	103	389	167	815								
01:15	39	420	99	384	138	804								
01:30	49	471	69	384	118	855								
01:45	40	192 424	1741 63	334 365	1522 103	526 789	3263							
02:00	43	433	60	402	103	835								
02:15	45	453	61	450	106	903								
02:30	49	444	58	450	107	894								
02:45	60	197 454	1784 55	234 412	1714 115	431 866	3498							
03:00	56	464	48	447	104	911								
03:15	61	457	46	445	107	902								
03:30	87	449	49	424	136	873								
03:45	107	311 429	1799 68	211 428	1744 175	522 857	3543							
04:00	111	423	72	427	183	850								
04:15	149	406	88	477	237	883								
04:30	194	385	88	445	282	830								
04:45	227	681 400	1614 106	354 444	1793 333	1035 844	3407							
05:00	283	424	136	448	419	872								
05:15	355	387	145	462	500	849								
05:30	446	406	164	476	610	882								
05:45	488	1572 374	1591 192	637 445	1831 680	2209 819	3422							
06:00	505	374	181	454	686	828								
06:15	504	365	176	436	680	801								
06:30	518	364	172	461	690	825								
06:45	457	1984 302	1405 224	753 497	1848 681	2737 799	3253							
07:00	450	333	209	418	659	751								
07:15	478	285	297	474	775	759								
07:30	437	313	276	447	713	760								
07:45	457	1822 312	1243 247	1029 378	1717 704	2851 690	2960							
08:00	481	308	223	369	704	677								
08:15	471	287	229	354	700	641								
08:30	468	294	221	366	689	660								
08:45	508	1928 274	1163 282	955 342	1431 790	2883 616	2594							
09:00	487	267	265	313	752	580								
09:15	496	249	308	356	804	605								
09:30	463	203	318	300	781	503								
09:45	489	1935 210	929 314	1205 330	1299 803	3140 540	2228							
10:00	448	204	316	294	764	498								
10:15	479	190	327	272	806	462								
10:30	484	186	368	271	852	457								
10:45	457	1868 201	781 354	1365 271	1108 811	3233 472	1889							
11:00	432	150	414	292	846	442								
11:15	415	126	382	285	797	411								
11:30	416	120	374	265	790	385								
11:45	427	1690 110	506 381	1551 197	1039 808	3241 307	1545							
Total	14517	16129	9279	18703	23796	34832								
Percent	61.0%	46.3%	39.0%	53.7%										
Day Total		30646		27982		58628								
Peak	05:45	-	02:45	-	11:00	-	06:30	-	10:15	-	02:15	-	-	-
Vol.	2015	-	1824	-	1551	-	1850	-	3315	-	3574	-	-	-
P.H.F.	0.972		0.983		0.937		0.931		0.973		0.981			



PRECISION  
D A T A  
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702  
Office: 508-875-0100 Fax: 508-875-0118  
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Route 1A  
between Jug Handle Entrance and Exit  
City, State: Boston, MA  
Client: VHB/ A. Berthume

175607 C Volume  
Site Code: 13796.00

Start Time	SB		NB		Combin ed		5/4/2017 Thu					
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.						
12:00	78	437	177	429	255	866						
12:15	84	436	145	427	229	863						
12:30	66	410	123	445	189	855						
12:45	93	321 388	1671 128	573 382	1683 221	894 770	3354					
01:00	54	456	107	403	161	859						
01:15	54	419	95	454	149	873						
01:30	44	392	77	389	121	781						
01:45	39	191 465	1732 54	333 434	1680 93	524 899	3412					
02:00	48	471	63	468	111	939						
02:15	47	399	75	463	122	862						
02:30	52	486	57	463	109	949						
02:45	63	210 491	1847 64	259 448	1842 127	469 939	3689					
03:00	46	459	44	484	90	943						
03:15	60	428	51	476	111	904						
03:30	98	455	51	499	149	954						
03:45	125	329 407	1749 66	212 509	1968 191	541 916	3717					
04:00	121	420	87	425	208	845						
04:15	177	407	81	479	258	886						
04:30	191	428	102	474	293	902						
04:45	239	728 438	1693 92	362 465	1843 331	1090 903	3536					
05:00	267	431	151	523	418	954						
05:15	365	412	154	464	519	876						
05:30	456	414	156	479	612	893						
05:45	483	1571 397	1654 170	631 469	1935 653	2202 866	3589					
06:00	514	403	208	454	722	857						
06:15	486	361	233	488	719	849						
06:30	487	365	217	491	704	856						
06:45	451	1938 338	1467 239	897 511	1944 690	2835 849	3411					
07:00	433	303	264	492	697	795						
07:15	470	344	314	437	784	781						
07:30	479	337	297	444	776	781						
07:45	498	1880 289	1273 286	1161 419	1792 784	3041 708	3065					
08:00	457	285	272	328	729	613						
08:15	490	297	288	375	778	672						
08:30	458	308	267	409	725	717						
08:45	484	1889 256	1146 278	1105 363	1475 762	2994 619	2621					
09:00	485	279	297	290	782	569						
09:15	483	254	275	348	758	602						
09:30	482	228	311	285	793	513						
09:45	489	1939 225	986 320	1203 281	1204 809	3142 506	2190					
10:00	450	216	320	255	770	471						
10:15	468	208	327	329	795	537						
10:30	431	199	371	308	802	507						
10:45	485	1834 206	829 404	1422 306	1198 889	3256 512	2027					
11:00	366	160	402	359	768	519						
11:15	375	127	400	284	775	411						
11:30	450	150	392	290	842	440						
11:45	400	1591 105	542 376	1570 236	1169 776	3161 341	1711					
Total	14421	16589	9728	19733	24149	36322						
Percent	59.7%	45.7%	40.3%	54.3%								
Day Total		31010		29461		60471						
Peak	05:45	-	02:30	-	10:45	-	10:45	-	02:45	-	-	-
Vol.	1970	-	1864	-	1598	-	1982	-	3274	-	3740	-
P.H.F.	0.958		0.949		0.989		0.947		0.921		0.980	



PRECISION  
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INDUSTRIES, LLC

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Route 1A  
between Jug Handle Entrance and Exit  
City, State: Boston, MA  
Client: VHB/ A. Berthume

175607 C Volume  
Site Code: 13796.00

Start Time	SB		NB		Combin ed		5/5/2017 Fri						
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.							
12:00	110	441	183	418	293	859							
12:15	93	433	189	367	282	800							
12:30	56	450	154	402	210	852							
12:45	79	338 456	1780 146	672 419	1606 225	1010 875	3386						
01:00	74	452	83	353	157	805							
01:15	81	471	112	380	193	851							
01:30	120	470	107	383	227	853							
01:45	91	366 466	1859 97	399 371	1487 188	765 837	3346						
02:00	74	467	85	434	159	901							
02:15	54	493	53	457	107	950							
02:30	43	481	59	452	102	933							
02:45	48	219 478	1919 65	262 426	1769 113	481 904	3688						
03:00	59	438	52	424	111	862							
03:15	65	408	45	448	110	856							
03:30	100	450	58	427	158	877							
03:45	111	335 411	1707 81	236 440	1739 192	571 851	3446						
04:00	121	421	85	454	206	875							
04:15	158	440	77	434	235	874							
04:30	192	406	114	443	306	849							
04:45	235	706 382	1649 129	405 452	1783 364	1111 834	3432						
05:00	231	426	118	427	349	853							
05:15	368	394	151	427	519	821							
05:30	410	425	187	415	597	840							
05:45	461	1470 460	1705 192	648 399	1668 653	2118 859	3373						
06:00	524	441	217	410	741	851							
06:15	503	423	196	445	699	868							
06:30	479	407	212	441	691	848							
06:45	484	1990 392	1663 197	822 451	1747 681	2812 843	3410						
07:00	452	415	269	422	721	837							
07:15	451	396	305	420	756	816							
07:30	456	376	343	397	799	773							
07:45	466	1825 305	1492 284	1201 343	1582 750	3026 648	3074						
08:00	468	283	328	347	796	630							
08:15	509	303	275	360	784	663							
08:30	458	231	301	290	759	521							
08:45	461	1896 275	1092 321	1225 352	1349 782	3121 627	2441						
09:00	416	254	285	353	701	607							
09:15	404	265	346	329	750	594							
09:30	439	252	313	358	752	610							
09:45	394	1653 229	1000 347	1291 295	1335 741	2944 524	2335						
10:00	394	248	304	355	698	603							
10:15	400	255	335	352	735	607							
10:30	438	242	357	323	795	565							
10:45	414	1646 176	921 351	1347 306	1336 765	2993 482	2257						
11:00	394	201	415	296	809	497							
11:15	411	156	393	317	804	473							
11:30	419	154	364	320	783	474							
11:45	461	1685 150	661 372	1544 246	1179 833	3229 396	1840						
Total	14129	17448	10052	18580	24181	36028							
Percent	58.4%	48.4%	41.6%	51.6%									
Day Total		31577		28632		60209							
Peak	06:00	-	02:00	-	11:00	-	02:00	-	-	-			
Vol.	1990	-	1919	-	1544	-	1783	-	3229	-	3688	-	-
P.H.F.	0.949		0.973		0.930		0.982		0.969		0.971		





PRECISION  
D A T A  
INDUSTRIES, LLC

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Route 1A  
between Jug Handle Entrance and Exit  
City, State: Boston, MA  
Client: VHB/ A. Berthume

175607 C Volume  
Site Code: 13796.00

Start Time	SB		NB		Combin ed		5/6/2017							
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Sat							
12:00	146	458	202	448	348	906								
12:15	131	412	237	447	368	859								
12:30	103	462	236	467	339	929								
12:45	101	439	1771	163	838	461	1823	264	1319	900	3594			
01:00	98	437	171	486	269	923								
01:15	98	472	138	457	236	929								
01:30	65	484	160	476	225	960								
01:45	97	462	1855	163	632	485	1904	260	990	947	3759			
02:00	99	470	126	473	225	943								
02:15	85	507	129	509	214	1016								
02:30	68	520	133	478	201	998								
02:45	59	516	2013	113	501	513	1973	172	812	1029	3986			
03:00	66	504	95	462	161	966								
03:15	69	517	100	498	169	1015								
03:30	100	500	69	444	169	944								
03:45	115	490	2011	99	363	520	1924	214	713	1010	3935			
04:00	94	431	83	472	177	903								
04:15	124	440	118	534	242	974								
04:30	151	489	101	588	252	1077								
04:45	147	478	1838	143	445	531	2125	290	961	1009	3963			
05:00	159	461	101	455	260	916								
05:15	179	392	130	409	309	801								
05:30	204	463	133	455	337	918								
05:45	213	456	1772	152	516	469	1788	365	1271	925	3560			
06:00	235	473	137	413	372	886								
06:15	262	422	149	380	411	802								
06:30	294	419	208	410	502	829								
06:45	271	424	1738	209	703	414	1617	480	1765	838	3355			
07:00	259	363	217	425	476	788								
07:15	275	439	265	384	540	823								
07:30	266	410	245	400	511	810								
07:45	280	379	1591	247	974	356	1565	527	2054	735	3156			
08:00	264	322	247	366	511	688								
08:15	299	321	284	281	583	602								
08:30	304	307	263	333	567	640								
08:45	346	296	1246	264	1058	316	1296	610	2271	612	2542			
09:00	335	312	307	334	642	646								
09:15	334	272	313	332	647	604								
09:30	372	319	318	344	690	663								
09:45	387	292	1195	311	1249	349	1359	698	2677	641	2554			
10:00	367	266	316	335	683	601								
10:15	419	250	336	332	755	582								
10:30	436	243	336	299	772	542								
10:45	453	232	991	404	1392	305	1271	857	3067	537	2262			
11:00	389	206	408	288	797	494								
11:15	438	212	433	273	871	485								
11:30	435	201	431	326	866	527								
11:45	478	145	764	402	1674	229	1116	880	3414	374	1880			
Total	10969	18785	10345	19761	21314	38546								
Percent	51.5%	48.7%	48.5%	51.3%										
Day Total		29754		30106		59860								
Peak	11:00	-	02:30	-	10:45	-	04:00	-	11:00	-	02:15	-	-	-
Vol.	1740	-	2057	-	1676	-	2125	-	3414	-	4009	-	-	-
P.H.F.	0.910		0.989		0.968		0.903		0.970		0.974			



PRECISION  
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Route 1A  
between Jug Handle Entrance and Exit  
City, State: Boston, MA  
Client: VHB/ A. Berthoume

175607 C Volume  
Site Code: 13796.00

Start Time	SB		NB		Combin ed		5/7/2017 Sun						
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.							
12:00	160	432	155	407	315	839							
12:15	121	452	207	408	328	860							
12:30	133	460	187	414	320	874							
12:45	139	553	428	1772	173	722	448	1677	312	1275	876	3449	
01:00	152	446	211	480	363	926							
01:15	98	397	187	435	285	832							
01:30	114	465	160	468	274	933							
01:45	128	492	430	1738	113	671	442	1825	241	1163	872	3563	
02:00	136	460	119	456	255	916							
02:15	67	455	108	435	175	890							
02:30	67	451	111	469	178	920							
02:45	65	335	420	1786	105	443	495	1855	170	778	915	3641	
03:00	64	401	84	464	148	865							
03:15	64	420	104	454	168	874							
03:30	77	454	84	399	161	853							
03:45	93	298	392	1667	80	352	437	1754	173	650	829	3421	
04:00	110	467	108	431	218	898							
04:15	93	449	86	445	179	894							
04:30	139	447	93	384	232	831							
04:45	127	469	417	1780	106	393	367	1627	233	862	784	3407	
05:00	123	383	122	438	245	821							
05:15	144	412	95	422	239	834							
05:30	158	397	142	426	300	823							
05:45	188	613	379	1571	145	504	449	1735	333	1117	828	3306	
06:00	182	385	118	447	300	832							
06:15	211	415	114	360	325	775							
06:30	218	374	149	435	367	809							
06:45	214	825	376	1550	160	541	357	1599	374	1366	733	3149	
07:00	207	360	171	402	378	762							
07:15	224	301	188	366	412	667							
07:30	250	364	171	396	421	760							
07:45	230	911	290	1315	176	706	326	1490	406	1617	616	2805	
08:00	200	282	202	352	402	634							
08:15	232	309	196	325	428	634							
08:30	288	277	227	352	515	629							
08:45	293	1013	281	1149	215	840	327	1356	508	1853	608	2505	
09:00	313	244	256	304	569	548							
09:15	335	277	240	321	575	598							
09:30	382	257	336	253	718	510							
09:45	331	1361	227	1005	267	1099	244	1122	598	2460	471	2127	
10:00	312	211	283	258	595	469							
10:15	355	191	289	297	644	488							
10:30	358	186	352	261	710	447							
10:45	418	1443	167	755	339	1263	204	1020	757	2706	371	1775	
11:00	370	139	303	240	673	379							
11:15	393	142	371	194	764	336							
11:30	383	109	350	195	733	304							
11:45	428	1574	109	499	356	1380	165	794	784	2954	274	1293	
Total	9887	16587	8914	17854	18801	34441							
Percent	52.6%	48.2%	47.4%	51.8%									
Day Total		26474		26768		53242							
Peak	11:00	-	01:30	-	11:00	-	02:30	-	11:00	-	02:00	-	-
Vol.	1574	-	1810	-	1380	-	1882	-	2954	-	3641	-	-
P.H.F.	0.919		0.973		0.930		0.951		0.942		0.989		



Route 1A  
 between Jug Handle Entrance and Exit  
 City, State: Boston, MA  
 Client: VHB/ A. Berthoume

175607 C Volume  
 Site Code: 13796.00

Start Time	SB		NB		Combin ed		5/8/2017 Mon						
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.							
12:00	97	413	150	318	247	731							
12:15	107	381	124	352	231	733							
12:30	83	448	112	389	195	837							
12:45	84	371 388	1630 110	496 362	1421 194	867 750	3051						
01:00	83	422	82	385	165	807							
01:15	106	366	94	357	200	723							
01:30	66	419	68	383	134	802							
01:45	59	314 421	1628 67	311 411	1536 126	625 832	3164						
02:00	39	421	67	398	106	819							
02:15	44	386	66	447	110	833							
02:30	41	419	36	410	77	829							
02:45	36	160 448	1674 42	211 411	1666 78	371 859	3340						
03:00	55	426	30	480	85	906							
03:15	59	405	39	473	98	878							
03:30	79	453	42	458	121	911							
03:45	110	303 426	1710 59	170 436	1847 169	473 862	3557						
04:00	121	370	53	464	174	834							
04:15	153	359	63	433	216	792							
04:30	219	437	80	464	299	901							
04:45	245	738 363	1529 126	322 438	1799 371	1060 801	3328						
05:00	289	354	126	473	415	827							
05:15	349	338	144	458	493	796							
05:30	439	368	169	432	608	800							
05:45	503	1580 355	1415 171	610 444	1807 674	2190 799	3222						
06:00	547	330	217	438	764	768							
06:15	518	332	197	487	715	819							
06:30	506	308	225	446	731	754							
06:45	450	2021 273	1243 238	877 461	1832 688	2898 734	3075						
07:00	459	324	282	352	741	676							
07:15	464	272	291	350	755	622							
07:30	435	300	259	352	694	652							
07:45	477	1835 256	1152 258	1090 342	1396 735	2925 598	2548						
08:00	471	270	263	317	734	587							
08:15	494	280	243	319	737	599							
08:30	472	257	271	314	743	571							
08:45	438	1875 241	1048 283	1060 299	1249 721	2935 540	2297						
09:00	444	227	261	282	705	509							
09:15	445	229	286	301	731	530							
09:30	482	200	284	244	766	444							
09:45	453	1824 227	883 299	1130 256	1083 752	2954 483	1966						
10:00	380	184	306	248	686	432							
10:15	412	179	322	221	734	400							
10:30	401	166	323	240	724	406							
10:45	395	1588 160	689 345	1296 240	949 740	2884 400	1638						
11:00	436	134	322	236	758	370							
11:15	397	125	358	196	755	321							
11:30	401	84	350	198	751	282							
11:45	344	1578 80	423 343	1373 173	803 687	2951 253	1226						
Total	14187	15024	8946	17388	23133	32412							
Percent	61.3%	46.4%	38.7%	53.6%									
Day Total		29211		26334		55545							
Peak	05:45	-	02:45	-	10:45	-	03:00	-	-	-			
Vol.	2074	-	1732	-	1375	-	1847	-	3004	-	3557	-	-
P.H.F.	0.948		0.956		0.960		0.962		0.991		0.976		



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

Route 1A  
between Jug Handle Entrance and Exit  
City, State: Boston, MA  
Client: VHB/ A. Berthume

175607 C Volume  
Site Code: 13796.00

Start Time	SB		NB		Combin ed		5/9/2017					
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Tue					
12:00	95	426	110	280	205	706						
12:15	79	412	103	360	182	772						
12:30	66	370	116	357	182	727						
12:45	54	294	405	1613	111	440	325	1322	165	734	730	2935
01:00	57		385		90		271		147		656	
01:15	49		395		87		332		136		727	
01:30	54		401		72		412		126		813	
01:45	45	205	395	1576	61	310	382	1397	106	515	777	2973
02:00	38		469		66		382		104		851	
02:15	31		464		39		413		70		877	
02:30	51		409		55		459		106		868	
02:45	49	169	413	1755	49	209	453	1707	98	378	866	3462
03:00	52		397		42		449		94		846	
03:15	71		457		30		496		101		953	
03:30	84		445		48		467		132		912	
03:45	106	313	438	1737	62	182	472	1884	168	495	910	3621
04:00	113		378		65		492		178		870	
04:15	155		422		74		480		229		902	
04:30	201		422		84		447		285		869	
04:45	235	704	417	1639	102	325	481	1900	337	1029	898	3539
05:00	266		414		128		494		394		908	
05:15	328		371		132		478		460		849	
05:30	460		414		146		487		606		901	
05:45	498	1552	382	1581	183	589	471	1930	681	2141	853	3511
06:00	551		368		209		471		760		839	
06:15	504		334		197		488		701		822	
06:30	478		362		211		461		689		823	
06:45	483	2016	317	1381	268	885	493	1913	751	2901	810	3294
07:00	436		311		248		456		684		767	
07:15	466		318		273		434		739		752	
07:30	470		293		245		378		715		671	
07:45	489	1861	280	1202	269	1035	310	1578	758	2896	590	2780
08:00	491		263		294		338		785		601	
08:15	504		249		266		318		770		567	
08:30	467		234		267		341		734		575	
08:45	492	1954	228	974	253	1080	313	1310	745	3034	541	2284
09:00	440		210		291		331		731		541	
09:15	460		249		297		323		757		572	
09:30	476		233		331		289		807		522	
09:45	429	1805	190	882	267	1186	284	1227	696	2991	474	2109
10:00	394		204		332		252		726		456	
10:15	433		193		337		263		770		456	
10:30	441		171		342		264		783		435	
10:45	410	1678	190	758	316	1327	267	1046	726	3005	457	1804
11:00	402		137		331		290		733		427	
11:15	413		123		323		222		736		345	
11:30	406		127		343		196		749		323	
11:45	369	1590	98	485	347	1344	166	874	716	2934	264	1359
Total	14141		15583		8912		18088		23053		33671	
Percent	61.3%		46.3%		38.7%		53.7%					
Day Total		29724			27000				56724			
Peak	05:45	-	02:00	-	11:00	-	04:45	-	07:45	-	03:15	-
Vol.	2031	-	1755	-	1344	-	1940	-	3047	-	3645	-
P.H.F.	0.922		0.936		0.968		0.982		0.970		0.956	



































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

Tomasello Drive  
 east of Route 1A  
 City, State: Boston, MA  
 Client: VHB/ A. Berthaume

175607 D Volume  
 Site Code: 13796.00

Start Time	5/3/2017		5/4/2017		5/5/2017		5/6/2017		5/7/2017		5/8/2017		5/9/2017		Week Average	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	4	18	2	16	3	15	5	23	4	28	4	14	6	9	4	18
01:00	2	4	2	5	1	12	3	11	4	10	0	7	1	7	2	8
02:00	3	4	0	3	3	3	3	10	3	14	2	4	1	4	2	6
03:00	0	4	1	7	2	1	1	10	2	7	0	0	1	4	1	5
04:00	4	3	2	7	3	12	4	3	4	6	2	2	4	3	3	5
05:00	10	10	10	17	6	10	5	6	7	5	8	14	11	10	8	10
06:00	147	27	156	26	117	14	7	10	2	9	147	16	187	29	109	19
07:00	<b>212</b>	34	<b>216</b>	36	<b>179</b>	45	8	30	7	18	<b>212</b>	48	<b>235</b>	50	<b>153</b>	37
08:00	126	45	115	45	99	48	16	39	5	31	117	38	115	39	85	41
09:00	33	62	25	56	27	80	21	139	10	50	16	47	43	50	25	69
10:00	22	75	19	85	28	123	87	272	21	85	17	70	20	77	31	112
11:00	23	<b>136</b>	25	<b>133</b>	47	<b>221</b>	<b>135</b>	<b>408</b>	<b>49</b>	<b>164</b>	18	<b>92</b>	18	<b>103</b>	45	<b>180</b>
12:00 PM	39	167	<b>41</b>	194	64	245	162	486	<b>86</b>	<b>234</b>	28	130	23	113	63	224
01:00	45	171	35	160	72	233	193	511	56	202	<b>33</b>	126	30	126	66	218
02:00	<b>46</b>	177	34	216	<b>82</b>	228	209	<b>527</b>	77	218	19	170	<b>33</b>	177	71	245
03:00	29	218	29	216	47	265	253	475	53	194	22	223	19	228	65	260
04:00	25	222	27	249	41	238	261	439	50	142	17	251	17	253	63	256
05:00	25	<b>241</b>	27	<b>290</b>	38	<b>318</b>	255	408	56	171	15	<b>298</b>	16	<b>325</b>	62	<b>293</b>
06:00	21	230	27	231	41	216	118	231	44	135	21	209	18	204	41	208
07:00	18	150	25	138	44	154	<b>348</b>	187	38	109	21	122	17	141	<b>73</b>	143
08:00	25	99	27	119	40	85	102	107	26	90	31	88	16	74	38	95
09:00	18	90	21	91	21	68	49	73	30	48	13	64	18	65	24	71
10:00	8	52	4	49	7	52	20	51	8	25	5	33	10	35	9	42
11:00	2	28	5	25	5	34	6	37	1	24	8	30	6	20	5	28
Total	887	2267	875	2414	1017	2720	2271	4493	643	2019	776	2096	865	2146	1048	2593
Day	3154		3289		3737		6764		2662		2872		3011		3641	
AM Peak	07:00	11:00	07:00	11:00	07:00	11:00	11:00	11:00	11:00	11:00	07:00	11:00	07:00	11:00	07:00	11:00
Vol.	212	136	216	133	179	221	135	408	49	164	212	92	235	103	153	180
PM Peak	14:00	17:00	12:00	17:00	14:00	17:00	19:00	14:00	12:00	12:00	13:00	17:00	14:00	17:00	19:00	17:00
Vol.	46	241	41	290	82	318	348	527	86	234	33	298	33	325	73	293

Comb. Total	3154	3289	3737	6764	2662	2872	3011	3641
ADT	ADT 3,641	AADT 3,641						



PRECISION  
DATA  
INDUSTRIES, LLC

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

Tomasello Drive  
east of Route 1A  
City, State: Boston, MA  
Client: VHB/ A. Berthume

175607 D Volume  
Site Code: 13796.00

Start Time	WB		EB		Combin ed		5/3/2017	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Wed	
12:00	0	7	7	41	7	48		
12:15	3	6	6	35	9	41		
12:30	0	14	2	39	2	53		
12:45	1	4	12	39	2	64	206	
01:00	1	18	3	47	4	65		
01:15	0	8	1	38	2	46		
01:30	1	10	0	49	3	59		
01:45	0	2	2	37	1	46	216	
02:00	1	6	1	38	1	44		
02:15	0	14	1	42	1	56		
02:30	0	13	1	52	1	65		
02:45	2	3	1	45	4	58	223	
03:00	0	8	2	41	1	49		
03:15	0	5	0	59	0	64		
03:30	0	9	2	58	2	67		
03:45	0	0	1	60	1	67	247	
04:00	0	1	0	55	0	56		
04:15	1	11	0	53	1	64		
04:30	3	6	0	56	3	62		
04:45	0	4	3	58	3	65	247	
05:00	0	3	0	48	0	51		
05:15	1	8	1	62	2	70		
05:30	4	3	4	60	8	63		
05:45	5	10	5	71	10	82	266	
06:00	13	6	6	68	19	74		
06:15	35	7	7	53	42	60		
06:30	43	4	5	52	48	56		
06:45	56	147	4	57	65	61	251	
07:00	61	9	8	38	69	47		
07:15	61	3	6	52	67	55		
07:30	51	2	9	31	60	33		
07:45	39	212	4	29	50	33	168	
08:00	38	5	9	18	47	23		
08:15	35	5	11	23	46	28		
08:30	29	9	8	32	37	41		
08:45	24	126	6	26	41	32	124	
09:00	14	5	17	20	30	25		
09:15	11	5	13	27	24	32		
09:30	4	3	17	29	21	32		
09:45	4	33	5	14	20	19	108	
10:00	8	1	19	13	27	14		
10:15	3	1	12	16	15	17		
10:30	4	3	22	14	26	17		
10:45	7	22	3	9	29	12	60	
11:00	9	1	33	11	42	12		
11:15	6	0	31	9	37	9		
11:30	5	0	35	4	40	4		
11:45	3	23	1	4	40	5	30	
Total	586	301	422	1845	1008	2146		
Percent	58.1%	14.0%	41.9%	86.0%				
Day Total		887		2267		3154		
Peak	06:45	-	00:30	-	05:15	-	05:15	-
Vol.	229	-	52	-	261	-	289	-
P.H.F.	0.939	-	0.722	-	0.919	-	0.881	-



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

Tomasello Drive  
east of Route 1A  
City, State: Boston, MA  
Client: VHB/ A. Berthaume

175607 D Volume  
Site Code: 13796.00

Start Time	WB		EB		Combin ed		5/4/2017						
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Thu						
12:00	2	11	6	48	8	59							
12:15	0	14	4	59	4	73							
12:30	0	12	2	49	2	61							
12:45	0	4	41	4	16	38	194	4	18	42	235		
01:00	2	11	0	41	2	52							
01:15	0	13	3	40	3	53							
01:30	0	4	2	34	2	38							
01:45	0	7	35	0	5	45	160	0	7	52	195		
02:00	0	8	0	47	0	55							
02:15	0	10	0	63	0	73							
02:30	0	10	2	55	2	65							
02:45	0	6	34	1	3	51	216	1	3	57	250		
03:00	0	7	2	48	2	55							
03:15	0	4	2	52	2	56							
03:30	0	11	1	56	1	67							
03:45	1	7	29	2	7	60	216	3	8	67	245		
04:00	0	9	2	49	2	58							
04:15	0	6	0	63	0	69							
04:30	2	6	4	81	6	87							
04:45	0	6	27	1	7	56	249	1	9	62	276		
05:00	1	6	1	70	2	76							
05:15	0	9	5	77	5	86							
05:30	2	7	3	73	5	80							
05:45	7	5	27	8	17	70	290	15	27	75	317		
06:00	8	11	5	67	13	78							
06:15	33	8	1	59	34	67							
06:30	59	7	9	56	68	63							
06:45	56	156	1	27	11	49	231	67	182	50	258		
07:00	67	7	13	33	80	40							
07:15	68	7	6	52	74	59							
07:30	42	5	8	30	50	35							
07:45	39	216	6	25	9	36	23	138	48	252	29	163	
08:00	42	10	9	41	51	51							
08:15	35	4	15	20	50	24							
08:30	30	6	7	32	37	38							
08:45	8	115	7	27	14	45	26	119	22	160	33	146	
09:00	8	6	17	21	25	27							
09:15	10	5	16	33	26	38							
09:30	4	6	8	18	12	24							
09:45	3	25	4	21	15	56	19	91	18	81	23	112	
10:00	4	1	15	11	19	12							
10:15	6	0	23	19	29	19							
10:30	3	1	15	10	18	11							
10:45	6	19	2	4	32	85	9	49	38	104	11	53	
11:00	7	1	22	8	29	9							
11:15	8	1	31	6	39	7							
11:30	1	3	37	6	38	9							
11:45	9	25	0	5	43	133	5	25	52	158	5	30	
Total	573	302	436	1978	1009	2280							
Percent	56.8%	13.2%	43.2%	86.8%									
Day Total		875		2414		3289							
Peak	06:30	-	12:00	-	11:00	-	05:00	-	06:30	-	05:15	-	-
Vol.	250	-	41	-	133	-	290	-	289	-	319	-	-
P.H.F.	0.919		0.732		0.773		0.942		0.903		0.927		

Tomasello Drive  
 east of Route 1A  
 City, State: Boston, MA  
 Client: VHB/ A. Berthume



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

175607 D Volume  
 Site Code: 13796.00

Start Time	WB		EB		Combin ed		5/5/2017 Fri
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00	1	16	5	69	6	85	
12:15	1	19	3	58	4	77	
12:30	1	13	1	60	2	73	
12:45	0	3 16	64 6	15 58	245 6	74 309	
01:00	0	15	2	65	2	80	
01:15	0	26	4	58	4	84	
01:30	1	18	3	52	4	70	
01:45	0	1 13	72 3	12 58	233 3	71 305	
02:00	0	17	0	51	0	68	
02:15	1	29	3	57	4	86	
02:30	1	18	0	64	1	82	
02:45	1	3 18	82 0	3 56	228 1	74 310	
03:00	1	14	0	67	1	81	
03:15	0	11	0	77	0	88	
03:30	1	10	1	55	2	65	
03:45	0	2 12	47 0	1 66	265 0	78 312	
04:00	0	8	1	61	1	69	
04:15	2	15	3	65	5	80	
04:30	0	11	2	57	2	68	
04:45	1	3 7	41 6	12 55	238 7	62 279	
05:00	2	8	0	81	2	89	
05:15	0	10	3	85	3	95	
05:30	2	12	1	82	3	94	
05:45	2	6 8	38 6	10 70	318 8	78 356	
06:00	1	7	2	63	3	70	
06:15	25	14	5	56	30	70	
06:30	42	15	2	46	44	61	
06:45	49	117 5	41 5	14 51	216 54	56 257	
07:00	43	15	8	50	51	65	
07:15	53	11	12	33	65	44	
07:30	42	13	14	37	56	50	
07:45	41	179 5	44 11	45 34	154 52	39 198	
08:00	28	11	14	26	42	37	
08:15	30	8	10	23	40	31	
08:30	25	8	11	21	36	29	
08:45	16	99 13	40 13	48 15	85 29	28 125	
09:00	7	9	19	12	26	21	
09:15	10	4	16	16	26	20	
09:30	6	4	14	25	20	29	
09:45	4	27 4	21 31	80 15	68 35	107 19	89
10:00	5	3	27	15	32	18	
10:15	8	3	28	14	36	17	
10:30	4	1	33	13	37	14	
10:45	11	28 0	7 35	123 10	52 46	151 10	59
11:00	9	1	42	7	51	8	
11:15	14	0	57	10	71	10	
11:30	10	2	59	10	69	12	
11:45	14	47 2	5 63	221 7	34 77	268 9	39
Total	515	502	584	2136	1099	2638	
Percent	46.9%	19.0%	53.1%	81.0%			
Day Total		1017		2720		3737	
Peak	06:30	- 02:00	- 11:00	- 05:00	- 11:00	- 05:00	- - -
Vol.	187	- 82	- 221	- 318	- 268	- 356	- - -
P.H.F.	0.882	0.707	0.877	0.935	0.870	0.937	



PRECISION  
DATA  
INDUSTRIES, LLC

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

Tomasello Drive  
east of Route 1A  
City, State: Boston, MA  
Client: VHB/ A. Berthume

175607 D Volume  
Site Code: 13796.00

Start Time	WB		EB		Combin ed		5/6/2017 Sat					
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.						
12:00	0	42	8	132	8	174						
12:15	1	31	5	115	6	146						
12:30	3	36	7	127	10	163						
12:45	1	53	3	112	4	165	648					
01:00	1	60	4	133	5	193						
01:15	0	40	3	132	3	172						
01:30	1	44	4	126	5	170						
01:45	1	49	0	120	1	169	704					
02:00	1	63	3	126	4	189						
02:15	1	51	5	135	6	186						
02:30	1	50	1	140	2	190						
02:45	0	45	1	126	1	171	736					
03:00	1	62	6	128	7	190						
03:15	0	54	3	115	3	169						
03:30	0	60	1	116	1	176						
03:45	0	77	0	116	0	193	728					
04:00	2	62	0	105	2	167						
04:15	1	60	2	111	3	171						
04:30	1	68	1	129	2	197						
04:45	0	71	0	94	0	165	700					
05:00	0	55	1	105	1	160						
05:15	2	54	2	112	4	166						
05:30	1	71	0	97	1	168						
05:45	2	75	3	6	5	169	663					
06:00	0	44	1	87	1	131						
06:15	3	29	3	58	6	87						
06:30	2	16	0	46	2	62						
06:45	2	29	6	40	8	69	349					
07:00	3	149	4	49	7	198						
07:15	3	111	10	51	13	162						
07:30	1	46	9	51	10	97						
07:45	1	42	7	30	36	187	535					
08:00	5	42	3	39	8	81						
08:15	1	16	6	24	7	40						
08:30	4	27	11	20	15	47						
08:45	6	17	19	39	24	107	209					
09:00	7	15	21	10	28	25						
09:15	4	5	22	25	26	30						
09:30	3	21	38	17	41	38						
09:45	7	8	49	58	139	21	73	65	160	29	122	
10:00	11	6	71	20	82	26						
10:15	26	7	61	10	87	17						
10:30	21	5	63	8	84	13						
10:45	29	87	2	20	77	272	13	51	106	15	71	
11:00	31	2	108	11	139	13						
11:15	39	1	103	8	142	9						
11:30	29	0	99	4	128	4						
11:45	36	135	3	6	98	408	14	37	134	543	17	43
Total	295	1976	961	3532	1256	5508						
Percent	23.5%	35.9%	76.5%	64.1%								
Day Total		2271		4493		6764						
Peak	11:00	-	07:00	-	11:00	-	02:15	-	11:00	-	02:15	-
Vol.	135	-	348	-	408	-	529	-	543	-	737	-
P.H.F.	0.865	-	0.584	-	0.944	-	0.945	-	0.956	-	0.970	-



PRECISION  
DATA  
INDUSTRIES, LLC

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Tomasello Drive  
east of Route 1A  
City, State: Boston, MA  
Client: VHB/ A. Berthaume

175607 D Volume  
Site Code: 13796.00

Start Time	WB		EB		Combin ed		5/7/2017 Sun
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00	1	21	3	46	4	67	
12:15	0	22	14	66	14	88	
12:30	2	20	7	58	9	78	
12:45	1	4	23	86	4	28	234
01:00	1	14	4	61	5	32	87
01:15	1	11	3	44	4	55	320
01:30	0	21	2	41	2	62	
01:45	2	4	10	56	1	10	56
02:00	1	18	4	51	5	69	258
02:15	0	21	5	50	5	71	
02:30	1	23	3	63	4	86	
02:45	1	3	15	77	2	14	54
03:00	0	10	3	51	3	61	218
03:15	2	9	2	35	4	44	
03:30	0	13	0	54	0	67	
03:45	0	2	21	53	2	7	54
04:00	1	15	2	44	3	59	194
04:15	1	16	2	37	3	53	
04:30	1	8	1	34	2	42	
04:45	1	4	11	50	1	6	27
05:00	0	13	0	43	0	56	142
05:15	3	19	2	51	5	70	
05:30	0	9	0	50	0	59	
05:45	4	7	15	56	3	5	27
06:00	0	9	0	39	0	48	171
06:15	0	15	0	32	0	47	
06:30	2	13	5	41	7	54	
06:45	0	2	7	44	4	9	23
07:00	3	9	7	34	10	43	135
07:15	0	5	5	22	5	27	
07:30	2	7	3	24	5	31	
07:45	2	7	17	38	3	18	29
08:00	1	9	3	21	4	30	109
08:15	1	5	9	21	10	26	
08:30	3	7	14	28	17	35	
08:45	0	5	5	26	5	31	20
09:00	2	8	9	14	11	22	90
09:15	3	3	8	17	11	20	
09:30	2	8	8	8	10	16	
09:45	3	10	11	30	25	50	9
10:00	4	5	20	4	24	9	48
10:15	4	1	9	7	13	8	
10:30	6	1	29	10	35	11	
10:45	7	21	1	8	27	85	4
11:00	12	0	39	7	51	7	25
11:15	7	0	28	8	35	8	
11:30	9	0	33	3	42	3	
11:45	21	49	1	1	64	164	6
Total	118	525	427	1592	545	2117	24
Percent	21.7%	24.8%	78.3%	75.2%			
Day Total		643		2019		2662	
Peak	11:00	-	12:00	-	11:00	-	00:15
Vol.	49	-	86	-	164	-	249
P.H.F.	0.583	-	0.935	-	0.641	-	0.943





PRECISION  
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INDUSTRIES, LLC

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Tomasello Drive  
east of Route 1A  
City, State: Boston, MA  
Client: VHB/ A. Berthume

175607 D Volume  
Site Code: 13796.00

Start Time	WB		EB		Combin ed		5/8/2017 Mon					
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.						
12:00	0	10	3	29	3	39						
12:15	2	10	4	33	6	43						
12:30	2	3	6	39	8	42						
12:45	0	4	5	28	1	14	158					
01:00	0	7	2	25	2	32						
01:15	0	13	1	41	1	54						
01:30	0	5	1	27	1	32						
01:45	0	0	8	33	3	7	159					
02:00	0	7	2	36	2	43						
02:15	1	3	0	38	1	41						
02:30	0	2	1	47	1	49						
02:45	1	2	7	19	1	4	170	189				
03:00	0	7	0	37	0	44						
03:15	0	3	0	43	0	46						
03:30	0	7	0	73	0	80						
03:45	0	0	5	22	0	0	70	223	0	0	75	245
04:00	0	3	0	50	0	53						
04:15	0	5	2	61	2	66						
04:30	1	6	0	70	1	76						
04:45	1	2	3	17	0	2	70	251	1	4	73	268
05:00	0	5	1	68	1	73						
05:15	2	3	4	83	6	86						
05:30	4	2	3	67	7	69						
05:45	2	8	5	15	6	14	80	298	8	22	85	313
06:00	6	7	7	63	13	70						
06:15	26	5	4	56	30	61						
06:30	48	4	0	50	48	54						
06:45	67	147	5	21	5	16	40	209	72	163	45	230
07:00	52	6	7	34	59	40						
07:15	61	2	15	40	76	42						
07:30	53	7	10	21	63	28						
07:45	46	212	6	21	16	48	27	122	62	260	33	143
08:00	37	7	9	24	46	31						
08:15	36	8	7	21	43	29						
08:30	24	6	10	26	34	32						
08:45	20	117	10	31	12	38	17	88	32	155	27	119
09:00	5	3	11	24	16	27						
09:15	5	2	11	17	16	19						
09:30	1	4	15	12	16	16						
09:45	5	16	4	13	10	47	11	64	15	63	15	77
10:00	2	1	17	4	19	5						
10:15	5	3	13	10	18	13						
10:30	6	0	13	14	19	14						
10:45	4	17	1	5	27	70	5	33	31	87	6	38
11:00	6	3	18	11	24	14						
11:15	4	2	13	9	17	11						
11:30	3	1	36	7	39	8						
11:45	5	18	2	8	25	92	3	30	30	110	5	38
Total	543	233	352	1744	895	1977						
Percent	60.7%	11.8%	39.3%	88.2%								
Day Total		776		2096		2872						
Peak	06:45	-	01:00	-	10:45	-	05:00	-	06:45	-	05:00	-
Vol.	233	-	33	-	94	-	298	-	270	-	313	-
P.H.F.	0.869		0.635		0.653		0.898		0.888		0.910	



PRECISION  
D A T A  
INDUSTRIES, LLC

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Office: 508-875-0100 Fax: 508-875-0118  
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Tomasello Drive  
east of Route 1A  
City, State: Boston, MA  
Client: VHB/ A. Berthume

175607 D Volume  
Site Code: 13796.00

Start Time	WB		EB		Combin ed		5/9/2017						
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Tue						
12:00	1	4	1	29	2	33							
12:15	2	4	1	25	3	29							
12:30	3	9	5	32	8	41							
12:45	0	6	23	2	9	27	113	2	33	136			
01:00	0	12	5	20	5	32							
01:15	1	7	1	31	2	38							
01:30	0	7	1	37	1	44							
01:45	0	1	4	30	0	7	38	126	0	8	42	156	
02:00	1	7	1	36	2	43							
02:15	0	12	2	39	2	51							
02:30	0	10	0	51	0	61							
02:45	0	1	4	33	1	4	51	177	1	5	55	210	
03:00	0	4	0	51	0	55							
03:15	0	7	1	52	1	59							
03:30	1	5	2	56	3	61							
03:45	0	1	3	19	1	4	69	228	1	5	72	247	
04:00	1	6	0	58	1	64							
04:15	0	3	1	73	1	76							
04:30	1	4	0	51	1	55							
04:45	2	4	4	17	2	3	71	253	4	7	75	270	
05:00	3	3	3	79	6	82							
05:15	2	4	4	74	6	78							
05:30	1	3	2	84	3	87							
05:45	5	11	6	16	1	10	88	325	6	21	94	341	
06:00	11	3	6	51	17	54							
06:15	38	5	8	49	46	54							
06:30	65	4	8	58	73	62							
06:45	73	187	6	18	7	29	46	204	80	216	52	222	
07:00	73	8	15	47	88	55							
07:15	59	3	10	42	69	45							
07:30	55	2	13	30	68	32							
07:45	48	235	4	17	12	50	22	141	60	285	26	158	
08:00	33	7	8	18	41	25							
08:15	32	6	7	19	39	25							
08:30	39	1	9	18	48	19							
08:45	11	115	2	16	15	39	19	74	26	154	21	90	
09:00	12	9	12	24	24	33							
09:15	12	1	10	13	22	14							
09:30	9	2	10	12	19	14							
09:45	10	43	6	18	18	50	16	65	28	93	22	83	
10:00	4	2	15	13	19	15							
10:15	3	3	18	5	21	8							
10:30	6	3	20	9	26	12							
10:45	7	20	2	10	24	77	8	35	31	97	10	45	
11:00	3	0	21	7	24	7							
11:15	4	2	29	6	33	8							
11:30	5	1	26	3	31	4							
11:45	6	18	3	6	27	103	4	20	33	121	7	26	
Total	642	223	385	1761	1027	1984							
Percent	62.5%	11.2%	37.5%	88.8%									
Day Total		865		2146		3011							
Peak	06:30	-	00:30	-	11:00	-	05:00	-	06:30	-	05:00	-	-
Vol.	270	-	34	-	103	-	325	-	310	-	341	-	-
P.H.F.	0.925	-	0.708	-	0.888	-	0.923	-	0.881	-	0.907	-	-



































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

Tomasello Drive  
south of Winthrop Avenue (Rt 145)  
City, State: Revere, MA  
Client: VHB/ A. Berthaume

175607 E Volume  
Site Code: 13796.00

Start Time	5/3/2017		5/4/2017		5/5/2017		5/6/2017		5/7/2017		5/8/2017		5/9/2017		Week Average	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	7	22	12	27	19	31	8	31	15	50	13	23	14	18	13	29
01:00	11	14	9	12	5	16	8	14	15	17	1	8	3	11	7	13
02:00	22	8	15	8	17	10	14	22	12	27	8	7	8	6	14	13
03:00	7	10	7	11	5	3	4	12	5	6	4	4	4	6	5	7
04:00	12	10	15	11	13	13	14	13	11	7	14	11	10	8	13	10
05:00	25	19	21	29	27	24	14	13	10	7	28	14	25	20	21	18
06:00	199	37	216	34	170	37	44	19	38	17	194	31	242	45	158	31
07:00	315	84	322	81	305	99	107	71	100	56	298	87	330	82	254	80
08:00	289	132	283	157	306	174	184	143	163	150	270	130	293	155	255	149
09:00	248	218	198	176	274	216	338	240	279	242	220	181	212	191	253	209
10:00	283	276	261	251	338	325	470	411	393	341	278	255	247	256	324	302
11:00	341	376	365	358	491	467	651	602	513	476	365	379	304	330	433	427
12:00 PM	424	428	437	475	501	584	712	717	583	604	349	423	387	418	485	521
01:00	401	496	381	467	443	578	723	771	581	607	367	472	340	466	462	551
02:00	347	522	360	588	449	584	673	837	567	699	361	485	336	470	442	598
03:00	330	558	396	590	422	716	628	881	478	670	335	598	324	570	416	655
04:00	331	585	371	676	370	657	610	846	441	628	374	606	368	595	409	656
05:00	338	646	381	689	354	710	536	823	367	604	419	703	357	705	393	697
06:00	349	573	375	620	339	584	392	584	384	517	353	592	373	559	366	576
07:00	311	463	337	530	297	486	376	814	342	474	285	502	299	460	321	533
08:00	220	387	215	391	209	338	273	494	245	425	215	318	194	343	224	385
09:00	132	282	133	303	134	274	162	374	127	250	133	267	149	289	139	291
10:00	78	167	68	158	63	164	70	186	52	111	61	143	60	133	65	152
11:00	22	66	18	56	23	71	18	75	26	65	20	61	24	60	22	65
Total	5042	6379	5196	6698	5574	7161	7029	8993	5747	7050	4965	6300	4903	6196	5494	6968
Day	11421		11894		12735		16022		12797		11265		11099		12462	
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	07:00	11:00	11:00	11:00
Vol.	341	376	365	358	491	467	651	602	513	476	365	379	330	330	433	427
PM Peak	12:00	17:00	12:00	17:00	12:00	15:00	13:00	15:00	12:00	14:00	17:00	17:00	12:00	17:00	12:00	17:00
Vol.	424	646	437	689	501	716	723	881	583	699	419	703	387	705	485	697

Comb. Total	11421	11894	12735	16022	12797	11265	11099	12462
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ADT	ADT 12,462	AADT 12,462
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PRECISION  
D A T A  
INDUSTRIES, LLC

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Tomasello Drive  
south of Winthrop Avenue (Rt 145)  
City, State: Revere, MA  
Client: VHB/ A. Berthume

175607 E Volume  
Site Code: 13796.00

Start Time	SB		NB		Combin ed		5/3/2017					
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Wed					
12:00	3	92	8	108	11	200						
12:15	1	103	8	106	9	209						
12:30	2	117	5	108	7	225						
12:45	1	112	424	1	22	106	428	2	218	852		
01:00	2	107		6		126		8	233			
01:15	3	100		2		120		5	220			
01:30	2	103		3		128		5	231			
01:45	4	11	91	401	3	14	122	496	7	213	897	
02:00	6		74		1		136		7	210		
02:15	1		82		2		114		3	196		
02:30	4		101		2		134		6	235		
02:45	11	22	90	347	3	8	138	522	14	30	228	869
03:00	3		76		3		131		6	207		
03:15	1		75		1		135		2	210		
03:30	2		85		3		161		5	246		
03:45	1	7	94	330	3	10	131	558	4	17	225	888
04:00	2		75		2		147		4	222		
04:15	3		81		1		149		4	230		
04:30	3		81		0		147		3	228		
04:45	4	12	94	331	7	10	142	585	11	22	236	916
05:00	4		88		6		141		10	229		
05:15	1		89		2		158		3	247		
05:30	7		90		4		159		11	249		
05:45	13	25	71	338	7	19	188	646	20	44	259	984
06:00	23		104		10		156		33	260		
06:15	42		91		8		153		50	244		
06:30	58		81		9		116		67	197		
06:45	76	199	73	349	10	37	148	573	86	236	221	922
07:00	84		91		16		137		100	228		
07:15	74		79		22		126		96	205		
07:30	80		77		19		94		99	171		
07:45	77	315	64	311	27	84	106	463	104	399	170	774
08:00	73		70		21		96		94	166		
08:15	84		66		38		106		122	172		
08:30	65		42		38		98		103	140		
08:45	67	289	42	220	35	132	87	387	102	421	129	607
09:00	55		48		55		74		110	122		
09:15	69		36		50		65		119	101		
09:30	54		27		65		85		119	112		
09:45	70	248	21	132	48	218	58	282	118	466	79	414
10:00	77		32		53		46		130	78		
10:15	56		21		76		47		132	68		
10:30	85		16		78		43		163	59		
10:45	65	283	9	78	69	276	31	167	134	559	40	245
11:00	72		8		88		25		160	33		
11:15	83		3		85		17		168	20		
11:30	97		6		103		14		200	20		
11:45	89	341	5	22	100	376	10	66	189	717	15	88
Total	1759		3283		1206		5173		2965		8456	
Percent	59.3%		38.8%		40.7%		61.2%					
Day Total		5042			6379				11421			
Peak	11:00	-	00:15	-	11:00	-	05:15	-	11:00	-	05:15	-
Vol.	341	-	439	-	376	-	661	-	717	-	1015	-
P.H.F.	0.879		0.938		0.913		0.879		0.896		0.976	

Tomasello Drive  
 south of Winthrop Avenue (Rt 145)  
 City, State: Revere, MA  
 Client: VHB/ A. Berthaume



175607 E Volume  
 Site Code: 13796.00

Start Time	SB		NB		Combin ed		5/4/2017 Thu			
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.				
12:00	2	101	12	98	14	199				
12:15	5	115	4	132	9	247				
12:30	4	112	6	116	10	228				
12:45	1	109	5	129	6	238	912			
01:00	3	107	2	113	5	220				
01:15	2	106	2	114	4	220				
01:30	1	88	3	117	4	205				
01:45	3	80	5	123	8	203	848			
02:00	1	86	0	149	1	235				
02:15	3	100	1	143	4	243				
02:30	2	67	3	161	5	228				
02:45	9	107	4	135	13	242	948			
03:00	3	98	4	138	7	236				
03:15	1	103	4	146	5	249				
03:30	2	95	1	159	3	254				
03:45	1	100	2	147	3	247	986			
04:00	2	88	2	151	4	239				
04:15	1	92	3	167	4	259				
04:30	5	104	5	179	10	283				
04:45	7	87	1	179	8	266	1047			
05:00	1	95	5	172	6	267				
05:15	0	88	8	171	8	259				
05:30	8	92	6	180	14	272				
05:45	12	106	10	166	22	272	1070			
06:00	21	100	9	165	30	265				
06:15	41	91	2	158	43	249				
06:30	64	97	7	158	71	255				
06:45	90	87	16	139	106	226	995			
07:00	96	91	20	122	116	213				
07:15	78	95	21	146	99	241				
07:30	73	90	22	127	95	217				
07:45	75	61	18	135	93	196	867			
08:00	84	62	35	134	119	196				
08:15	76	61	42	97	118	158				
08:30	77	55	38	86	115	141				
08:45	46	37	42	74	88	111	606			
09:00	43	44	51	99	94	143				
09:15	45	29	41	75	86	104				
09:30	51	36	39	69	90	105				
09:45	59	24	45	60	104	84	436			
10:00	58	24	49	53	107	77				
10:15	75	17	57	47	132	64				
10:30	49	16	61	27	110	43				
10:45	79	11	84	31	163	42	226			
11:00	98	7	77	21	175	28				
11:15	79	5	93	18	172	23				
11:30	98	4	84	11	182	15				
11:45	90	2	104	6	194	8	74			
Total	1724	3472	1155	5543	2879	9015				
Percent	59.9%	38.5%	40.1%	61.5%						
Day Total		5196		6698		11894				
Peak	11:00	-	00:15	-	11:00	-	04:15	-	-	-
Vol.	365	-	443	-	358	-	702	-	723	-
P.H.F.	0.931	-	0.963	-	0.861	-	0.975	-	0.932	-



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

Tomasello Drive  
south of Winthrop Avenue (Rt 145)  
City, State: Revere, MA  
Client: VHB/ A. Berthaume

175607 E Volume  
Site Code: 13796.00

Start Time	SB		NB		Combin ed		5/5/2017 Fri					
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.						
12:00	7	134	11	132	18	266						
12:15	6	127	11	162	17	289						
12:30	4	118	3	139	7	257						
12:45	2	19	122	501	6	31	151	584	8	50	273	1085
01:00	0	126	3	138	3	264						
01:15	1	109	3	131	4	240						
01:30	3	104	4	156	7	260						
01:45	1	5	104	443	6	16	153	578	7	21	257	1021
02:00	0	102	1	155	1	257						
02:15	3	106	4	159	7	265						
02:30	3	98	4	138	7	236						
02:45	11	17	143	449	1	10	132	584	12	27	275	1033
03:00	2	106	0	174	2	280						
03:15	1	127	1	184	2	311						
03:30	1	101	1	180	2	281						
03:45	1	5	88	422	1	3	178	716	2	8	266	1138
04:00	4	108	1	158	5	266						
04:15	2	94	3	161	5	255						
04:30	3	74	2	180	5	254						
04:45	4	13	94	370	7	13	158	657	11	26	252	1027
05:00	2	75	9	172	11	247						
05:15	1	86	6	187	7	273						
05:30	10	104	4	192	14	296						
05:45	14	27	89	354	5	24	159	710	19	51	248	1064
06:00	10	106	10	149	20	255						
06:15	39	82	8	167	47	249						
06:30	57	83	6	130	63	213						
06:45	64	170	68	339	13	37	138	584	77	207	206	923
07:00	85	76	15	151	100	227						
07:15	78	71	24	112	102	183						
07:30	61	84	38	112	99	196						
07:45	81	305	66	297	22	99	111	486	103	404	177	783
08:00	78	67	36	101	114	168						
08:15	92	53	35	89	127	142						
08:30	69	47	58	94	127	141						
08:45	67	306	42	209	45	174	54	338	112	480	96	547
09:00	64	38	53	88	117	126						
09:15	61	32	56	70	117	102						
09:30	61	37	46	64	107	101						
09:45	88	274	27	134	61	216	52	274	149	490	79	408
10:00	81	12	58	48	139	60						
10:15	81	24	89	48	170	72						
10:30	94	14	76	41	170	55						
10:45	82	338	13	63	102	325	27	164	184	663	40	227
11:00	112	4	110	22	222	26						
11:15	115	6	107	17	222	23						
11:30	131	8	127	18	258	26						
11:45	133	491	5	23	123	467	14	71	256	958	19	94
Total	1970		3604		1415		5746		3385		9350	
Percent	58.2%		38.5%		41.8%		61.5%					
Day Total		5574		7161		12735						
Peak	11:00	-	12:00	-	11:00	-	03:00	-	11:00	-	02:45	-
Vol.	491	-	501	-	467	-	716	-	958	-	1147	-
P.H.F.	0.923		0.935		0.919		0.973		0.928		0.922	



PRECISION  
D A T A  
INDUSTRIES, LLC

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Tomasello Drive  
south of Winthrop Avenue (Rt 145)  
City, State: Revere, MA  
Client: VHB/ A. Berthume

175607 E Volume  
Site Code: 13796.00

Start Time	SB		NB		Combin ed		5/6/2017 Sat							
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.								
12:00	3	180	11	162	14	342								
12:15	3	172	7	167	10	339								
12:30	2	170	10	200	12	370								
12:45	0	8	190	712	3	31	188 717 3 39 378 1429							
01:00	2	189	4	172	6	361								
01:15	2	175	6	174	8	349								
01:30	2	158	2	205	4	363								
01:45	2	8	201	723	2	14	220 771 4 22 421 1494							
02:00	3	157	5	214	8	371								
02:15	3	201	6	235	9	436								
02:30	4	167	4	178	8	345								
02:45	4	14	148	673	7	22	210 837 11 36 358 1510							
03:00	1	169	4	225	5	394								
03:15	2	141	6	209	8	350								
03:30	1	179	2	230	3	409								
03:45	0	4	139	628	0	12	217 881 0 16 356 1509							
04:00	2	147	0	207	2	354								
04:15	4	153	3	225	7	378								
04:30	4	166	5	189	9	355								
04:45	4	14	144	610	5	13	225 846 9 27 369 1456							
05:00	2	145	3	201	5	346								
05:15	1	122	4	183	5	305								
05:30	5	131	0	223	5	354								
05:45	6	14	138	536	6	13	216 823 12 27 354 1359							
06:00	3	109	2	198	5	307								
06:15	7	95	1	143	8	238								
06:30	10	107	6	116	16	223								
06:45	24	44	81	392	10	19	127 584 34 63 208 976							
07:00	27	90	10	266	37	356								
07:15	25	101	20	246	45	347								
07:30	24	89	15	171	39	260								
07:45	31	107	96	376	26	71	131 814 57 178 227 1190							
08:00	45	87	27	137	72	224								
08:15	50	77	29	137	79	214								
08:30	42	56	36	120	78	176								
08:45	47	184	53	273	51	143	100 494 98 327 153 767							
09:00	69	61	40	110	109	171								
09:15	79	40	62	87	141	127								
09:30	78	34	56	94	134	128								
09:45	112	338	27	162	82	240	83 374 194 578 110 536							
10:00	104	23	78	55	182	78								
10:15	105	27	110	42	215	69								
10:30	120	8	107	51	227	59								
10:45	141	470	12	70	116	411	38 186 257 881 50 256							
11:00	153	5	150	26	303	31								
11:15	134	6	141	20	275	26								
11:30	190	3	133	16	323	19								
11:45	174	651	4	18	178	602	13 75 352 1253 17 93							
Total	1856	5173	1591	7402	3447	12575								
Percent	53.8%	41.1%	46.2%	58.9%										
Day Total		7029		8993		16022								
Peak	11:00	-	01:45	-	11:00	-	03:00	-	11:00	-	01:30	-	-	-
Vol.	651	-	726	-	602	-	881	-	1253	-	1591	-	-	-
P.H.F.	0.857		0.903		0.846		0.937		0.890		0.912			



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Tomasello Drive  
south of Winthrop Avenue (Rt 145)  
City, State: Revere, MA  
Client: VHB/ A. Berthaume

175607 E Volume  
Site Code: 13796.00

Start Time	SB		NB		Combin ed		5/7/2017 Sun					
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.						
12:00	3	142	6	151	9	293						
12:15	5	152	21	166	26	318						
12:30	4	145	15	140	19	285						
12:45	3	15	144	583	8	50	147	604	11	65	291	1187
01:00	4	152	9	154	13	306						
01:15	4	147	3	138	7	285						
01:30	1	131	2	147	3	278						
01:45	6	15	151	581	3	17	168	607	9	32	319	1188
02:00	2	137	12	182	14	319						
02:15	1	140	4	175	5	315						
02:30	4	150	7	166	11	316						
02:45	5	12	140	567	4	27	176	699	9	39	316	1266
03:00	3	123	3	162	6	285						
03:15	1	118	0	164	1	282						
03:30	0	124	1	174	1	298						
03:45	1	5	113	478	2	6	170	670	3	11	283	1148
04:00	3	113	2	150	5	263						
04:15	1	103	2	177	3	280						
04:30	2	119	0	156	2	275						
04:45	5	11	106	441	3	7	145	628	8	18	251	1069
05:00	2	106	1	131	3	237						
05:15	2	93	2	165	4	258						
05:30	1	87	0	152	1	239						
05:45	5	10	81	367	4	7	156	604	9	17	237	971
06:00	5	109	1	129	6	238						
06:15	4	87	3	141	7	228						
06:30	6	90	8	135	14	225						
06:45	23	38	98	384	5	17	112	517	28	55	210	901
07:00	20	81	13	115	33	196						
07:15	17	84	13	114	30	198						
07:30	22	92	14	119	36	211						
07:45	41	100	85	342	16	56	126	474	57	156	211	816
08:00	42	72	26	110	68	182						
08:15	35	65	38	123	73	188						
08:30	50	60	40	86	90	146						
08:45	36	163	48	245	46	150	106	425	82	313	154	670
09:00	47	40	38	93	85	133						
09:15	70	27	64	65	134	92						
09:30	78	28	56	52	134	80						
09:45	84	279	32	127	84	242	40	250	168	521	72	377
10:00	95	19	83	44	178	63						
10:15	85	12	79	33	164	45						
10:30	90	13	97	20	187	33						
10:45	123	393	8	52	82	341	14	111	205	734	22	163
11:00	121	10	106	19	227	29						
11:15	119	8	115	16	234	24						
11:30	133	6	120	18	253	24						
11:45	140	513	2	26	135	476	12	65	275	989	14	91
Total	1554		4193		1396		5654		2950		9847	
Percent	52.7%		42.6%		47.3%		57.4%					
Day Total		5747		7050		12797						
Peak	11:00	-	00:15	-	11:00	-	02:00	-	11:00	-	01:45	-
Vol.	513	-	593	-	476	-	699	-	989	-	1269	-
P.H.F.	0.916		0.975		0.881		0.960		0.899		0.995	



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Tomasello Drive  
south of Winthrop Avenue (Rt 145)  
City, State: Revere, MA  
Client: VHB/ A. Berthaume

175607 E Volume  
Site Code: 13796.00

Start Time	SB		NB		Combin ed		5/8/2017 Mon
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00	4	96	7	110	11	206	
12:15	1	84	7	96	8	180	
12:30	4	90	7	106	11	196	
12:45	4	13 79	349	2 23	111	423	6 36 190 772
01:00	0	103	4	94	4	197	
01:15	0	92	1	133	1	225	
01:30	0	82	1	123	1	205	
01:45	1	1 90	367	2 8	122	472	3 9 212 839
02:00	1	87	4	116	5	203	
02:15	1	91	1	95	2	186	
02:30	0	79	1	130	1	209	
02:45	6	8 104	361	1 7	144	485	7 15 248 846
03:00	2	79	1	139	3	218	
03:15	1	99	1	138	2	237	
03:30	1	76	1	159	2	235	
03:45	0	4 81	335	1 4	162	598	1 8 243 933
04:00	1	96	1	158	2	254	
04:15	2	82	2	138	4	220	
04:30	6	97	1	155	7	252	
04:45	5	14 99	374	7 11	155	606	12 25 254 980
05:00	2	100	1	185	3	285	
05:15	1	107	2	185	3	292	
05:30	11	105	3	162	14	267	
05:45	14	28 107	419	8 14	171	703	22 42 278 1122
06:00	13	94	11	167	24	261	
06:15	35	94	3	162	38	256	
06:30	60	70	7	137	67	207	
06:45	86	194 95	353	10 31	126	592	96 225 221 945
07:00	65	76	12	128	77	204	
07:15	80	85	23	144	103	229	
07:30	73	68	26	118	99	186	
07:45	80	298 56	285	26 87	112	502	106 385 168 787
08:00	80	60	28	83	108	143	
08:15	72	61	34	72	106	133	
08:30	59	41	30	86	89	127	
08:45	59	270 53	215	38 130	77	318	97 400 130 533
09:00	55	41	34	80	89	121	
09:15	52	35	55	79	107	114	
09:30	55	34	49	55	104	89	
09:45	58	220 23	133	43 181	53	267	101 401 76 400
10:00	49	23	55	40	104	63	
10:15	74	15	79	47	153	62	
10:30	80	13	52	29	132	42	
10:45	75	278 10	61	69 255	27	143	144 533 37 204
11:00	101	9	95	19	196	28	
11:15	75	5	80	21	155	26	
11:30	88	3	112	14	200	17	
11:45	101	365 3	20	92 379	7	61	193 744 10 81
Total	1693	3272	1130	5170	2823	8442	
Percent	60.0%	38.8%	40.0%	61.2%			
Day Total		4965		6300		11265	
Peak	11:00	- 05:00	- 11:00	- 05:00	- 11:00	- 05:00	- - -
Vol.	365	- 419	- 379	- 703	- 744	- 1122	- - -
P.H.F.	0.903	0.979	0.846	0.950	0.930	0.961	



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City, State: Revere, MA  
Client: VHB/ A. Berthaume

175607 E Volume  
Site Code: 13796.00

Start Time	SB		NB		Combin ed		5/9/2017				
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Tue				
12:00	5	101	4	97	9	198					
12:15	2	102	1	101	3	203					
12:30	4	116	5	105	9	221					
12:45	3	14 68	387	8 18	115	418	11	32	183	805	
01:00	1	91		5	109		6		200		
01:15	0	81		4	124		4		205		
01:30	2	103		2	112		4		215		
01:45	0	3 65	340	0 11	121	466	0	14	186	806	
02:00	3	79		1	131		4		210		
02:15	0	83		2	110		2		193		
02:30	3	93		2	111		5		204		
02:45	2	8 81	336	1 6	118	470	3	14	199	806	
03:00	2	81		0	159		2		240		
03:15	0	97		1	129		1		226		
03:30	1	75		3	137		4		212		
03:45	1	4 71	324	2 6	145	570	3	10	216	894	
04:00	3	91		1	139		4		230		
04:15	2	96		1	144		3		240		
04:30	2	77		3	157		5		234		
04:45	3	10 104	368	3 8	155	595	6	18	259	963	
05:00	3	79		7	189		10		268		
05:15	1	89		8	175		9		264		
05:30	5	95		1	158		6		253		
05:45	16	25 94	357	4 20	183	705	20	45	277	1062	
06:00	24	101		11	142		35		243		
06:15	42	108		7	137		49		245		
06:30	83	86		17	138		100		224		
06:45	93	242 78	373	10 45	142	559	103	287	220	932	
07:00	89	80		16	139		105		219		
07:15	77	69		17	124		94		193		
07:30	88	74		27	111		115		185		
07:45	76	330 76	299	22 82	86	460	98	412	162	759	
08:00	75	51		31	93		106		144		
08:15	78	54		35	79		113		133		
08:30	81	46		45	78		126		124		
08:45	59	293 43	194	44 155	93	343	103	448	136	537	
09:00	45	60		47	101		92		161		
09:15	53	42		42	64		95		106		
09:30	60	28		65	80		125		108		
09:45	54	212 19	149	37 191	44	289	91	403	63	438	
10:00	62	21		61	46		123		67		
10:15	47	17		63	28		110		45		
10:30	70	13		60	31		130		44		
10:45	68	247 9	60	72 256	28	133	140	503	37	193	
11:00	63	7		62	23		125		30		
11:15	75	8		83	18		158		26		
11:30	80	5		102	10		182		15		
11:45	86	304 4	24	83 330	9	60	169	634	13	84	
Total	1692	3211	1128	5068	2820	8279					
Percent	60.0%	38.8%	40.0%	61.2%							
Day Total		4903		6196		11099					
Peak	06:45	-	05:30	-	11:00	-	05:00	-	11:00	-	-
Vol.	347	-	398	-	330	-	705	-	634	-	1062
P.H.F.	0.933	-	0.858	-	0.809	-	0.933	-	0.871	-	0.958

































Furlong Drive  
 west of Tomasello Drive  
 City, State: Revere, MA  
 Client: VHB/ A. Berthaume



175607 F Volume  
 Site Code: 13796.00

Start Time	5/3/2017		5/4/2017		5/5/2017		5/6/2017		5/7/2017		5/8/2017		5/9/2017		Week Average	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	11	13	11	17	21	17	11	16	15	20	10	11	7	11	12	15
01:00	4	7	6	5	1	5	11	9	7	8	2	3	4	5	5	6
02:00	11	2	6	3	10	6	7	12	10	12	2	2	2	2	7	6
03:00	6	5	3	4	2	2	1	4	4	0	2	3	3	2	3	3
04:00	9	10	9	7	3	7	10	5	6	2	7	6	5	7	7	6
05:00	13	13	14	15	23	14	11	9	5	6	12	6	12	13	13	11
06:00	38	17	41	11	34	19	23	10	24	12	31	14	39	22	33	15
07:00	98	62	77	45	118	67	95	52	97	47	88	57	93	52	95	55
08:00	159	105	173	135	201	150	161	130	154	137	151	102	158	119	165	125
09:00	213	172	171	138	235	187	273	222	270	215	198	143	171	160	219	177
10:00	258	240	249	211	312	270	365	312	367	315	262	225	232	207	292	254
11:00	<b>309</b>	<b>319</b>	<b>343</b>	<b>290</b>	<b>432</b>	<b>395</b>	<b>458</b>	<b>412</b>	<b>439</b>	<b>400</b>	<b>367</b>	<b>325</b>	<b>314</b>	<b>277</b>	<b>380</b>	<b>345</b>
12:00 PM	378	360	388	367	402	442	499	464	457	468	357	347	370	351	407	400
01:00	387	<b>419</b>	361	366	391	437	<b>560</b>	515	516	474	377	406	346	389	<b>420</b>	429
02:00	342	367	362	408	<b>413</b>	405	493	<b>548</b>	<b>563</b>	<b>539</b>	369	370	328	338	410	425
03:00	333	365	384	399	393	<b>444</b>	490	507	495	491	366	424	342	389	400	<b>431</b>
04:00	346	363	379	<b>445</b>	370	403	488	482	449	512	393	400	391	385	402	427
05:00	379	400	393	419	371	386	432	434	405	455	<b>446</b>	449	389	<b>434</b>	402	425
06:00	<b>407</b>	391	<b>402</b>	399	365	382	359	386	392	397	383	<b>451</b>	<b>398</b>	421	387	404
07:00	326	363	350	398	288	330	384	376	376	399	306	412	320	370	336	378
08:00	237	326	233	288	223	269	283	328	275	350	215	260	216	296	240	302
09:00	148	220	153	242	150	207	188	258	130	230	136	212	155	242	151	230
10:00	77	121	71	111	71	123	74	146	52	92	63	116	67	108	68	117
11:00	22	39	16	37	27	39	18	41	25	45	21	42	21	40	21	40
Total	4511	4699	4595	4760	4856	5006	5694	5678	5533	5626	4564	4786	4383	4640	4875	5026
Day	9210		9355		9862		11372		11159		9350		9023		9901	
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00
Vol.	309	319	343	290	432	395	458	412	439	400	367	325	314	277	380	345
PM Peak	18:00	13:00	18:00	16:00	14:00	15:00	13:00	14:00	14:00	14:00	17:00	18:00	18:00	17:00	13:00	15:00
Vol.	407	419	402	445	413	444	560	548	563	539	446	451	398	434	420	431

Comb. Total	9210	9355	9862	11372	11159	9350	9023	9901
ADT	ADT 9,904	AADT 9,904						



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

Furlong Drive  
west of Tomasello Drive  
City, State: Revere, MA  
Client: VHB/ A. Berthume

175607 F Volume  
Site Code: 13796.00

Start Time	WB		EB		Combin ed		5/3/2017 Wed
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00	5	88	5	91	10	179	
12:15	2	91	6	88	8	179	
12:30	3	100	2	87	5	187	
12:45	1	11 99	378	0	13 94	360	24 193 738
01:00	1	96		4	109		5 205
01:15	1	97		0	106		1 203
01:30	0	103		1	108		1 211
01:45	2	4 91	387	2	7 96	419	4 11 187 806
02:00	3	76		0	98		3 174
02:15	0	81		1	83		1 164
02:30	2	90		0	93		2 183
02:45	6	11 95	342	1	2 93	367	7 13 188 709
03:00	5	74		3	93		8 167
03:15	0	83		0	95		0 178
03:30	1	84		2	98		3 182
03:45	0	6 92	333	0	5 79	365	0 11 171 698
04:00	3	84		2	96		5 180
04:15	1	77		1	96		2 173
04:30	2	90		2	93		4 183
04:45	3	9 95	346	5	10 78	363	8 19 173 709
05:00	2	98		6	99		8 197
05:15	1	97		4	101		5 198
05:30	2	91		2	99		4 190
05:45	8	13 93	379	1	13 101	400	9 26 194 779
06:00	10	122		7	94		17 216
06:15	3	97		1	103		4 200
06:30	5	93		4	79		9 172
06:45	20	38 95	407	5	17 115	391	25 55 210 798
07:00	19	90		11	106		30 196
07:15	19	83		16	97		35 180
07:30	24	90		14	78		38 168
07:45	36	98 63	326	21	62 82	363	57 160 145 689
08:00	37	69		14	81		51 150
08:15	43	64		28	92		71 156
08:30	37	52		35	80		72 132
08:45	42	159 52	237	28	105 73	326	70 264 125 563
09:00	41	53		41	64		82 117
09:15	57	43		38	48		95 91
09:30	50	28		53	68		103 96
09:45	65	213 24	148	40	172 40	220	105 385 64 368
10:00	66	32		42	33		108 65
10:15	50	19		72	36		122 55
10:30	75	19		67	34		142 53
10:45	67	258 7	77	59	240 18	121	126 498 25 198
11:00	64	8		76	17		140 25
11:15	76	3		75	7		151 10
11:30	89	6		80	9		169 15
11:45	80	309 5	22	88	319 6	39	168 628 11 61
Total	1129	3382		965	3734		2094 7116
Percent	53.9%	47.5%		46.1%	52.5%		
Day Total		4511		4699			9210
Peak	11:00	- 06:00	-	11:00	- 01:00	-	11:00 - 00:45 - -
Vol.	309	- 407	-	319	- 419	-	628 - 812 - -
P.H.F.	0.868	0.834		0.906	0.961		0.929 0.962





PRECISION  
DATA  
INDUSTRIES, LLC

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Furlong Drive  
west of Tomasello Drive  
City, State: Revere, MA  
Client: VHB/ A. Berthaume

175607 F Volume  
Site Code: 13796.00

Start Time	WB		EB		Combin ed		5/4/2017		
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Thu		
12:00	2	104	7	73	9	177			
12:15	3	89	2	89	5	178			
12:30	3	87	4	103	7	190			
12:45	3	11 108	388	4	17 102	367	7	28 210	755
01:00	1	91		1	90		2	181	
01:15	2	103		1	95		3	198	
01:30	0	86		1	89		1	175	
01:45	3	6 81	361	2	5 92	366	5	11 173	727
02:00	1	88		0	99		1	187	
02:15	0	98		0	104		0	202	
02:30	1	69		1	112		2	181	
02:45	4	6 107	362	2	3 93	408	6	9 200	770
03:00	2	100		1	99		3	199	
03:15	0	84		2	89		2	173	
03:30	0	102		1	113		1	215	
03:45	1	3 98	384	0	4 98	399	1	7 196	783
04:00	1	98		2	109		3	207	
04:15	1	91		0	111		1	202	
04:30	1	108		2	98		3	206	
04:45	6	9 82	379	3	7 127	445	9	16 209	824
05:00	0	101		2	103		2	204	
05:15	0	96		5	105		5	201	
05:30	4	97		3	117		7	214	
05:45	10	14 99	393	5	15 94	419	15	29 193	812
06:00	7	117		3	95		10	212	
06:15	2	91		1	101		3	192	
06:30	7	97		4	100		11	197	
06:45	25	41 97	402	3	11 103	399	28	52 200	801
07:00	21	90		12	93		33	183	
07:15	10	97		13	106		23	203	
07:30	20	94		10	94		30	188	
07:45	26	77 69	350	10	45 105	398	36	122 174	748
08:00	44	75		28	92		72	167	
08:15	46	58		37	79		83	137	
08:30	48	59		35	66		83	125	
08:45	35	173 41	233	35	135 51	288	70	308 92	521
09:00	34	50		36	83		70	133	
09:15	36	37		32	55		68	92	
09:30	47	38		30	56		77	94	
09:45	54	171 28	153	40	138 48	242	94	309 76	395
10:00	55	24		38	39		93	63	
10:15	71	16		51	32		122	48	
10:30	53	17		52	14		105	31	
10:45	70	249 14	71	70	211 26	111	140	460 40	182
11:00	90	5		60	18		150	23	
11:15	77	4		81	9		158	13	
11:30	95	4		64	6		159	10	
11:45	81	343 3	16	85	290 4	37	166	633 7	53
Total	1103	3492	881	3879	1984	7371			
Percent	55.6%	47.4%	44.4%	52.6%					
Day Total		4595		4760		9355			
Peak	11:00	- 05:15	-	11:00	- 04:45	-	11:00	- 04:45	- - -
Vol.	343	- 409	-	290	- 452	-	633	- 828	- - -
P.H.F.	0.903	0.874		0.853	0.890		0.953	0.967	



PRECISION  
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Furlong Drive  
west of Tomasello Drive  
City, State: Revere, MA  
Client: VHB/ A. Berthaume

175607 F Volume  
Site Code: 13796.00

Start Time	WB		EB		Combin ed		5/5/2017 Fri			
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.				
12:00	8	111	2	105	10	216				
12:15	6	102	9	122	15	224				
12:30	4	87	2	109	6	196				
12:45	3	102	4	106	7	208	844			
01:00	0	116	1	105	1	221				
01:15	1	88	1	111	2	199				
01:30	0	101	1	113	1	214				
01:45	0	86	2	108	2	194	828			
02:00	0	89	1	104	1	193				
02:15	2	93	1	102	3	195				
02:30	2	94	3	101	5	195				
02:45	6	137	1	98	7	235	818			
03:00	0	109	0	102	0	211				
03:15	1	118	1	125	2	243				
03:30	0	86	1	113	1	199				
03:45	1	80	0	104	1	184	837			
04:00	1	105	0	91	1	196				
04:15	1	109	2	109	3	218				
04:30	0	68	1	106	1	174				
04:45	1	88	4	97	5	185	773			
05:00	2	79	6	91	8	170				
05:15	0	94	3	101	3	195				
05:30	9	101	2	95	11	196				
05:45	12	97	3	99	15	196	757			
06:00	6	107	5	88	11	195				
06:15	6	95	5	101	11	196				
06:30	10	89	3	94	13	183				
06:45	12	74	6	99	18	173	747			
07:00	31	71	11	97	42	168				
07:15	26	66	16	78	42	144				
07:30	20	81	28	77	48	158				
07:45	41	70	12	78	53	148	618			
08:00	48	68	32	73	80	141				
08:15	61	59	32	67	93	126				
08:30	43	45	50	69	93	114				
08:45	49	51	36	60	85	111	492			
09:00	61	39	41	59	102	98				
09:15	51	36	53	57	104	93				
09:30	48	44	44	51	92	95				
09:45	75	31	49	40	124	71	357			
10:00	68	17	43	36	111	53				
10:15	75	22	78	36	153	58				
10:30	94	18	62	29	156	47				
10:45	75	14	87	22	162	36	194			
11:00	89	8	87	17	176	25				
11:15	108	6	89	8	197	14				
11:30	106	9	102	9	208	18				
11:45	129	4	117	5	246	9	66			
Total	1392	3464	1139	3867	2531	7331				
Percent	55.0%	47.3%	45.0%	52.7%						
Day Total		4856		5006		9862				
Peak	11:00	-	02:30	-	11:00	-	02:45	-	-	-
Vol.	432	-	458	-	395	-	444	-	827	-
P.H.F.	0.837		0.836		0.844		0.888		0.840	



PRECISION  
D A T A  
INDUSTRIES, LLC

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Furlong Drive  
west of Tomasello Drive  
City, State: Revere, MA  
Client: VHB/ A. Berthaume

175607 F Volume  
Site Code: 13796.00

Start Time	WB		EB		Combin ed		5/6/2017	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Sat	
12:00	4	119	4	114	8	233		
12:15	4	122	6	103	10	225		
12:30	1	115	4	137	5	252		
12:45	2	143	2	110	4	253	963	
01:00	3	150	3	122	6	272		
01:15	1	125	2	119	3	244		
01:30	5	123	2	130	7	253		
01:45	2	162	2	144	4	306	1075	
02:00	2	115	2	152	4	267		
02:15	2	143	3	143	5	286		
02:30	3	120	3	118	6	238		
02:45	0	115	4	135	4	250	1041	
03:00	1	143	1	116	2	259		
03:15	0	113	2	121	2	234		
03:30	0	107	1	151	1	258		
03:45	0	127	0	119	0	246	997	
04:00	1	138	0	139	1	277		
04:15	1	109	1	122	2	231		
04:30	4	128	3	111	7	239		
04:45	4	113	1	110	5	223	970	
05:00	1	105	3	110	4	215		
05:15	0	109	2	107	2	216		
05:30	4	107	0	122	4	229		
05:45	6	111	4	95	10	206	866	
06:00	0	97	1	119	1	216		
06:15	0	84	0	100	0	184		
06:30	3	97	2	76	5	173		
06:45	20	81	7	91	27	172	745	
07:00	24	102	6	97	30	199		
07:15	18	108	12	106	30	214		
07:30	21	84	13	84	34	168		
07:45	32	90	21	89	53	179	760	
08:00	36	93	26	81	62	174		
08:15	48	66	25	92	73	158		
08:30	34	62	40	73	74	135		
08:45	43	62	39	82	82	144	611	
09:00	62	72	38	83	100	155		
09:15	75	41	60	63	135	104		
09:30	67	44	57	59	124	103		
09:45	69	31	67	53	136	84	446	
10:00	90	27	62	38	152	65		
10:15	71	26	82	35	153	61		
10:30	96	10	78	46	174	56		
10:45	108	11	90	27	198	38	220	
11:00	109	6	113	14	222	20		
11:15	94	3	97	12	191	15		
11:30	132	3	93	10	225	13		
11:45	123	6	109	5	232	11	59	
<b>Total</b>	<b>1426</b>	<b>4268</b>	<b>1193</b>	<b>4485</b>	<b>2619</b>	<b>8753</b>		
<b>Percent</b>	<b>54.4%</b>	<b>48.8%</b>	<b>45.6%</b>	<b>51.2%</b>				
<b>Day Total</b>		<b>5694</b>		<b>5678</b>		<b>11372</b>		
<b>Peak</b>	<b>11:00</b>	<b>- 01:00</b>	<b>- 11:00</b>	<b>- 01:30</b>	<b>- 11:00</b>	<b>- 01:30</b>	<b>- - -</b>	
<b>Vol.</b>	<b>458</b>	<b>- 560</b>	<b>- 412</b>	<b>- 569</b>	<b>- 870</b>	<b>- 1112</b>	<b>- - -</b>	
<b>P.H.F.</b>	<b>0.867</b>	<b>0.864</b>	<b>0.912</b>	<b>0.936</b>	<b>0.938</b>	<b>0.908</b>		



PRECISION  
DATA  
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Furlong Drive  
west of Tomasello Drive  
City, State: Revere, MA  
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175607 F Volume  
Site Code: 13796.00

Start Time	WB		EB		Combin ed		5/7/2017 Sun
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00	2	102	1	128	3	230	
12:15	6	119	9	117	15	236	
12:30	4	122	6	97	10	219	
12:45	3	114	4	126	7	240	925
01:00	1	130	4	122	5	252	
01:15	2	131	1	107	3	238	
01:30	1	113	0	116	1	229	
01:45	3	142	3	129	6	271	990
02:00	2	131	6	140	8	271	
02:15	0	138	0	133	0	271	
02:30	4	150	4	128	8	278	
02:45	4	144	2	138	6	282	1102
03:00	3	131	0	124	3	255	
03:15	0	113	0	125	0	238	
03:30	0	126	0	124	0	250	
03:45	1	125	0	118	1	243	986
04:00	1	122	0	128	1	250	
04:15	1	107	0	141	1	248	
04:30	1	112	0	127	1	239	
04:45	3	108	2	116	5	224	961
05:00	1	104	1	107	2	211	
05:15	1	112	1	113	2	225	
05:30	1	96	0	120	1	216	
05:45	2	93	4	115	6	208	860
06:00	2	109	1	100	3	209	
06:15	0	93	3	107	3	200	
06:30	4	98	6	113	10	211	
06:45	18	92	2	77	20	169	789
07:00	18	90	10	94	28	184	
07:15	18	90	10	97	28	187	
07:30	22	99	11	104	33	203	
07:45	39	97	16	104	55	201	775
08:00	37	72	26	83	63	155	
08:15	30	77	33	108	63	185	
08:30	55	62	30	70	85	132	
08:45	32	64	48	89	80	153	625
09:00	47	40	35	84	82	124	
09:15	65	33	59	56	124	89	
09:30	78	25	53	52	131	77	
09:45	80	270	32	130	68	70	360
10:00	101	18	77	38	178	56	
10:15	83	14	80	31	163	45	
10:30	83	12	82	12	165	24	
10:45	100	367	8	315	11	19	144
11:00	113	9	92	16	205	25	
11:15	104	5	99	7	203	12	
11:30	116	5	107	13	223	18	
11:45	106	439	6	400	9	15	70
Total	1398	4135	1174	4452	2572	8587	
Percent	54.4%	48.2%	45.6%	51.8%			
Day Total		5533		5626		11159	
Peak	11:00	-	02:00	-	11:00	-	02:00
Vol.	439	-	563	-	400	-	539
P.H.F.	0.946	-	0.938	-	0.935	-	0.963



PRECISION  
DATA  
INDUSTRIES, LLC

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

Furlong Drive  
west of Tomasello Drive  
City, State: Revere, MA  
Client: VHB/ A. Berthoume

175607 F Volume  
Site Code: 13796.00

Start Time	WB		EB		Combin ed		5/8/2017 Mon					
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.						
12:00	4	101	6	93	10	194						
12:15	1	84	3	86	4	170						
12:30	3	92	2	81	5	173						
12:45	2	10	80	357	0	11	87	347	2	21	167	704
01:00	1	107	3	85	4	192						
01:15	0	100	0	110	0	210						
01:30	0	77	0	108	0	185						
01:45	1	2	93	377	0	3	103	406	1	5	196	783
02:00	0	87	1	91	1	178						
02:15	0	86	1	72	1	158						
02:30	0	92	0	101	0	193						
02:45	2	2	104	369	0	2	106	370	2	4	210	739
03:00	2	83	0	111	2	194						
03:15	0	90	2	101	2	191						
03:30	0	97	0	108	0	205						
03:45	0	2	96	366	1	3	104	424	1	5	200	790
04:00	0	99	1	110	1	209						
04:15	1	87	0	95	1	182						
04:30	2	102	0	106	2	208						
04:45	4	7	105	393	5	6	89	400	9	13	194	793
05:00	1	101	1	124	2	225						
05:15	0	123	1	119	1	242						
05:30	5	103	0	106	5	209						
05:45	6	12	119	446	4	6	100	449	10	18	219	895
06:00	6	97	4	121	10	218						
06:15	2	113	2	115	4	228						
06:30	11	74	4	107	15	181						
06:45	12	31	99	383	4	14	108	451	16	45	207	834
07:00	14	81	5	101	19	182						
07:15	16	92	18	118	34	210						
07:30	18	72	19	103	37	175						
07:45	40	88	61	306	15	57	90	412	55	145	151	718
08:00	38	55	23	61	61	116						
08:15	37	61	32	60	69	121						
08:30	38	46	23	69	61	115						
08:45	38	151	53	215	24	102	70	260	62	253	123	475
09:00	50	43	25	64	75	107						
09:15	45	37	45	60	90	97						
09:30	56	30	38	48	94	78						
09:45	47	198	26	136	35	143	40	212	82	341	66	348
10:00	45	22	46	36	91	58						
10:15	69	17	68	40	137	57						
10:30	70	16	53	18	123	34						
10:45	78	262	8	63	58	225	22	116	136	487	30	179
11:00	97	8	85	14	182	22						
11:15	74	5	69	11	143	16						
11:30	100	4	85	11	185	15						
11:45	96	367	4	21	86	325	6	42	182	692	10	63
Total	1132		3432		897		3889		2029		7321	
Percent	55.8%		46.9%		44.2%		53.1%					
Day Total		4564		4786		9350						
Peak	11:00	-	05:00	-	11:00	-	06:00	-	11:00	-	05:00	-
Vol.	367	-	446	-	325	-	451	-	692	-	895	-
P.H.F.	0.918		0.907		0.945		0.932		0.935		0.925	



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

Furlong Drive  
west of Tomasello Drive  
City, State: Revere, MA  
Client: VHB/ A. Berthume

175607 F Volume  
Site Code: 13796.00

Start Time	WB		EB		Combin ed		5/9/2017						
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Tue						
12:00	3	100	2	87	5	187							
12:15	1	92	1	83	2	175							
12:30	2	107	3	91	5	198							
12:45	1	71	5	11	6	161	721						
01:00	1	91	1	91	2	182							
01:15	1	81	3	108	4	189							
01:30	2	99	1	89	3	188							
01:45	0	4	75	346	0	5	101	389	0	9	176	735	
02:00	0	68	0	99	0	167							
02:15	0	86	1	82	1	168							
02:30	1	94	1	79	2	173							
02:45	1	2	80	328	0	2	78	338	1	4	158	666	
03:00	1	78	0	111	1	189							
03:15	0	103	1	92	1	195							
03:30	1	86	1	89	2	175							
03:45	1	3	75	342	0	2	97	389	1	5	172	731	
04:00	1	94	1	97	2	191							
04:15	0	101	1	87	1	188							
04:30	1	94	2	110	3	204							
04:45	3	5	102	391	3	7	91	385	6	12	193	776	
05:00	1	85	5	123	6	208							
05:15	0	91	4	109	4	200							
05:30	3	108	0	96	3	204							
05:45	8	12	105	389	4	13	106	434	12	25	211	823	
06:00	6	102	4	98	10	200							
06:15	5	112	2	101	7	213							
06:30	12	100	10	102	22	202							
06:45	16	39	84	398	6	22	120	421	22	61	204	819	
07:00	19	92	7	108	26	200							
07:15	14	74	15	103	29	177							
07:30	32	76	14	80	46	156							
07:45	28	93	78	320	16	52	79	370	44	145	157	690	
08:00	40	53	23	82	63	135							
08:15	38	68	34	77	72	145							
08:30	38	47	30	70	68	117							
08:45	42	158	48	216	32	119	67	296	74	277	115	512	
09:00	31	62	36	87	67	149							
09:15	43	42	34	50	77	92							
09:30	49	27	54	69	103	96							
09:45	48	171	24	155	36	160	36	242	84	331	60	397	
10:00	52	23	51	33	103	56							
10:15	47	19	51	28	98	47							
10:30	64	17	49	27	113	44							
10:45	69	232	8	67	56	207	20	108	125	439	28	175	
11:00	61	6	53	15	114	21							
11:15	81	7	69	10	150	17							
11:30	79	4	85	8	164	12							
11:45	93	314	4	21	70	277	7	40	163	591	11	61	
Total	1040	3343	877	3763	1917	7106							
Percent	54.3%	47.0%	45.7%	53.0%									
Day Total		4383		4640		9023							
Peak	11:00	-	05:30	-	11:00	-	05:00	-	11:00	-	05:30	-	-
Vol.	314	-	427	-	277	-	434	-	591	-	828	-	-
P.H.F.	0.844		0.953		0.815		0.882		0.901		0.972		

































Winthrop Avenue (Route 145)  
 west of Tomasello Drive  
 City, State: Revere, MA  
 Client: VHB/ A. Berthoume



175607 G Volume  
 Site Code: 13796.00

Start Time	5/3/2017		5/4/2017		5/5/2017		5/6/2017		5/7/2017		5/8/2017		5/9/2017		Week Average	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	160	107	199	112	216	119	273	211	299	209	176	97	161	96	212	136
01:00	107	83	108	70	139	98	199	163	247	173	90	81	89	68	140	105
02:00	79	56	63	64	92	90	167	141	189	181	68	74	58	48	102	93
03:00	46	61	45	64	49	66	92	86	113	89	51	77	43	60	63	72
04:00	58	121	71	113	52	123	75	85	61	69	63	127	52	127	62	109
05:00	187	353	204	358	186	343	84	150	74	124	169	348	181	367	155	292
06:00	661	734	652	764	596	709	217	306	161	198	616	761	707	788	516	609
07:00	956	1157	1013	1132	935	1086	331	447	247	291	956	1063	1048	1104	784	897
08:00	970	995	923	998	913	948	470	582	423	422	876	1021	945	1051	789	860
09:00	741	834	688	827	695	757	635	700	569	597	645	786	759	751	676	750
10:00	749	784	712	752	719	776	805	899	725	743	706	744	764	741	740	777
11:00	882	812	829	746	935	800	1018	1001	1003	869	842	750	788	774	900	822
12:00 PM	981	956	923	858	925	855	1149	1043	1109	1033	892	778	837	773	974	899
01:00	924	877	953	862	967	924	1274	1102	1203	1052	885	797	887	823	1013	920
02:00	1015	928	1060	1019	1163	1003	1231	1085	1214	1162	1054	923	999	928	1105	1007
03:00	1200	1074	1270	1154	1230	1116	1227	1145	1103	1093	1157	1120	1158	1080	1192	1112
04:00	1278	1026	1378	1087	1328	1031	1302	1122	1068	996	1332	1037	1329	1000	1288	1043
05:00	1357	1141	1443	1121	1356	1099	1105	1085	1027	804	1445	1132	1329	1160	1295	1077
06:00	1249	967	1236	1035	1093	927	1045	930	996	774	1187	908	1135	851	1134	913
07:00	978	738	1006	819	944	735	914	981	839	721	914	735	944	721	934	779
08:00	725	630	825	616	632	577	754	672	694	590	693	533	717	515	720	590
09:00	614	456	587	486	594	505	716	618	546	452	530	418	534	446	589	483
10:00	444	320	467	317	494	390	540	427	405	323	360	273	410	262	446	330
11:00	287	214	308	227	379	269	418	317	251	177	245	161	302	207	313	225
Total	16648	15424	16963	15601	16632	15346	16041	15298	14566	13142	15952	14744	16176	14741	16142	14900
Day	32072		32564		31978		31339		27708		30696		30917		31042	
AM Peak	08:00	07:00	07:00	07:00	07:00	07:00	11:00	11:00	11:00	11:00	07:00	07:00	07:00	07:00	11:00	07:00
Vol.	970	1157	1013	1132	935	1086	1018	1001	1003	869	956	1063	1048	1104	900	897
PM Peak	17:00	17:00	17:00	15:00	17:00	15:00	16:00	15:00	14:00	14:00	17:00	17:00	16:00	17:00	17:00	15:00
Vol.	1357	1141	1443	1154	1356	1116	1302	1145	1214	1162	1445	1132	1329	1160	1295	1112

Comb. Total	32072	32564	31978	31339	27708	30696	30917	31042
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ADT	ADT 31,039	AADT 31,039
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PRECISION  
DATA  
INDUSTRIES, LLC

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

Winthrop Avenue (Route 145)  
west of Tomasello Drive  
City, State: Revere, MA  
Client: VHB/ A. Berthaume

175607 G Volume  
Site Code: 13796.00

Start Time	EB		WB		Combin ed		5/3/2017					
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Wed					
12:00	52	244	30	232	82	476						
12:15	54	241	28	227	82	468						
12:30	30	251	31	264	61	515						
12:45	24	160 245	981	18	107 233	956	42	267 478	1937			
01:00	24	209		25	245		49	454				
01:15	32	252		18	221		50	473				
01:30	22	227		20	205		42	432				
01:45	29	107 236	924	20	83 206	877	49	190 442	1801			
02:00	25	226		8	255		33	481				
02:15	11	238		16	239		27	477				
02:30	19	266		14	207		33	473				
02:45	24	79 285	1015	18	56 227	928	42	135 512	1943			
03:00	15	286		15	262		30	548				
03:15	3	331		10	265		13	596				
03:30	16	294		15	300		31	594				
03:45	12	46 289	1200	21	61 247	1074	33	107 536	2274			
04:00	6	276		21	243		27	519				
04:15	12	332		28	273		40	605				
04:30	15	330		34	254		49	584				
04:45	25	58 340	1278	38	121 256	1026	63	179 596	2304			
05:00	28	354		68	275		96	629				
05:15	36	386		69	313		105	699				
05:30	49	315		102	275		151	590				
05:45	74	187 302	1357	114	353 278	1141	188	540 580	2498			
06:00	85	336		152	253		237	589				
06:15	167	361		175	250		342	611				
06:30	193	293		189	226		382	519				
06:45	216	661 259	1249	218	734 238	967	434	1395 497	2216			
07:00	223	276		244	215		467	491				
07:15	242	256		330	179		572	435				
07:30	254	234		304	191		558	425				
07:45	237	956 212	978	279	1157 153	738	516	2113 365	1716			
08:00	260	188		265	163		525	351				
08:15	269	187		280	180		549	367				
08:30	228	165		241	134		469	299				
08:45	213	970 185	725	209	995 153	630	422	1965 338	1355			
09:00	202	179		204	119		406	298				
09:15	172	154		216	121		388	275				
09:30	190	137		203	121		393	258				
09:45	177	741 144	614	211	834 95	456	388	1575 239	1070			
10:00	207	136		198	82		405	218				
10:15	163	117		199	101		362	218				
10:30	200	90		206	78		406	168				
10:45	179	749 101	444	181	784 59	320	360	1533 160	764			
11:00	224	75		207	67		431	142				
11:15	208	85		195	60		403	145				
11:30	219	64		190	52		409	116				
11:45	231	882 63	287	220	812 35	214	451	1694 98	501			
Total	5596	11052		6097	9327		11693	20379				
Percent	47.9%	54.2%		52.1%	45.8%							
Day Total		16648		15424			32072					
Peak	07:30	-	04:30	-	07:15	-	05:00	-	07:15	-	04:45	-
Vol.	1020	-	1410	-	1178	-	1141	-	2171	-	2514	-
P.H.F.	0.948		0.913		0.892		0.911		0.949		0.899	

Winthrop Avenue (Route 145)  
 west of Tomasello Drive  
 City, State: Revere, MA  
 Client: VHB/ A. Berthume



175607 G Volume  
 Site Code: 13796.00

Start Time	EB		WB		Combin ed		5/4/2017 Thu					
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.						
12:00	62	205	34	199	96	404						
12:15	49	236	22	220	71	456						
12:30	46	234	26	223	72	457						
12:45	42	199 248	923	30	112 216	858	72 311 464 1781					
01:00	28	227	19	217	47	444						
01:15	36	254	24	181	60	435						
01:30	19	251	12	250	31	501						
01:45	25	108 221	953	15	70 214	862	40 178 435 1815					
02:00	15	235	19	259	34	494						
02:15	14	257	14	247	28	504						
02:30	11	244	16	248	27	492						
02:45	23	63 324	1060	15	64 265	1019	38 127 589 2079					
03:00	17	298	13	269	30	567						
03:15	16	297	17	283	33	580						
03:30	9	350	14	306	23	656						
03:45	3	45 325	1270	20	64 296	1154	23 109 621 2424					
04:00	8	309	16	271	24	580						
04:15	17	362	31	252	48	614						
04:30	18	339	34	290	52	629						
04:45	28	71 368	1378	32	113 274	1087	60 184 642 2465					
05:00	39	336	63	259	102	595						
05:15	42	346	81	265	123	611						
05:30	51	399	106	298	157	697						
05:45	72	204 362	1443	108	358 299	1121	180 562 661 2564					
06:00	97	322	148	290	245	612						
06:15	151	317	175	258	326	575						
06:30	165	308	217	260	382	568						
06:45	239	652 289	1236	224	764 227	1035	463 1416 516 2271					
07:00	244	264	267	234	511	498						
07:15	266	259	286	218	552	477						
07:30	242	287	321	175	563	462						
07:45	261	1013 196	1006	258	1132 192	819	519 2145 388 1825					
08:00	246	229	281	171	527	400						
08:15	245	208	279	171	524	379						
08:30	232	195	243	129	475	324						
08:45	200	923 193	825	195	998 145	616	395 1921 338 1441					
09:00	191	162	209	134	400	296						
09:15	181	147	197	126	378	273						
09:30	154	157	214	114	368	271						
09:45	162	688 121	587	207	827 112	486	369 1515 233 1073					
10:00	160	128	188	106	348	234						
10:15	187	110	202	84	389	194						
10:30	164	139	167	72	331	211						
10:45	201	712 90	467	195	752 55	317	396 1464 145 784					
11:00	201	74	164	62	365	136						
11:15	199	109	194	71	393	180						
11:30	215	70	201	55	416	125						
11:45	214	829 55	308	187	746 39	227	401 1575 94 535					
Total	5507	11456	6000	9601	11507	21057						
Percent	47.9%	54.4%	52.1%	45.6%								
Day Total		16963		15601		32564						
Peak	07:15	-	04:45	-	07:15	-	07:15	-	05:15	-	-	-
Vol.	1015	-	1449	-	1146	-	1156	-	2161	-	2581	-
P.H.F.	0.954		0.908		0.893		0.944		0.960		0.926	

Winthrop Avenue (Route 145)  
 west of Tomasello Drive  
 City, State: Revere, MA  
 Client: VHB/ A. Berthaume



175607 G Volume  
 Site Code: 13796.00

Start Time	EB		WB		Combin ed		5/5/2017 Fri					
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.						
12:00	65	219	39	212	104	431						
12:15	54	234	28	211	82	445						
12:30	48	218	27	197	75	415						
12:45	49	254	925	25	119	235	855	74	335	489	1780	
01:00	48	240	29	239	77	479						
01:15	30	258	26	225	56	483						
01:30	27	233	22	233	49	466						
01:45	34	139	236	967	21	98	227	924	55	237	463	1891
02:00	20	276	30	259	50	535						
02:15	27	282	25	239	52	521						
02:30	16	269	20	270	36	539						
02:45	29	92	336	1163	15	90	235	1003	44	182	571	2166
03:00	13	332	20	253	33	585						
03:15	13	300	12	284	25	584						
03:30	13	322	13	291	26	613						
03:45	10	49	276	1230	21	66	288	1116	31	115	564	2346
04:00	12	351	23	277	35	628						
04:15	9	323	23	270	32	593						
04:30	20	300	40	252	60	552						
04:45	11	52	354	1328	37	123	232	1031	48	175	586	2359
05:00	22	334	60	309	82	643						
05:15	34	313	81	265	115	578						
05:30	53	357	112	276	165	633						
05:45	77	186	352	1356	90	343	249	1099	167	529	601	2455
06:00	102	330	155	241	257	571						
06:15	135	273	158	257	293	530						
06:30	167	233	199	222	366	455						
06:45	192	596	257	1093	197	709	207	927	389	1305	464	2020
07:00	239	251	242	197	481	448						
07:15	239	262	256	198	495	460						
07:30	230	224	309	177	539	401						
07:45	227	935	207	944	279	1086	163	735	506	2021	370	1679
08:00	252	184	258	178	510	362						
08:15	243	165	271	160	514	325						
08:30	231	148	240	115	471	263						
08:45	187	913	135	632	179	948	124	577	366	1861	259	1209
09:00	168	152	198	124	366	276						
09:15	159	148	176	127	335	275						
09:30	182	169	185	129	367	298						
09:45	186	695	125	594	198	757	125	505	384	1452	250	1099
10:00	178	131	197	107	375	238						
10:15	181	123	197	116	378	239						
10:30	177	117	198	75	375	192						
10:45	183	719	123	494	184	776	92	390	367	1495	215	884
11:00	220	90	198	90	418	180						
11:15	213	101	220	65	433	166						
11:30	254	101	185	58	439	159						
11:45	248	935	87	379	197	800	56	269	445	1735	143	648
Total	5527	11105	5915	9431	11442	20536						
Percent	48.3%	54.1%	51.7%	45.9%								
Day Total		16632		15346		31978						
Peak	07:45	-	04:45	-	07:30	-	03:15	-	07:30	-	05:00	-
Vol.	953	-	1358	-	1117	-	1140	-	2069	-	2455	-
P.H.F.	0.945	-	0.951	-	0.904	-	0.979	-	0.960	-	0.955	-





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

Winthrop Avenue (Route 145)  
west of Tomasello Drive  
City, State: Revere, MA  
Client: VHB/ A. Berthaume

175607 G Volume  
Site Code: 13796.00

Start Time	EB		WB		Combin ed		5/6/2017						
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Sat						
12:00	54	299	66	255	120	554							
12:15	81	269	48	232	129	501							
12:30	90	263	51	281	141	544							
12:45	48	273	318	1149	46	211	275	1043	94	484	593	2192	
01:00	63	344	50	280	113	624							
01:15	49	294	47	280	96	574							
01:30	46	306	35	266	81	572							
01:45	41	199	330	1274	31	163	276	1102	72	362	606	2376	
02:00	39	284	36	279	75	563							
02:15	39	349	30	304	69	653							
02:30	43	319	35	246	78	565							
02:45	46	167	279	1231	40	141	256	1085	86	308	535	2316	
03:00	31	320	35	291	66	611							
03:15	26	312	22	274	48	586							
03:30	23	286	16	293	39	579							
03:45	12	92	309	1227	13	86	287	1145	25	178	596	2372	
04:00	18	331	20	256	38	587							
04:15	23	307	18	286	41	593							
04:30	19	347	23	255	42	602							
04:45	15	75	317	1302	24	85	325	1122	39	160	642	2424	
05:00	17	279	19	262	36	541							
05:15	20	275	38	283	58	558							
05:30	19	263	42	270	61	533							
05:45	28	84	288	1105	51	150	270	1085	79	234	558	2190	
06:00	36	252	57	260	93	512							
06:15	45	240	81	234	126	474							
06:30	58	316	79	210	137	526							
06:45	78	217	237	1045	89	306	226	930	167	523	463	1975	
07:00	80	233	93	271	173	504							
07:15	79	253	101	285	180	538							
07:30	78	197	130	252	208	449							
07:45	94	331	231	914	123	447	173	981	217	778	404	1895	
08:00	112	195	118	189	230	384							
08:15	113	210	152	189	265	399							
08:30	121	185	163	145	284	330							
08:45	124	470	164	754	149	582	149	672	273	1052	313	1426	
09:00	146	204	160	161	306	365							
09:15	149	160	165	151	314	311							
09:30	171	186	168	170	339	356							
09:45	169	635	166	716	207	700	136	618	376	1335	302	1334	
10:00	184	135	192	110	376	245							
10:15	210	153	237	114	447	267							
10:30	210	127	241	111	451	238							
10:45	201	805	125	540	229	899	92	427	430	1704	217	967	
11:00	265	117	213	101	478	218							
11:15	219	112	259	77	478	189							
11:30	257	104	243	71	500	175							
11:45	277	1018	85	418	286	1001	68	317	563	2019	153	735	
Total	4366	11675	4771	10527	9137	22202							
Percent	47.8%	52.6%	52.2%	47.4%									
Day Total		16041		15298		31339							
Peak	11:00	-	04:00	-	11:00	-	03:00	-	11:00	-	04:00	-	-
Vol.	1018	-	1302	-	1001	-	1145	-	2019	-	2424	-	-
P.H.F.	0.919		0.938		0.875		0.942		0.897		0.928		



PRECISION  
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INDUSTRIES, LLC

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Winthrop Avenue (Route 145)  
west of Tomasello Drive  
City, State: Revere, MA  
Client: VHB/ A. Berthaume

175607 G Volume  
Site Code: 13796.00

Start Time	EB		WB		Combin ed		5/7/2017 Sun					
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.						
12:00	78	278	63	276	141	554						
12:15	70	286	54	237	124	523						
12:30	70	268	52	250	122	518						
12:45	81	277	1109	40	209	270	1033	121	508	547	2142	
01:00	50	288		48	255	98	543					
01:15	70	291		37	256	107	547					
01:30	66	280		44	257	110	537					
01:45	61	247	344	1203	44	173	284	1052	105	420	628	2255
02:00	45		329		56		286		101		615	
02:15	54		309		38		289		92		598	
02:30	41		300		43		300		84		600	
02:45	49	189	276	1214	44	181	287	1162	93	370	563	2376
03:00	40		257		15		286		55		543	
03:15	30		287		34		265		64		552	
03:30	26		299		21		267		47		566	
03:45	17	113	260	1103	19	89	275	1093	36	202	535	2196
04:00	12		269		16		239		28		508	
04:15	17		252		18		275		35		527	
04:30	9		281		12		236		21		517	
04:45	23	61	266	1068	23	69	246	996	46	130	512	2064
05:00	12		293		23		169		35		462	
05:15	17		238		25		215		42		453	
05:30	17		270		42		206		59		476	
05:45	28	74	226	1027	34	124	214	804	62	198	440	1831
06:00	26		252		27		202		53		454	
06:15	31		244		56		208		87		452	
06:30	37		258		55		197		92		455	
06:45	67	161	242	996	60	198	167	774	127	359	409	1770
07:00	47		201		55		180		102		381	
07:15	67		240		75		197		142		437	
07:30	59		188		79		155		138		343	
07:45	74	247	210	839	82	291	189	721	156	538	399	1560
08:00	113		201		85		177		198		378	
08:15	101		179		109		164		210		343	
08:30	91		169		108		116		199		285	
08:45	118	423	145	694	120	422	133	590	238	845	278	1284
09:00	109		157		132		139		241		296	
09:15	141		140		167		104		308		244	
09:30	144		154		159		114		303		268	
09:45	175	569	95	546	139	597	95	452	314	1166	190	998
10:00	167		115		189		96		356		211	
10:15	159		113		182		71		341		184	
10:30	184		98		198		86		382		184	
10:45	215	725	79	405	174	743	70	323	389	1468	149	728
11:00	233		80		214		62		447		142	
11:15	223		60		213		37		436		97	
11:30	244		57		198		47		442		104	
11:45	303	1003	54	251	244	869	31	177	547	1872	85	428
Total	4111		10455		3965		9177		8076		19632	
Percent	50.9%		53.3%		49.1%		46.7%					
Day Total		14566			13142				27708			
Peak	11:00	-	01:45	-	11:00	-	02:00	-	11:00	-	01:45	-
Vol.	1003	-	1282	-	869	-	1162	-	1872	-	2441	-
P.H.F.	0.828		0.932		0.890		0.968		0.856		0.972	



PRECISION  
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Winthrop Avenue (Route 145)  
west of Tomasello Drive  
City, State: Revere, MA  
Client: VHB/ A. Berthaume

175607 G Volume  
Site Code: 13796.00

Start Time	EB		WB		Combin ed		5/8/2017 Mon						
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.							
12:00	55	223	31	180	86	403							
12:15	42	238	26	195	68	433							
12:30	40	243	24	200	64	443							
12:45	39	176	188	892	16	97	203	778	55	273	391	1670	
01:00	20	218	31	184	51	402							
01:15	22	205	11	183	33	388							
01:30	24	243	14	207	38	450							
01:45	24	90	219	885	25	81	223	797	49	171	442	1682	
02:00	22	244	25	220	47	464							
02:15	20	246	18	210	38	456							
02:30	13	259	24	244	37	503							
02:45	13	68	305	1054	7	74	249	923	20	142	554	1977	
03:00	13	295	18	296	31	591							
03:15	15	273	13	278	28	551							
03:30	17	286	24	277	41	563							
03:45	6	51	303	1157	22	77	269	1120	28	128	572	2277	
04:00	13	325	22	261	35	586							
04:15	14	367	25	262	39	629							
04:30	17	314	37	265	54	579							
04:45	19	63	326	1332	43	127	249	1037	62	190	575	2369	
05:00	21	385	64	277	85	662							
05:15	32	328	73	273	105	601							
05:30	47	394	99	316	146	710							
05:45	69	169	338	1445	112	348	266	1132	181	517	604	2577	
06:00	83	315	145	239	228	554							
06:15	136	289	171	242	307	531							
06:30	199	275	242	213	441	488							
06:45	198	616	308	1187	203	761	214	908	401	1377	522	2095	
07:00	209	258	253	253	184	462							
07:15	243	236	249	201	492	437							
07:30	247	231	275	186	522	417							
07:45	257	956	189	914	286	1063	164	735	543	2019	353	1649	
08:00	248	197	275	136	523	333							
08:15	239	200	312	151	551	351							
08:30	208	146	245	142	453	288							
08:45	181	876	150	693	189	1021	104	533	370	1897	254	1226	
09:00	168	143	188	108	356	251							
09:15	167	151	188	108	355	259							
09:30	167	125	205	97	372	222							
09:45	143	645	111	530	205	786	105	418	348	1431	216	948	
10:00	161	101	184	79	345	180							
10:15	172	95	196	78	368	173							
10:30	187	90	181	54	368	144							
10:45	186	706	74	360	183	744	62	273	369	1450	136	633	
11:00	194	75	191	50	385	125							
11:15	183	58	179	54	362	112							
11:30	202	54	195	34	397	88							
11:45	263	842	58	245	185	750	23	161	448	1592	81	406	
Total	5258	10694	5929	8815	11187	19509							
Percent	47.0%	54.8%	53.0%	45.2%									
Day Total		15952		14744		30696							
Peak	07:15	-	05:00	-	07:30	-	05:00	-	07:30	-	05:00	-	-
Vol.	995	-	1445	-	1148	-	1132	-	2139	-	2577	-	-
P.H.F.	0.968		0.917		0.920		0.896		0.971		0.907		



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Winthrop Avenue (Route 145)  
west of Tomasello Drive  
City, State: Revere, MA  
Client: VHB/ A. Berthaume

175607 G Volume  
Site Code: 13796.00

Start Time	EB		WB		Combin ed		5/9/2017							
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Tue							
12:00	61	222	24	219	85	441								
12:15	43	200	25	171	68	371								
12:30	31	202	19	188	50	390								
12:45	26	161 213	837	28	96 195	773	54	257 408	1610					
01:00	22	206		17	206		39	412						
01:15	22	193		25	212		47	405						
01:30	26	233		9	210		35	443						
01:45	19	89 255	887	17	68 195	823	36	157 450	1710					
02:00	19	233		16	241		35	474						
02:15	11	231		9	258		20	489						
02:30	15	265		14	221		29	486						
02:45	13	58 270	999	9	48 208	928	22	106 478	1927					
03:00	10	270		13	290		23	560						
03:15	7	310		17	265		24	575						
03:30	11	266		14	276		25	542						
03:45	15	43 312	1158	16	60 249	1080	31	103 561	2238					
04:00	7	336		23	251		30	587						
04:15	14	316		25	260		39	576						
04:30	16	320		45	241		61	561						
04:45	15	52 357	1329	34	127 248	1000	49	179 605	2329					
05:00	36	374		68	302		104	676						
05:15	25	339		78	278		103	617						
05:30	46	327		112	295		158	622						
05:45	74	181 289	1329	109	367 285	1160	183	548 574	2489					
06:00	104	335		155	229		259	564						
06:15	164	274		179	217		343	491						
06:30	203	278		231	203		434	481						
06:45	236	707 248	1135	223	788 202	851	459	1495 450	1986					
07:00	246	272		236	208		482	480						
07:15	296	256		273	201		569	457						
07:30	255	222		276	174		531	396						
07:45	251	1048 194	944	319	1104 138	721	570	2152 332	1665					
08:00	224	207		312	140		536	347						
08:15	229	167		287	132		516	299						
08:30	260	164		237	132		497	296						
08:45	232	945 179	717	215	1051 111	515	447	1996 290	1232					
09:00	181	158		187	153		368	311						
09:15	200	133		179	107		379	240						
09:30	202	128		212	106		414	234						
09:45	176	759 115	534	173	751 80	446	349	1510 195	980					
10:00	181	113		191	68		372	181						
10:15	173	123		175	84		348	207						
10:30	206	88		186	60		392	148						
10:45	204	764 86	410	189	741 50	262	393	1505 136	672					
11:00	186	79		183	69		369	148						
11:15	179	80		219	51		398	131						
11:30	183	73		179	45		362	118						
11:45	240	788 70	302	193	774 42	207	433	1562 112	509					
Total	5595	10581		5975	8766		11570	19347						
Percent	48.4%	54.7%		51.6%	45.3%									
Day Total		16176		14741			30917							
Peak	07:00	-	04:45	-	07:30	-	05:00	-	07:15	-	04:45	-	-	-
Vol.	1048	-	1397	-	1194	-	1160	-	2206	-	2520	-	-	-
P.H.F.	0.885		0.934		0.936		0.960		0.968		0.932			



































PRECISION  
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INDUSTRIES, LLC

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Winthrop Avenue (Route 145)  
east of Tomasello Drive  
City, State: Revere, MA  
Client: VHB/ A. Berthoume

175607 H Volume  
Site Code: 13796.00

Start Time	5/3/2017		5/4/2017		5/5/2017		5/6/2017		5/7/2017		5/8/2017		5/9/2017		Week Average	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	173	105	215	113	225	118	299	211	326	206	187	98	169	102	228	136
01:00	109	83	109	71	152	101	206	162	256	186	93	77	92	62	145	106
02:00	68	62	56	62	87	89	165	124	205	182	68	76	55	45	101	91
03:00	50	60	46	63	49	68	98	88	116	90	50	73	44	59	65	72
04:00	54	122	68	117	54	129	75	88	59	73	61	129	53	131	61	113
05:00	182	355	204	350	179	341	83	148	71	122	161	368	172	361	150	292
06:00	574	831	557	870	517	789	191	313	145	206	528	858	621	893	448	680
07:00	902	1338	927	1275	825	1209	311	460	235	322	894	1229	906	1280	714	1016
08:00	927	1106	884	1089	835	1032	463	627	447	461	839	1135	911	1160	758	944
09:00	750	865	686	857	676	793	591	772	603	671	646	832	761	781	673	796
10:00	753	794	740	796	715	783	769	926	741	818	716	778	777	737	744	805
11:00	921	799	839	769	943	839	952	1012	1013	931	878	771	805	762	907	840
12:00 PM	963	949	936	831	975	831	1093	980	1124	1035	938	770	878	788	987	883
01:00	1002	863	986	854	1035	854	1211	975	1197	1038	996	800	979	801	1058	884
02:00	1114	870	1209	953	1218	916	1246	934	1281	1065	1145	896	1087	886	1186	931
03:00	1351	993	1396	1092	1403	1013	1281	944	1195	979	1336	1047	1335	1002	1328	1010
04:00	1379	939	1579	1007	1468	900	1337	918	1141	880	1497	958	1524	962	1418	938
05:00	1558	1030	1684	1044	1561	956	1179	882	1177	713	1654	1065	1583	1055	1485	964
06:00	1392	870	1403	971	1212	814	1102	818	1042	685	1354	851	1283	807	1255	831
07:00	1067	700	1106	725	1039	639	1080	700	900	654	1071	661	1046	654	1044	676
08:00	830	563	918	518	729	482	847	545	780	510	760	512	786	441	807	510
09:00	703	393	675	400	645	421	773	474	618	403	627	378	643	410	669	411
10:00	505	290	530	291	559	349	602	396	436	292	421	253	466	248	503	303
11:00	313	201	334	215	414	256	472	312	282	172	273	142	319	189	344	212
Total	17640	15181	18087	15333	17515	14722	16426	13809	15390	12694	17193	14757	17295	14616	17078	14444
Day	32821		33420		32237		30235		28084		31950		31911		31522	
AM Peak	08:00	07:00	07:00	07:00	11:00	07:00	11:00	11:00	11:00	11:00	07:00	07:00	08:00	07:00	11:00	07:00
Vol.	927	1338	927	1275	943	1209	952	1012	1013	931	894	1229	911	1280	907	1016
PM Peak	17:00	17:00	17:00	15:00	17:00	15:00	16:00	12:00	14:00	14:00	17:00	17:00	17:00	17:00	17:00	15:00
Vol.	1558	1030	1684	1092	1561	1013	1337	980	1281	1065	1654	1065	1583	1055	1485	1010

Comb. Total	32821	33420	32237	30235	28084	31950	31911	31522
ADT	ADT 31,523	AADT 31,523						

Winthrop Avenue (Route 145)  
 east of Tomasello Drive  
 City, State: Revere, MA  
 Client: VHB/ A. Berthaume

175607 H Volume  
 Site Code: 13796.00

Start Time	EB		WB		Combin ed		5/3/2017						
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Wed						
12:00	55	242	28	213	83	455							
12:15	57	241	27	236	84	477							
12:30	36	243	30	267	66	510							
12:45	25	173	237	963	20	105	233	949	45	278	470	1912	
01:00	27	227	25	244	52	471							
01:15	30	272	18	233	48	505							
01:30	25	249	21	190	46	439							
01:45	27	109	254	1002	19	83	196	863	46	192	450	1865	
02:00	21	249	10	226	31	475							
02:15	13	249	16	222	29	471							
02:30	17	289	15	199	32	488							
02:45	17	68	327	1114	21	62	223	870	38	130	550	1984	
03:00	18	333	16	245	34	578							
03:15	4	363	10	253	14	616							
03:30	16	337	14	268	30	605							
03:45	12	50	318	1351	20	60	227	993	32	110	545	2344	
04:00	8	323	22	231	30	554							
04:15	11	344	30	253	41	597							
04:30	12	349	34	213	46	562							
04:45	23	54	363	1379	36	122	242	939	59	176	605	2318	
05:00	29	393	66	263	95	656							
05:15	36	415	66	285	102	700							
05:30	45	370	103	254	148	624							
05:45	72	182	380	1558	120	355	228	1030	192	537	608	2588	
06:00	68	367	161	236	229	603							
06:15	161	382	197	219	358	601							
06:30	167	332	222	215	389	547							
06:45	178	574	311	1392	251	831	200	870	429	1405	511	2262	
07:00	203	296	310	193	513	489							
07:15	231	285	359	166	590	451							
07:30	235	242	348	185	583	427							
07:45	233	902	244	1067	321	1338	156	700	554	2240	400	1767	
08:00	253	203	304	159	557	362							
08:15	265	203	324	146	589	349							
08:30	208	197	243	111	451	308							
08:45	201	927	227	830	235	1106	147	563	436	2033	374	1393	
09:00	212	195	205	114	417	309							
09:15	165	174	229	110	394	284							
09:30	202	163	210	89	412	252							
09:45	171	750	171	703	221	865	80	393	392	1615	251	1096	
10:00	195	146	212	80	407	226							
10:15	180	131	196	93	376	224							
10:30	204	114	215	67	419	181							
10:45	174	753	114	505	171	794	50	290	345	1547	164	795	
11:00	224	83	188	62	412	145							
11:15	217	95	195	55	412	150							
11:30	229	67	201	51	430	118							
11:45	251	921	68	313	215	799	33	201	466	1720	101	514	
Total	5463		12177		6520		8661		11983		20838		
Percent	45.6%		58.4%		54.4%		41.6%						
Day Total		17640				15181				32821			
Peak	07:30	-	05:00	-	07:00	-	04:45	-	07:15	-	05:00	-	-
Vol.	986	-	1558	-	1338	-	1044	-	2284	-	2588	-	-
P.H.F.	0.930		0.939		0.932		0.916		0.968		0.924		

Winthrop Avenue (Route 145)  
 east of Tomasello Drive  
 City, State: Revere, MA  
 Client: VHB/ A. Berthaume

175607 H Volume  
 Site Code: 13796.00

Start Time	EB		WB		Combin ed		5/4/2017					
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Thu					
12:00	71	189	35	204	106	393						
12:15	48	244	22	196	70	440						
12:30	50	243	27	218	77	461						
12:45	46	215 260	936	29	113 213	831	75	328 473	1767			
01:00	27	230		21	226	48	456					
01:15	33	261		23	192	56	453					
01:30	24	262		13	239	37	501					
01:45	25	109 233	986	14	71 197	854	39	180 430	1840			
02:00	15	286		20	244	35	530					
02:15	12	282		14	236	26	518					
02:30	11	291		15	222	26	513					
02:45	18	56 350	1209	13	62 251	953	31	118 601	2162			
03:00	17	334		14	265	31	599					
03:15	17	329		14	275	31	604					
03:30	7	376		16	283	23	659					
03:45	5	46 357	1396	19	63 269	1092	24	109 626	2488			
04:00	8	354		16	251	24	605					
04:15	20	410		33	242	53	652					
04:30	18	405		33	278	51	683					
04:45	22	68 410	1579	35	117 236	1007	57	185 646	2586			
05:00	42	416		59	241	101	657					
05:15	46	412		78	246	124	658					
05:30	51	439		105	288	156	727					
05:45	65	204 417	1684	108	350 269	1044	173	554 686	2728			
06:00	90	361		155	265	245	626					
06:15	129	361		194	238	323	599					
06:30	150	351		254	249	404	600					
06:45	188	557 330	1403	267	870 219	971	455	1427 549	2374			
07:00	212	288		302	217	514	505					
07:15	240	276		315	181	555	457					
07:30	229	302		362	161	591	463					
07:45	246	927 240	1106	296	1275 166	725	542	2202 406	1831			
08:00	231	275		313	134	544	409					
08:15	233	232		309	158	542	390					
08:30	218	210		262	108	480	318					
08:45	202	884 201	918	205	1089 118	518	407	1973 319	1436			
09:00	191	181		205	93	396	274					
09:15	181	177		204	109	385	286					
09:30	156	180		238	107	394	287					
09:45	158	686 137	675	210	857 91	400	368	1543 228	1075			
10:00	169	146		212	92	381	238					
10:15	188	136		216	80	404	216					
10:30	177	145		171	69	348	214					
10:45	206	740 103	530	197	796 50	291	403	1536 153	821			
11:00	207	84		185	59	392	143					
11:15	198	114		198	67	396	181					
11:30	206	74		198	51	404	125					
11:45	228	839 62	334	188	769 38	215	416	1608 100	549			
Total	5331	12756		6432	8901	11763	21657					
Percent	45.3%	58.9%		54.7%	41.1%							
Day Total		18087		15333		33420						
Peak	07:15	-	05:00	-	07:15	-	03:00	-	07:15	-	05:00	-
Vol.	946	-	1684	-	1286	-	1092	-	2232	-	2728	-
P.H.F.	0.961		0.959		0.888		0.965		0.944		0.938	

Winthrop Avenue (Route 145)  
 east of Tomasello Drive  
 City, State: Revere, MA  
 Client: VHB/ A. Berthaume

175607 H Volume  
 Site Code: 13796.00

Start Time	EB		WB		Combin ed		5/5/2017							
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Fri							
12:00	63	230	37	229	100	459								
12:15	58	265	26	205	84	470								
12:30	51	226	32	186	83	412								
12:45	53	225 254	975	23	118 211	831	76	343 465	1806					
01:00	54	259		31	237		85	496						
01:15	33	256		26	207		59	463						
01:30	28	248		23	199		51	447						
01:45	37	152 272	1035	21	101 211	854	58	253 483	1889					
02:00	19	296		27	234		46	530						
02:15	29	307		25	206		54	513						
02:30	17	302		19	253		36	555						
02:45	22	87 313	1218	18	89 223	916	40	176 536	2134					
03:00	11	375		22	227		33	602						
03:15	14	343		11	271		25	614						
03:30	13	367		13	256		26	623						
03:45	11	49 318	1403	22	68 259	1013	33	117 577	2416					
04:00	12	374		26	246		38	620						
04:15	10	346		25	227		35	573						
04:30	21	368		40	205		61	573						
04:45	11	54 380	1468	38	129 222	900	49	183 602	2368					
05:00	26	388		56	252		82	640						
05:15	35	391		78	248		113	639						
05:30	50	399		114	242		164	641						
05:45	68	179 383	1561	93	341 214	956	161	520 597	2517					
06:00	96	356		155	224		251	580						
06:15	118	293		181	203		299	496						
06:30	143	266		231	200		374	466						
06:45	160	517 297	1212	222	789 187	814	382	1306 484	2026					
07:00	198	298		289	163		487	461						
07:15	206	286		273	185		479	471						
07:30	223	229		341	153		564	382						
07:45	198	825 226	1039	306	1209 138	639	504	2034 364	1678					
08:00	221	209		287	163		508	372						
08:15	214	191		297	138		511	329						
08:30	224	181		247	83		471	264						
08:45	176	835 148	729	201	1032 98	482	377	1867 246	1211					
09:00	172	164		207	93		379	257						
09:15	157	163		194	112		351	275						
09:30	185	182		192	104		377	286						
09:45	162	676 136	645	200	793 112	421	362	1469 248	1066					
10:00	165	158		210	95		375	253						
10:15	189	139		201	106		390	245						
10:30	161	135		199	65		360	200						
10:45	200	715 127	559	173	783 83	349	373	1498 210	908					
11:00	220	101		216	82		436	183						
11:15	205	106		210	60		415	166						
11:30	263	111		202	56		465	167						
11:45	255	943 96	414	211	839 58	256	466	1782 154	670					
Total	5257	12258		6291	8431		11548	20689						
Percent	45.5%	59.2%		54.5%	40.8%									
Day Total		17515		14722			32237							
Peak	11:00	-	05:00	-	07:30	-	03:15	-	07:30	-	04:45	-	-	-
Vol.	943	-	1561	-	1231	-	1032	-	2087	-	2522	-	-	-
P.H.F.	0.896		0.978		0.902		0.952		0.925		0.984			

Winthrop Avenue (Route 145)  
 east of Tomasello Drive  
 City, State: Revere, MA  
 Client: VHB/ A. Berthaume

175607 H Volume  
 Site Code: 13796.00

Start Time	EB		WB		Combin ed		5/6/2017 Sat							
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.								
12:00	66	262	66	238	132	500								
12:15	84	265	47	228	131	493								
12:30	94	264	50	258	144	522								
12:45	55	302	1093	48	211	256	980	103	510	558	2073			
01:00	66	303		50	256	116				559				
01:15	54	293		47	263	101				556				
01:30	45	297		33	217	78				514				
01:45	41	318	1211	32	162	239	975	73	368	557	2186			
02:00	42	303		36	237	78				540				
02:15	38	333		28	260	66				593				
02:30	38	300		32	215	70				515				
02:45	47	310	1246	28	124	222	934	75	289	532	2180			
03:00	33	337		34	251	67				588				
03:15	30	319		24	230	54				549				
03:30	24	299		15	235	39				534				
03:45	11	326	1281	15	88	228	944	26	186	554	2225			
04:00	18	332		21	217	39				549				
04:15	24	339		20	226	44				565				
04:30	19	332		23	232	42				564				
04:45	14	334	1337	24	88	243	918	38	163	577	2255			
05:00	18	301		16	235	34				536				
05:15	22	285		37	226	59				511				
05:30	15	287		43	206	58				493				
05:45	28	306	1179	52	148	215	882	80	231	521	2061			
06:00	35	296		58	204	93				500				
06:15	40	265		85	211	125				476				
06:30	51	290		78	199	129				489				
06:45	65	251	1102	92	313	204	818	157	504	455	1920			
07:00	68	297		99	181	167				478				
07:15	76	317		102	167	178				484				
07:30	77	224		141	205	218				429				
07:45	90	242	1080	118	460	147	700	208	771	389	1780			
08:00	98	208		130	159	228				367				
08:15	110	223		168	131	278				354				
08:30	120	215		173	122	293				337				
08:45	135	201	847	156	627	133	545	291	1090	334	1392			
09:00	137	206		186	117	323				323				
09:15	150	180		185	120	335				300				
09:30	164	195		182	127	346				322				
09:45	140	192	773	219	772	110	474	359	1363	302	1247			
10:00	166	159		194	99	360				258				
10:15	207	158		237	105	444				263				
10:30	193	151		242	106	435				257				
10:45	203	134	602	253	926	86	396	456	1695	220	998			
11:00	246	134		227	97	473				231				
11:15	226	124		247	79	473				203				
11:30	222	119		275	69	497				188				
11:45	258	95	472	263	1012	67	312	521	1964	162	784			
Total	4203	12223		4931	8878	9134		21101						
Percent	46.0%	57.9%		54.0%	42.1%									
Day Total		16426			13809			30235						
Peak	11:00	-	04:00	-	11:00	-	00:30	-	11:00	-	04:00	-	-	-
Vol.	952	-	1337	-	1012	-	1033	-	1964	-	2255	-	-	-
P.H.F.	0.922		0.986		0.920		0.982		0.942		0.977			

Winthrop Avenue (Route 145)  
 east of Tomasello Drive  
 City, State: Revere, MA  
 Client: VHB/ A. Berthoume

175607 H Volume  
 Site Code: 13796.00

Start Time	EB		WB		Combin ed		5/7/2017 Sun						
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.							
12:00	79	271	64	265	143	536							
12:15	86	300	55	245	141	545							
12:30	77	271	50	267	127	538							
12:45	84	326	282	1124	37	206	1035	121	532	540	2159		
01:00	56	299	49	272	105	571							
01:15	74	290	40	258	114	548							
01:30	66	287	44	246	110	533							
01:45	60	256	321	1197	53	186	262	1038	113	442	583	2235	
02:00	57	350	58	255	115	605							
02:15	56	333	38	264	94	597							
02:30	43	297	41	282	84	579							
02:45	49	205	301	1281	45	182	264	1065	94	387	565	2346	
03:00	42	277	15	268	57	545							
03:15	29	311	35	240	64	551							
03:30	28	303	21	228	49	531							
03:45	17	116	304	1195	19	90	243	979	36	206	547	2174	
04:00	13	273	17	216	30	489							
04:15	18	292	18	227	36	519							
04:30	8	292	14	219	22	511							
04:45	20	59	284	1141	24	73	218	880	44	132	502	2021	
05:00	12	316	22	183	34	499							
05:15	18	288	26	185	44	473							
05:30	16	315	41	183	57	498							
05:45	25	71	258	1177	33	122	162	713	58	193	420	1890	
06:00	25	254	30	181	55	435							
06:15	31	279	56	181	87	460							
06:30	40	268	59	174	99	442							
06:45	49	145	241	1042	61	206	149	685	110	351	390	1727	
07:00	43	225	61	176	104	401							
07:15	66	243	74	163	140	406							
07:30	64	208	91	153	155	361							
07:45	62	235	224	900	96	322	162	654	158	557	386	1554	
08:00	104	211	95	155	199	366							
08:15	110	203	115	131	225	334							
08:30	96	191	121	109	217	300							
08:45	137	447	175	780	130	461	115	510	267	908	290	1290	
09:00	114	189	143	116	257	305							
09:15	155	170	186	93	341	263							
09:30	138	156	184	99	322	255							
09:45	196	603	103	618	158	671	95	403	354	1274	198	1021	
10:00	174	126	202	82	376	208							
10:15	166	127	202	63	368	190							
10:30	194	103	206	83	400	186							
10:45	207	741	80	436	208	818	64	292	415	1559	144	728	
11:00	235	88	225	59	460	147							
11:15	238	67	248	37	486	104							
11:30	240	66	210	44	450	110							
11:45	300	1013	61	282	248	931	32	172	548	1944	93	454	
Total	4217		11173		4268		8426		8485		19599		
Percent	49.7%		57.0%		50.3%		43.0%						
Day Total		15390		12694		28084							
Peak	11:00	-	01:45	-	11:00	-	02:15	-	11:00	-	01:45	-	-
Vol.	1013	-	1301	-	931	-	1078	-	1944	-	2364	-	-
P.H.F.	0.844		0.929		0.939		0.956		0.887		0.977		



Winthrop Avenue (Route 145)  
 east of Tomasello Drive  
 City, State: Revere, MA  
 Client: VHB/ A. Berthoume

175607 H Volume  
 Site Code: 13796.00

Start Time	EB		WB		Combin ed		5/8/2017 Mon						
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.							
12:00	59	236	31	184	90	420							
12:15	50	240	28	195	78	435							
12:30	41	257	24	193	65	450							
12:45	37	187	205	938	15	98	770	52	285	403	1708		
01:00	21	220	27	202	48	422							
01:15	23	244	11	188	34	432							
01:30	27	286	17	197	44	483							
01:45	22	93	246	996	22	77	213	800	44	170	459	1796	
02:00	25	256	25	215	50	471							
02:15	21	257	19	220	40	477							
02:30	14	303	24	232	38	535							
02:45	8	68	329	1145	8	76	229	896	16	144	558	2041	
03:00	11	322	16	262	27	584							
03:15	14	315	12	277	26	592							
03:30	19	350	24	262	43	612							
03:45	6	50	349	1336	21	73	246	1047	27	123	595	2383	
04:00	13	375	22	237	35	612							
04:15	15	401	26	242	41	643							
04:30	15	360	40	256	55	616							
04:45	18	61	361	1497	41	129	223	958	59	190	584	2455	
05:00	20	428	68	252	88	680							
05:15	32	402	76	262	108	664							
05:30	42	442	102	299	144	741							
05:45	67	161	382	1654	122	368	252	1065	189	529	634	2719	
06:00	77	374	152	229	229	603							
06:15	119	338	194	228	313	566							
06:30	171	315	267	187	438	502							
06:45	161	528	327	1354	245	858	207	851	406	1386	534	2205	
07:00	191	296	297	170	488	466							
07:15	229	283	294	190	523	473							
07:30	232	266	314	162	546	428							
07:45	242	894	226	1071	324	1229	139	661	566	2123	365	1732	
08:00	229	214	313	135	542	349							
08:15	242	209	351	147	593	356							
08:30	191	171	263	128	454	299							
08:45	177	839	166	760	208	1135	102	512	385	1974	268	1272	
09:00	159	171	196	100	355	271							
09:15	170	192	196	96	366	288							
09:30	181	133	221	90	402	223							
09:45	136	646	131	627	219	832	92	378	355	1478	223	1005	
10:00	174	113	185	75	359	188							
10:15	163	116	187	68	350	184							
10:30	190	107	205	51	395	158							
10:45	189	716	85	421	201	778	59	253	390	1494	144	674	
11:00	205	79	208	41	413	120							
11:15	191	68	182	49	373	117							
11:30	218	65	187	31	405	96							
11:45	264	878	61	273	194	771	21	142	458	1649	82	415	
Total	5121		12072		6424		8333		11545		20405		
Percent	44.4%		59.2%		55.6%		40.8%						
Day Total		17193			14757				31950				
Peak	07:30	-	05:00	-	07:30	-	05:00	-	07:30	-	05:00	-	-
Vol.	945	-	1654	-	1302	-	1065	-	2247	-	2719	-	-
P.H.F.	0.976		0.936		0.927		0.890		0.947		0.917		

Winthrop Avenue (Route 145)  
 east of Tomasello Drive  
 City, State: Revere, MA  
 Client: VHB/ A. Berthoume

175607 H Volume  
 Site Code: 13796.00

Start Time	EB		WB		Combin ed		5/9/2017					
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Tue					
12:00	59	218	27	226	86	444						
12:15	46	215	27	179	73	394						
12:30	34	204	22	210	56	414						
12:45	30	241	26	173	788	56	271	1666				
01:00	25	230	16	203	41	433						
01:15	22	218	22	198	44	416						
01:30	26	233	9	209	35	442						
01:45	19	298	15	191	801	34	154	1780				
02:00	19	271	17	213	36	484						
02:15	11	242	6	241	17	483						
02:30	13	292	14	232	27	524						
02:45	12	282	8	200	886	20	100	1973				
03:00	8	311	13	247	21	558						
03:15	7	331	16	262	23	593						
03:30	12	331	13	273	25	604						
03:45	17	362	17	220	1002	34	103	2337				
04:00	7	387	25	258	32	645						
04:15	15	366	29	256	44	622						
04:30	15	355	41	226	56	581						
04:45	16	416	36	222	962	52	184	2486				
05:00	36	443	66	274	102	717						
05:15	29	421	74	253	103	674						
05:30	43	370	109	280	152	650						
05:45	64	349	112	248	1055	176	533	2638				
06:00	92	363	158	217	250	580						
06:15	156	307	200	203	356	510						
06:30	176	323	281	202	457	525						
06:45	197	290	1283	254	893	185	807	451	1514	475	2090	
07:00	198	315	294	189	492	504						
07:15	267	297	310	182	577	479						
07:30	225	244	304	163	529	407						
07:45	216	190	1046	372	1280	120	654	588	2186	310	1700	
08:00	220	223	348	118	568	341						
08:15	219	177	316	119	535	296						
08:30	242	186	260	118	502	304						
08:45	230	200	786	236	1160	86	441	466	2071	286	1227	
09:00	184	178	193	132	377	310						
09:15	203	157	187	107	390	264						
09:30	205	171	211	94	416	265						
09:45	169	137	643	190	781	77	410	359	1542	214	1053	
10:00	185	130	195	59	380	189						
10:15	182	121	173	81	355	202						
10:30	208	112	192	59	400	171						
10:45	202	777	103	466	177	737	49	248	379	1514	152	714
11:00	180	89	183	62	363	151						
11:15	192	85	214	46	406	131						
11:30	201	73	174	40	375	113						
11:45	232	805	72	319	191	762	41	189	423	1567	113	508
Total	5366	11929	6373	8243	11739	20172						
Percent	45.7%	59.1%	54.3%	40.9%								
Day Total		17295		14616		31911						
Peak	07:15	-	04:45	-	07:30	-	05:00	-	07:15	-	04:45	-
Vol.	928	-	1650	-	1340	-	1055	-	2262	-	2679	-
P.H.F.	0.869	-	0.931	-	0.901	-	0.942	-	0.962	-	0.934	-

































Bennington Street  
 south of Crescent Avenue  
 City, State: Revere, MA  
 Client: VHB/ A. Berthume



175607 I Volume  
 Site Code: 13796.00

Start Time	5/3/2017		5/4/2017		5/5/2017		5/6/2017		5/7/2017		5/8/2017		5/9/2017		Week Average	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	51	43	60	74	53	56	89	102	116	131	48	48	36	45	65	71
01:00	31	52	37	42	48	43	65	59	92	101	42	29	23	34	48	51
02:00	21	22	23	24	31	41	46	59	84	71	25	23	21	13	36	36
03:00	24	12	24	13	22	20	39	26	44	50	20	15	27	18	29	22
04:00	37	28	47	16	55	26	35	25	25	17	46	32	72	34	45	25
05:00	167	55	192	59	208	68	79	47	64	42	236	78	279	85	175	62
06:00	747	125	873	134	823	141	155	77	84	55	949	154	0	0	519	98
07:00	1149	215	1177	200	999	219	208	137	144	86	1133	201	0	0	687	151
08:00	968	192	938	200	764	192	247	180	232	138	748	213	0	0	557	159
09:00	508	262	475	232	433	235	288	247	303	227	370	263	0	0	340	209
10:00	346	259	373	268	352	290	402	291	307	263	337	264	0	0	302	234
11:00	369	322	347	260	394	312	422	336	412	302	377	291	0	0	332	260
12:00 PM	467	398	345	302	365	344	405	351	504	339	349	300	0	0	348	291
01:00	408	309	380	299	456	320	501	326	482	344	411	314	0	0	377	273
02:00	400	399	506	403	566	409	480	344	483	375	478	439	0	0	416	338
03:00	459	532	438	536	424	516	447	342	432	355	439	577	0	0	377	408
04:00	403	576	473	585	452	546	56	62	404	305	446	544	0	0	319	374
05:00	444	610	467	591	412	563	0	0	436	329	414	559	0	0	310	379
06:00	391	490	418	536	379	420	0	0	347	315	352	356	0	0	270	302
07:00	336	376	369	324	317	281	0	0	341	291	352	303	0	0	245	225
08:00	263	234	258	217	231	208	0	0	267	203	237	200	0	0	179	152
09:00	218	184	212	186	206	218	0	0	210	165	157	161	0	0	143	131
10:00	168	142	151	151	156	154	0	0	136	126	145	105	0	0	108	97
11:00	96	102	101	113	119	125	0	0	75	82	78	72	0	0	67	71
Total	8471	5939	8684	5765	8265	5747	3964	3011	6024	4712	8189	5541	458	229	6294	4419
Day	14410		14449		14012		6975		10736		13730		687		10713	
AM Peak	07:00	11:00	07:00	10:00	07:00	11:00	11:00	11:00	11:00	11:00	07:00	11:00	05:00	05:00	07:00	11:00
Vol.	1149	322	1177	268	999	312	422	336	412	302	1133	291	279	85	687	260
PM Peak	12:00	17:00	14:00	17:00	14:00	17:00	13:00	12:00	12:00	14:00	14:00	15:00	-	-	14:00	15:00
Vol.	467	610	506	591	566	563	501	351	504	375	478	577	-	-	416	408

Comb. Total      14410                      14449                      14012                      6975                      10736                      13730                      687                      10713

ADT              ADT 10,714                      AADT 10,714

Bennington Street  
 south of Crescent Avenue  
 City, State: Revere, MA  
 Client: VHB/ A. Berthoume

175607 I Volume  
 Site Code: 13796.00

Start Time	SB		NB		Combin ed		5/3/2017			
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Wed			
12:00	15	113	11	86	26	199				
12:15	23	124	15	99	38	223				
12:30	7	106	10	117	17	223				
12:45	6	51 124	467 7	43 96	398 13	94 220	865			
01:00	7	92	16	78	23	170				
01:15	7	120	12	62	19	182				
01:30	10	86	14	85	24	171				
01:45	7	31 110	408 10	52 84	309 17	83 194	717			
02:00	4	98	7	95	11	193				
02:15	3	87	4	91	7	178				
02:30	6	110	4	99	10	209				
02:45	8	21 105	400 7	22 114	399 15	43 219	799			
03:00	6	115	4	114	10	229				
03:15	7	130	3	148	10	278				
03:30	7	101	2	141	9	242				
03:45	4	24 113	459 3	12 129	532 7	36 242	991			
04:00	7	83	4	160	11	243				
04:15	6	98	6	129	12	227				
04:30	12	100	12	136	24	236				
04:45	12	37 122	403 6	28 151	576 18	65 273	979			
05:00	27	136	7	164	34	300				
05:15	33	115	17	147	50	262				
05:30	46	98	18	148	64	246				
05:45	61	167 95	444 13	55 151	610 74	222 246	1054			
06:00	110	107	30	133	140	240				
06:15	160	97	24	102	184	199				
06:30	227	94	23	146	250	240				
06:45	250	747 93	391 48	125 109	490 298	872 202	881			
07:00	316	100	55	104	371	204				
07:15	292	73	57	104	349	177				
07:30	284	79	48	94	332	173				
07:45	257	1149 84	336 55	215 74	376 312	1364 158	712			
08:00	277	64	44	69	321	133				
08:15	280	67	47	60	327	127				
08:30	227	58	50	50	277	108				
08:45	184	968 74	263 51	192 55	234 235	1160 129	497			
09:00	165	60	56	52	221	112				
09:15	128	56	71	47	199	103				
09:30	124	55	59	36	183	91				
09:45	91	508 47	218 76	262 49	184 167	770 96	402			
10:00	97	44	66	35	163	79				
10:15	90	44	61	42	151	86				
10:30	84	42	70	36	154	78				
10:45	75	346 38	168 62	259 29	142 137	605 67	310			
11:00	87	30	61	24	148	54				
11:15	79	30	82	38	161	68				
11:30	94	15	89	21	183	36				
11:45	109	369 21	96 90	322 19	102 199	691 40	198			
Total	4418	4053	1587	4352	6005	8405				
Percent	73.6%	48.2%	26.4%	51.8%						
Day Total		8471		5939		14410				
Peak	07:00	-	04:30	-	11:00	-	04:45	-	-	-
Vol.	1149	-	473	-	322	-	610	-	1364	-
P.H.F.	0.909		0.869		0.894		0.930		0.919	

Bennington Street  
 south of Crescent Avenue  
 City, State: Revere, MA  
 Client: VHB/ A. Berthoume

175607 I Volume  
 Site Code: 13796.00

Start Time	SB		NB		Combin ed		5/4/2017					
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Thu					
12:00	22	72	20	71	42	143						
12:15	14	82	23	80	37	162						
12:30	12	103	14	74	26	177						
12:45	12	60	88	345	17	74	302	134	165	647		
01:00	7		94		13	83		20	177			
01:15	14		85		14	84		28	169			
01:30	7		102		4	64		11	166			
01:45	9	37	99	380	11	42	68	299	20	79	167	679
02:00	7		106		10	93		17	199			
02:15	4		151		3	100		7	251			
02:30	5		130		5	95		10	225			
02:45	7	23	119	506	6	24	115	403	13	47	234	909
03:00	11		108		2	108		13	216			
03:15	8		100		3	140		11	240			
03:30	3		120		5	137		8	257			
03:45	2	24	110	438	3	13	151	536	5	37	261	974
04:00	9		110		3	136		12	246			
04:15	8		110		5	159		13	269			
04:30	10		121		6	156		16	277			
04:45	20	47	132	473	2	16	134	585	22	63	266	1058
05:00	30		109		9	152		39	261			
05:15	49		111		19	138		68	249			
05:30	46		119		14	146		60	265			
05:45	67	192	128	467	17	59	155	591	84	251	283	1058
06:00	131		101		21	130		152	231			
06:15	213		108		29	136		242	244			
06:30	278		91		35	157		313	248			
06:45	251	873	118	418	49	134	113	536	300	1007	231	954
07:00	344		106		51	94		395	200			
07:15	281		96		64	84		345	180			
07:30	279		91		43	79		322	170			
07:45	273	1177	76	369	42	200	67	324	315	1377	143	693
08:00	309		81		50	64		359	145			
08:15	247		58		43	45		290	103			
08:30	200		55		53	56		253	111			
08:45	182	938	64	258	54	200	52	217	236	1138	116	475
09:00	131		60		61	50		192	110			
09:15	121		61		51	59		172	120			
09:30	114		46		62	36		176	82			
09:45	109	475	45	212	58	232	41	186	167	707	86	398
10:00	83		40		70	44		153	84			
10:15	109		41		69	37		178	78			
10:30	93		41		67	48		160	89			
10:45	88	373	29	151	62	268	22	151	150	641	51	302
11:00	86		27		54	31		140	58			
11:15	92		36		67	42		159	78			
11:30	69		20		70	18		139	38			
11:45	100	347	18	101	69	260	22	113	169	607	40	214
Total	4566		4118		1522		4243		6088		8361	
Percent	75.0%		49.3%		25.0%		50.7%					
Day Total		8684			5765				14449			
Peak	07:00	-	02:15	-	10:00	-	03:45	-	07:00	-	04:15	-
Vol.	1177	-	508	-	268	-	602	-	1377	-	1073	-
P.H.F.	0.855		0.841		0.957		0.947		0.872		0.968	

Bennington Street  
 south of Crescent Avenue  
 City, State: Revere, MA  
 Client: VHB/ A. Berthoume

175607 I Volume  
 Site Code: 13796.00

Start Time	SB		NB		Combin ed		5/5/2017					
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Fri					
12:00	14	82	15	74	29	156						
12:15	12	105	15	90	27	195						
12:30	12	76	15	92	27	168						
12:45	15	102	365	11	56	88	344	26	109	190	709	
01:00	8	110		17	69	25				179		
01:15	16	97		12	81	28				178		
01:30	15	118		8	80	23				198		
01:45	9	48	131	456	6	43	90	320	15	91	221	776
02:00	10		133		15		97		25		230	
02:15	6		142		11		107		17		249	
02:30	5		139		7		100		12		239	
02:45	10	31	152	566	8	41	105	409	18	72	257	975
03:00	7		135		3		142		10		277	
03:15	6		107		6		126		12		233	
03:30	7		84		4		115		11		199	
03:45	2	22	98	424	7	20	133	516	9	42	231	940
04:00	13		125		5		123		18		248	
04:15	16		120		9		129		25		249	
04:30	12		108		3		147		15		255	
04:45	14	55	99	452	9	26	147	546	23	81	246	998
05:00	28		93		9		133		37		226	
05:15	34		117		29		147		63		264	
05:30	57		86		9		152		66		238	
05:45	89	208	116	412	21	68	131	563	110	276	247	975
06:00	140		105		25		136		165		241	
06:15	205		87		32		95		237		182	
06:30	215		95		32		96		247		191	
06:45	263	823	92	379	52	141	93	420	315	964	185	799
07:00	240		80		62		81		302		161	
07:15	258		62		56		83		314		145	
07:30	259		85		58		50		317		135	
07:45	242	999	90	317	43	219	67	281	285	1218	157	598
08:00	235		57		39		54		274		111	
08:15	217		65		55		47		272		112	
08:30	188		56		59		56		247		112	
08:45	124	764	53	231	39	192	51	208	163	956	104	439
09:00	142		46		46		52		188		98	
09:15	106		55		56		54		162		109	
09:30	103		51		64		63		167		114	
09:45	82	433	54	206	69	235	49	218	151	668	103	424
10:00	90		44		80		47		170		91	
10:15	85		30		79		22		164		52	
10:30	89		52		66		48		155		100	
10:45	88	352	30	156	65	290	37	154	153	642	67	310
11:00	93		40		65		34		158		74	
11:15	97		25		77		31		174		56	
11:30	94		28		75		31		169		59	
11:45	110	394	26	119	95	312	29	125	205	706	55	244
Total	4182		4083		1643		4104		5825		8187	
Percent	71.8%		49.9%		28.2%		50.1%					
Day Total		8265			5747				14012			
Peak	06:45	-	02:15	-	11:00	-	04:45	-	06:45	-	02:15	-
Vol.	1020	-	568	-	312	-	579	-	1248	-	1022	-
P.H.F.	0.970		0.934		0.821		0.952		0.984		0.922	

Bennington Street  
 south of Crescent Avenue  
 City, State: Revere, MA  
 Client: VHB/ A. Berthoume

175607 I Volume  
 Site Code: 13796.00

Start Time	SB		NB		Combin ed		5/6/2017						
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Sat						
12:00	20	107	29	86	49	193							
12:15	22	106	23	88	45	194							
12:30	26	92	25	80	51	172							
12:45	21	89	100	405	25	102	97	351	46	191	197	756	
01:00	18	114	15	83	33	197							
01:15	12	141	22	74	34	215							
01:30	19	132	12	81	31	213							
01:45	16	65	114	501	10	59	88	326	26	124	202	827	
02:00	11	124	15	99	26	223							
02:15	14	116	15	88	29	204							
02:30	12	119	15	66	27	185							
02:45	9	46	121	480	14	59	91	344	23	105	212	824	
03:00	11	102	4	79	15	181							
03:15	7	128	8	94	15	222							
03:30	9	107	3	78	12	185							
03:45	12	39	110	447	11	26	91	342	23	65	201	789	
04:00	7	56	7	62	14	118							
04:15	7	0	2	0	9	0							
04:30	8	0	11	0	19	0							
04:45	13	35	0	56	5	25	0	62	18	60	0	118	
05:00	11	0	10	0	21	0							
05:15	13	0	10	0	23	0							
05:30	25	0	12	0	37	0							
05:45	30	79	0	0	15	47	0	0	45	126	0	0	
06:00	39	0	13	0	52	0							
06:15	38	0	15	0	53	0							
06:30	35	0	22	0	57	0							
06:45	43	155	0	0	27	77	0	0	70	232	0	0	
07:00	58	0	26	0	84	0							
07:15	53	0	26	0	79	0							
07:30	50	0	41	0	91	0							
07:45	47	208	0	0	44	137	0	0	91	345	0	0	
08:00	53	0	47	0	100	0							
08:15	66	0	39	0	105	0							
08:30	60	0	32	0	92	0							
08:45	68	247	0	0	62	180	0	0	130	427	0	0	
09:00	73	0	66	0	139	0							
09:15	68	0	63	0	131	0							
09:30	69	0	53	0	122	0							
09:45	78	288	0	0	65	247	0	0	143	535	0	0	
10:00	80	0	70	0	150	0							
10:15	110	0	84	0	194	0							
10:30	105	0	85	0	190	0							
10:45	107	402	0	0	52	291	0	0	159	693	0	0	
11:00	110	0	81	0	191	0							
11:15	111	0	82	0	193	0							
11:30	118	0	94	0	212	0							
11:45	83	422	0	0	79	336	0	0	162	758	0	0	
Total	2075		1889		1586		1425		3661		3314		
Percent	56.7%		57.0%		43.3%		43.0%						
Day Total			3964				3011				6975		
Peak	10:45	-	01:15	-	11:00	-	01:30	-	11:00	-	01:15	-	-
Vol.	446	-	511	-	336	-	356	-	758	-	853	-	-
P.H.F.	0.945		0.906		0.894		0.899		0.894		0.956		

Bennington Street  
 south of Crescent Avenue  
 City, State: Revere, MA  
 Client: VHB/ A. Berthoume

175607 I Volume  
 Site Code: 13796.00

Start Time	SB		NB		Combin ed		5/7/2017	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Sun	
12:00	30	130	38	96	68	226		
12:15	21	139	29	81	50	220		
12:30	31	124	30	81	61	205		
12:45	34	111	34	81	68	192	843	
01:00	26	128	22	90	48	218		
01:15	26	116	32	78	58	194		
01:30	17	106	25	87	42	193		
01:45	23	132	22	89	45	221	826	
02:00	26	126	27	99	53	225		
02:15	21	148	19	90	40	238		
02:30	21	107	9	98	30	205		
02:45	16	84	102	88	32	190	858	
03:00	12	80	19	90	31	170		
03:15	10	99	13	80	23	179		
03:30	14	127	12	86	26	213		
03:45	8	44	126	6	99	225	787	
04:00	4	108	3	78	7	186		
04:15	7	94	4	68	11	162		
04:30	7	88	5	88	12	176		
04:45	7	25	114	5	71	185	709	
05:00	10	102	11	68	21	170		
05:15	12	129	12	105	24	234		
05:30	14	103	10	73	24	176		
05:45	28	64	102	9	83	185	765	
06:00	16	71	16	81	32	152		
06:15	17	106	9	88	26	194		
06:30	28	83	15	58	43	141		
06:45	23	84	87	15	88	175	662	
07:00	28	98	25	78	53	176		
07:15	40	99	19	74	59	173		
07:30	45	83	19	66	64	149		
07:45	31	144	61	23	86	134	632	
08:00	36	79	26	38	62	117		
08:15	58	72	25	58	83	130		
08:30	63	54	40	54	103	108		
08:45	75	232	62	47	138	115	470	
09:00	54	69	46	44	100	113		
09:15	64	60	58	43	122	103		
09:30	85	46	49	43	134	89		
09:45	100	303	35	74	227	70	375	
10:00	82	44	59	33	141	77		
10:15	84	26	68	31	152	57		
10:30	79	24	74	28	153	52		
10:45	62	307	42	62	263	76	262	
11:00	91	28	74	26	165	54		
11:15	105	20	72	20	177	40		
11:30	110	13	77	15	187	28		
11:45	106	412	14	75	302	35	157	
Total	1907	4117	1483	3229	3390	7346		
Percent	56.3%	56.0%	43.7%	44.0%				
Day Total		6024		4712		10736		
Peak	11:00	-	01:45	-	11:00	-	01:45	-
Vol.	412	-	513	-	302	-	376	-
P.H.F.	0.936	-	0.867	-	0.956	-	0.949	-

Bennington Street  
 south of Crescent Avenue  
 City, State: Revere, MA  
 Client: VHB/ A. Berthoume

175607 I Volume  
 Site Code: 13796.00

Start Time	SB		NB		Combin ed		5/8/2017						
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Mon						
12:00	8	89	10	79	18	168							
12:15	14	86	12	81	26	167							
12:30	13	90	11	74	24	164							
12:45	13	84	15	48	66	300	96	150	649				
01:00	7	88	4	68	11	156							
01:15	13	118	9	82	22	200							
01:30	14	118	11	71	25	189							
01:45	8	42	87	411	5	29	93	314	13	71	180	725	
02:00	9	108	7	88	16	196							
02:15	4	127	7	96	11	223							
02:30	8	129	6	131	14	260							
02:45	4	25	114	478	3	23	124	439	7	48	238	917	
03:00	2	126	4	148	6	274							
03:15	6	96	3	139	9	235							
03:30	5	100	6	138	11	238							
03:45	7	20	117	439	2	15	152	577	9	35	269	1016	
04:00	10	120	4	124	14	244							
04:15	8	111	8	143	16	254							
04:30	9	108	6	137	15	245							
04:45	19	46	107	446	14	32	140	544	33	78	247	990	
05:00	33	109	18	135	51	244							
05:15	38	112	14	169	52	281							
05:30	69	105	17	115	86	220							
05:45	96	236	88	414	29	78	140	559	125	314	228	973	
06:00	177	94	28	106	205	200							
06:15	238	85	28	91	266	176							
06:30	220	85	42	83	262	168							
06:45	314	949	88	352	56	154	76	356	370	1103	164	708	
07:00	302	94	54	69	356	163							
07:15	280	95	46	85	326	180							
07:30	289	91	62	81	351	172							
07:45	262	1133	72	352	39	201	68	303	301	1334	140	655	
08:00	245	58	63	55	308	113							
08:15	234	59	59	50	293	109							
08:30	139	51	48	47	187	98							
08:45	130	748	69	237	43	213	48	200	173	961	117	437	
09:00	98	52	59	47	157	99							
09:15	96	32	81	30	177	62							
09:30	89	39	58	45	147	84							
09:45	87	370	34	157	65	263	39	161	152	633	73	318	
10:00	79	40	56	30	135	70							
10:15	82	39	75	25	157	64							
10:30	85	36	73	27	158	63							
10:45	91	337	30	145	60	264	23	105	151	601	53	250	
11:00	84	24	83	30	167	54							
11:15	93	20	69	18	162	38							
11:30	106	18	74	16	180	34							
11:45	94	377	16	78	65	291	8	72	159	668	24	150	
Total	4331		3858		1611		3930		5942		7788		
Percent	72.9%		49.5%		27.1%		50.5%						
Day Total		8189			5541				13730				
Peak	06:45	-	02:15	-	10:15	-	04:30	-	06:45	-	04:30	-	-
Vol.	1185	-	496	-	291	-	581	-	1403	-	1017	-	-
P.H.F.	0.943		0.961		0.877		0.859		0.948		0.905		

Bennington Street  
 south of Crescent Avenue  
 City, State: Revere, MA  
 Client: VHB/ A. Berthaume

175607 I Volume  
 Site Code: 13796.00

Start Time	SB				NB				Combin ed		5/9/2017	
	A.M.		P.M.		A.M.		P.M.		A.M.	P.M.	Tue	
12:00	11		0		12		0		23		0	
12:15	12		0		14		0		26		0	
12:30	5		0		9		0		14		0	
12:45	8	36	0	0	10	45	0	0	18	81	0	0
01:00	7		0		12		0		19		0	
01:15	6		0		8		0		14		0	
01:30	6		0		6		0		12		0	
01:45	4	23	0	0	8	34	0	0	12	57	0	0
02:00	6		0		4		0		10		0	
02:15	5		0		4		0		9		0	
02:30	2		0		2		0		4		0	
02:45	8	21	0	0	3	13	0	0	11	34	0	0
03:00	6		0		2		0		8		0	
03:15	12		0		6		0		18		0	
03:30	3		0		4		0		7		0	
03:45	6	27	0	0	6	18	0	0	12	45	0	0
04:00	13		0		8		0		21		0	
04:15	10		0		7		0		17		0	
04:30	14		0		6		0		20		0	
04:45	35	72	0	0	13	34	0	0	48	106	0	0
05:00	34		0		22		0		56		0	
05:15	56		0		20		0		76		0	
05:30	62		0		19		0		81		0	
05:45	127	279	0	0	24	85	0	0	151	364	0	0
06:00	0		0		0		0		0		0	
06:15	0		0		0		0		0		0	
06:30	0		0		0		0		0		0	
06:45	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0		0		0		0		0		0	
07:15	0		0		0		0		0		0	
07:30	0		0		0		0		0		0	
07:45	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0		0		0		0		0		0	
08:15	0		0		0		0		0		0	
08:30	0		0		0		0		0		0	
08:45	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0		0		0		0		0		0	
09:15	0		0		0		0		0		0	
09:30	0		0		0		0		0		0	
09:45	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0		0		0		0		0		0	
10:15	0		0		0		0		0		0	
10:30	0		0		0		0		0		0	
10:45	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0		0		0		0		0		0	
11:15	0		0		0		0		0		0	
11:30	0		0		0		0		0		0	
11:45	0	0	0	0	0	0	0	0	0	0	0	0
Total	458		0		229		0		687		0	
Percent	66.7%		0.0%		33.3%		0.0%					
Day Total		458				229				687		
Peak	05:00	-	-	-	05:00	-	-	-	05:00	-	-	-
Vol.	279	-	-	-	85	-	-	-	364	-	-	-
P.H.F.	0.549				0.885				0.603			

















PRECISION  
DATA  
INDUSTRIES, LLC

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

North Shore Road  
north of Winthrop Avenue (Route 145)  
City, State: Revere, MA  
Client: VHB/ A. Berthume  
SB

175607 J Class  
Site Code: 13796.00

Start Time	Cars	Medium Heavy	Large Heavy											Total
05/09/1														
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	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
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

AM  
Peak  
Vol.  
PM  
Peak  
Vol.

















PRECISION  
DATA  
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702  
Office: 508-875-0100 Fax: 508-875-0118  
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North Shore Road  
north of Winthrop Avenue (Route 145)  
City, State: Revere, MA  
Client: VHB/ A. Berthume  
NB

175607 J Class  
Site Code: 13796.00

Start Time	Cars	Medium Heavy	Large Heavy											Total
05/09/1														
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	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
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

AM  
Peak  
Vol.  
PM  
Peak  
Vol.



46 Morton Street, Framingham, MA 01702  
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North Shore Road  
 north of Winthrop Avenue (Route 145)  
 City, State: Revere, MA  
 Client: VHB/ A. Berthaume

175607 J Volume  
 Site Code: 13796.00

Start Time	5/3/2017		5/4/2017		5/5/2017		5/6/2017		5/7/2017		5/8/2017		5/9/2017		Week Average	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	21	60	33	62	28	69	52	87	81	116	38	42	0	0	36	62
01:00	17	26	26	26	45	36	60	60	99	76	29	34	0	0	39	37
02:00	29	17	19	14	23	24	43	47	66	50	27	20	0	0	30	25
03:00	13	9	17	7	13	13	22	20	31	33	15	12	0	0	16	13
04:00	43	7	34	5	37	10	26	11	22	19	40	12	0	0	29	9
05:00	113	26	114	27	124	28	45	22	44	24	118	31	0	0	80	23
06:00	351	85	341	100	311	99	101	33	63	33	340	108	0	0	215	65
07:00	<b>392</b>	<b>312</b>	<b>429</b>	<b>301</b>	<b>414</b>	<b>314</b>	142	72	103	60	<b>423</b>	<b>311</b>	0	0	<b>272</b>	196
08:00	368	222	344	234	347	250	188	131	128	83	346	252	0	0	246	167
09:00	258	169	255	174	224	178	247	162	209	155	234	167	0	0	204	144
10:00	248	198	221	189	231	202	279	218	237	155	235	217	0	0	207	168
11:00	263	274	236	187	264	244	<b>324</b>	<b>257</b>	<b>248</b>	<b>195</b>	259	226	0	0	228	<b>198</b>
12:00 PM	<b>463</b>	333	271	257	269	242	<b>326</b>	267	303	302	276	242	0	0	<b>273</b>	235
01:00	302	256	277	254	301	263	299	295	287	275	269	260	0	0	248	229
02:00	288	271	328	351	<b>377</b>	367	289	288	292	<b>328</b>	325	361	0	0	271	281
03:00	264	364	332	411	353	442	308	<b>362</b>	<b>306</b>	266	<b>332</b>	<b>424</b>	0	0	271	<b>324</b>
04:00	295	379	<b>410</b>	428	374	387	299	341	246	262	276	268	0	0	271	295
05:00	321	<b>401</b>	396	<b>481</b>	347	<b>517</b>	313	324	250	265	0	0	0	0	232	284
06:00	314	381	318	378	266	372	295	259	241	248	0	0	0	0	205	234
07:00	271	260	232	305	243	300	275	275	218	233	0	0	0	0	177	196
08:00	181	241	206	230	188	216	192	202	206	248	0	0	0	0	139	162
09:00	119	179	142	192	159	200	167	183	151	164	0	0	0	0	105	131
10:00	99	140	112	151	130	152	126	172	109	130	0	0	0	0	82	106
11:00	52	94	56	105	86	134	78	130	56	75	0	0	0	0	47	77
Total	5085	4704	5149	4869	5154	5059	4496	4218	3996	3795	3582	2987	0	0	3923	3661
Day	9789		10018		10213		8714		7791		6569		0		7584	
AM Peak	07:00	07:00	07:00	07:00	07:00	07:00	11:00	11:00	11:00	11:00	07:00	07:00	-	-	07:00	11:00
Vol.	392	312	429	301	414	314	324	257	248	195	423	311	-	-	272	198
PM Peak	12:00	17:00	16:00	17:00	14:00	17:00	12:00	15:00	15:00	14:00	15:00	15:00	-	-	12:00	15:00
Vol.	463	401	410	481	377	517	326	362	306	328	332	424	-	-	273	324

Comb. Total	9789	10018	10213	8714	7791	6569	0	7584
ADT	ADT 7,585	AADT 7,585						



PRECISION  
DATA  
INDUSTRIES, LLC

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North Shore Road  
north of Winthrop Avenue (Route 145)  
City, State: Revere, MA  
Client: VHB/ A. Berthaume

175607 J Volume  
Site Code: 13796.00

Start Time	SB		NB		Combin ed		5/3/2017 Wed					
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.						
12:00	4	122	23	101	27	223						
12:15	5	126	16	85	21	211						
12:30	5	87	10	82	15	169						
12:45	7	21	128	463	11	60	65	333	18	81	193	796
01:00	6	73	5	53	11						126	
01:15	3	76	6	69	9						145	
01:30	5	87	8	66	13						153	
01:45	3	17	66	302	7	26	68	256	10	43	134	558
02:00	9	74	5	61	14						135	
02:15	6	76	6	77	12						153	
02:30	9	59	2	72	11						131	
02:45	5	29	79	288	4	17	61	271	9	46	140	559
03:00	1	73	3	87	4						160	
03:15	2	61	2	96	4						157	
03:30	5	72	1	86	6						158	
03:45	5	13	58	264	3	9	95	364	8	22	153	628
04:00	7	71	0	96	7						167	
04:15	8	64	1	97	9						161	
04:30	13	87	3	88	16						175	
04:45	15	43	73	295	3	7	98	379	18	50	171	674
05:00	9	76	5	105	14						181	
05:15	24	88	5	88	29						176	
05:30	40	79	8	98	48						177	
05:45	40	113	78	321	8	26	110	401	48	139	188	722
06:00	54	85	11	94	65						179	
06:15	91	88	18	101	109						189	
06:30	95	70	21	100	116						170	
06:45	111	351	71	314	35	85	86	381	146	436	157	695
07:00	99	60	57	78	156						138	
07:15	124	66	94	70	218						136	
07:30	95	89	68	64	163						153	
07:45	74	392	56	271	93	312	48	260	167	704	104	531
08:00	97	51	65	71	162						122	
08:15	110	43	55	65	165						108	
08:30	93	45	52	55	145						100	
08:45	68	368	42	181	50	222	50	241	118	590	92	422
09:00	70	38	49	46	119						84	
09:15	58	29	35	46	93						75	
09:30	62	36	38	54	100						90	
09:45	68	258	16	119	47	169	33	179	115	427	49	298
10:00	59	34	53	42	112						76	
10:15	52	25	49	43	101						68	
10:30	74	27	48	26	122						53	
10:45	63	248	13	99	48	198	29	140	111	446	42	239
11:00	59	13	65	37	124						50	
11:15	61	18	68	26	129						44	
11:30	84	12	66	15	150						27	
11:45	59	263	9	52	75	274	16	94	134	537	25	146
Total	2116		2969		1405		3299		3521		6268	
Percent	60.1%		47.4%		39.9%		52.6%					
Day Total		5085		4704		9789						
Peak	06:30	-	12:00	-	07:15	-	05:45	-	07:15	-	12:00	-
Vol.	429	-	463	-	320	-	405	-	710	-	796	-
P.H.F.	0.865		0.904		0.851		0.920		0.814		0.892	





PRECISION  
DATA  
INDUSTRIES, LLC

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

North Shore Road  
north of Winthrop Avenue (Route 145)  
City, State: Revere, MA  
Client: VHB/ A. Berthoume

175607 J Volume  
Site Code: 13796.00

Start Time	SB		NB		Combin ed		5/4/2017 Thu						
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.							
12:00	6	67	21	65	27	132							
12:15	11	67	20	63	31	130							
12:30	9	66	14	69	23	135							
12:45	7	71	7	62	14	131	528						
01:00	4	59	9	65	13	124							
01:15	10	64	10	48	20	112							
01:30	3	86	2	56	5	142							
01:45	9	68	5	26	85	153	531						
02:00	6	85	3	79	9	164							
02:15	4	73	4	78	8	151							
02:30	3	63	2	111	5	174							
02:45	6	107	5	14	83	190	679						
03:00	1	89	1	59	2	148							
03:15	3	70	4	102	7	172							
03:30	8	95	0	119	8	214							
03:45	5	78	2	7	131	209	743						
04:00	9	137	0	97	9	234							
04:15	6	82	0	107	6	189							
04:30	9	98	3	108	12	206							
04:45	10	93	2	5	116	209	838						
05:00	18	100	4	118	22	218							
05:15	22	100	7	121	29	221							
05:30	35	93	5	123	40	216							
05:45	39	114	103	396	11	27	119	481	50	141	222	877	
06:00	53	81	13	93	66	174							
06:15	83	92	14	92	97	184							
06:30	90	70	38	98	128	168							
06:45	115	341	75	318	35	100	95	378	150	441	170	696	
07:00	113	69	63	92	176	161							
07:15	135	64	95	84	230	148							
07:30	100	46	67	68	167	114							
07:45	81	429	53	232	76	301	61	305	157	730	114	537	
08:00	106	57	77	48	183	105							
08:15	111	51	71	66	182	117							
08:30	77	47	44	63	121	110							
08:45	50	344	51	206	42	234	53	230	92	578	104	436	
09:00	64	37	38	59	102	96							
09:15	56	39	39	47	95	86							
09:30	64	26	42	38	106	64							
09:45	71	255	40	142	55	174	48	192	126	429	88	334	
10:00	58	28	43	49	101	77							
10:15	58	32	48	29	106	61							
10:30	61	29	51	34	112	63							
10:45	44	221	23	112	47	189	39	151	91	410	62	263	
11:00	59	13	42	26	101	39							
11:15	50	16	56	30	106	46							
11:30	66	19	45	28	111	47							
11:45	61	236	8	56	44	187	21	105	105	423	29	161	
Total	2069	3080	1326	3543	3395	6623							
Percent	60.9%	46.5%	39.1%	53.5%									
Day Total		5149		4869		10018							
Peak	06:45	-	04:00	-	07:15	-	05:00	-	07:15	-	05:00	-	-
Vol.	463	-	410	-	315	-	481	-	737	-	877	-	-
P.H.F.	0.857		0.748		0.829		0.978		0.801		0.988		



PRECISION  
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INDUSTRIES, LLC

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North Shore Road  
north of Winthrop Avenue (Route 145)  
City, State: Revere, MA  
Client: VHB/ A. Berthoume

175607 J Volume  
Site Code: 13796.00

Start Time	SB		NB		Combin ed		5/5/2017 Fri						
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.							
12:00	11	71	20	55	31	126							
12:15	3	59	24	57	27	116							
12:30	8	67	17	63	25	130							
12:45	6	28 72	269 8	69 67	242 14	97 139	511						
01:00	9	78	6	64	15	142							
01:15	8	66	11	52	19	118							
01:30	13	93	12	67	25	160							
01:45	15	45 64	301 7	36 80	263 22	81 144	564						
02:00	4	96	9	82	13	178							
02:15	8	94	8	97	16	191							
02:30	7	77	6	105	13	182							
02:45	4	23 110	377 1	24 83	367 5	47 193	744						
03:00	3	91	8	94	11	185							
03:15	2	76	0	100	2	176							
03:30	3	94	1	105	4	199							
03:45	5	13 92	353 4	13 143	442 9	26 235	795						
04:00	5	140	0	81	5	221							
04:15	9	79	2	91	11	170							
04:30	10	85	1	105	11	190							
04:45	13	37 70	374 7	10 110	387 20	47 180	761						
05:00	22	89	5	137	27	226							
05:15	25	84	4	121	29	205							
05:30	27	92	10	128	37	220							
05:45	50	124 82	347 9	28 131	517 59	152 213	864						
06:00	57	84	16	111	73	195							
06:15	74	62	23	92	97	154							
06:30	93	46	24	83	117	129							
06:45	87	311 74	266 36	99 86	372 123	410 160	638						
07:00	105	61	65	78	170	139							
07:15	150	80	101	82	251	162							
07:30	87	60	83	64	170	124							
07:45	72	414 42	243 65	314 76	300 137	728 118	543						
08:00	97	55	79	69	176	124							
08:15	110	47	73	50	183	97							
08:30	88	42	57	50	145	92							
08:45	52	347 44	188 41	250 47	216 93	597 91	404						
09:00	59	43	42	53	101	96							
09:15	58	46	38	59	96	105							
09:30	39	36	45	47	84	83							
09:45	68	224 34	159 53	178 41	200 121	402 75	359						
10:00	53	35	52	42	105	77							
10:15	54	33	57	40	111	73							
10:30	82	32	54	35	136	67							
10:45	42	231 30	130 39	202 35	152 81	433 65	282						
11:00	56	19	60	33	116	52							
11:15	74	26	70	45	144	71							
11:30	63	26	62	30	125	56							
11:45	71	264 15	86 52	244 26	134 123	508 41	220						
Total	2061	3093	1467	3592	3528	6685							
Percent	58.4%	46.3%	41.6%	53.7%									
Day Total		5154		5059		10213							
Peak	06:30	-	03:30	-	07:15	-	05:00	-	-	-			
Vol.	435	-	405	-	328	-	517	-	734	-	864	-	-
P.H.F.	0.725		0.723		0.812		0.943		0.731		0.919		



PRECISION  
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North Shore Road  
north of Winthrop Avenue (Route 145)  
City, State: Revere, MA  
Client: VHB/ A. Berthume

175607 J Volume  
Site Code: 13796.00

Start Time	SB		NB		Combin ed		5/6/2017 Sat	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		
12:00	10	76	18	69	28	145		
12:15	12	73	24	48	36	121		
12:30	18	76	26	79	44	155		
12:45	12	52 101	326	19	87 71	267	31 139	172 593
01:00	10	72	17	75	27	147		
01:15	17	78	16	66	33	144		
01:30	6	74	14	69	20	143		
01:45	27	60 75	299	13	60 85	295	40 120	160 594
02:00	17	66	12	76	29	142		
02:15	11	77	12	71	23	148		
02:30	9	80	10	59	19	139		
02:45	6	43 66	289	13	47 82	288	19 90	148 577
03:00	4	78	5	90	9	168		
03:15	6	69	5	81	11	150		
03:30	6	82	5	83	11	165		
03:45	6	22 79	308	5	20 108	362	11 42	187 670
04:00	6	72	1	77	7	149		
04:15	3	73	2	93	5	166		
04:30	7	85	4	91	11	176		
04:45	10	26 69	299	4	11 80	341	14 37	149 640
05:00	9	85	6	82	15	167		
05:15	12	67	6	85	18	152		
05:30	11	85	4	85	15	170		
05:45	13	45 76	313	6	22 72	324	19 67	148 637
06:00	20	81	9	63	29	144		
06:15	28	72	6	73	34	145		
06:30	27	79	9	59	36	138		
06:45	26	101 63	295	9	33 64	259	35 134	127 554
07:00	43	73	14	73	57	146		
07:15	31	63	13	77	44	140		
07:30	34	71	14	67	48	138		
07:45	34	142 68	275	31	72 58	275	65 214	126 550
08:00	42	38	26	44	68	82		
08:15	37	60	36	63	73	123		
08:30	61	44	27	56	88	100		
08:45	48	188 50	192	42	131 39	202	90 319	89 394
09:00	58	53	30	54	88	107		
09:15	53	39	38	44	91	83		
09:30	69	42	42	47	111	89		
09:45	67	247 33	167	52	162 38	183	119 409	71 350
10:00	68	32	50	39	118	71		
10:15	63	36	55	51	118	87		
10:30	85	33	60	38	145	71		
10:45	63	279 25	126	53	218 44	172	116 497	69 298
11:00	84	24	60	35	144	59		
11:15	64	20	76	31	140	51		
11:30	92	18	59	37	151	55		
11:45	84	324 16	78	62	257 27	130	146 581	43 208
Total	1529	2967	1120	3098	2649	6065		
Percent	57.7%	48.9%	42.3%	51.1%				
Day Total		4496		4218		8714		
Peak	11:00	- 00:30	- 11:00	- 03:45	- 11:00	- 03:45	- - -	
Vol.	324	- 327	- 257	- 369	- 581	- 678	- - -	
P.H.F.	0.880	0.809	0.845	0.854	0.962	0.906		



PRECISION  
D A T A  
INDUSTRIES, LLC  
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North Shore Road  
north of Winthrop Avenue (Route 145)  
City, State: Revere, MA  
Client: VHB/ A. Berthume

175607 J Volume  
Site Code: 13796.00

Start Time	SB		NB		Combin ed		5/7/2017 Sun					
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.						
12:00	10	74	22	60	32	134						
12:15	17	85	29	70	46	155						
12:30	26	72	32	97	58	169						
12:45	28	81	72	303	33	116	75	302	61	197	147	605
01:00	20	72	22	73	42	145						
01:15	22	72	18	68	40	140						
01:30	17	71	18	56	35	127						
01:45	40	99	72	287	18	76	78	275	58	175	150	562
02:00	27	72	14	102	41	174						
02:15	16	92	15	70	31	162						
02:30	11	66	12	86	23	152						
02:45	12	66	62	292	9	50	70	328	21	116	132	620
03:00	9	66	9	69	18	135						
03:15	6	93	14	68	20	161						
03:30	6	79	5	61	11	140						
03:45	10	31	68	306	5	33	68	266	15	64	136	572
04:00	7	60	6	78	13	138						
04:15	4	57	7	75	11	132						
04:30	7	55	3	50	10	105						
04:45	4	22	74	246	3	19	59	262	7	41	133	508
05:00	5	64	5	70	10	134						
05:15	12	59	5	60	17	119						
05:30	9	65	5	69	14	134						
05:45	18	44	62	250	9	24	66	265	27	68	128	515
06:00	16	70	9	60	25	130						
06:15	13	58	5	68	18	126						
06:30	11	48	10	58	21	106						
06:45	23	63	65	241	9	33	62	248	32	96	127	489
07:00	18	52	14	50	32	102						
07:15	29	61	12	74	41	135						
07:30	24	46	22	57	46	103						
07:45	32	103	59	218	12	60	52	233	44	163	111	451
08:00	30	59	18	60	48	119						
08:15	28	43	20	63	48	106						
08:30	35	56	24	69	59	125						
08:45	35	128	48	206	21	83	56	248	56	211	104	454
09:00	40	51	27	51	67	102						
09:15	50	37	42	40	92	77						
09:30	57	31	35	35	92	66						
09:45	62	209	32	151	51	155	38	164	113	364	70	315
10:00	64	31	29	46	93	77						
10:15	52	29	36	25	88	54						
10:30	53	28	44	29	97	57						
10:45	68	237	21	109	46	155	30	130	114	392	51	239
11:00	72	12	44	19	116	31						
11:15	45	20	45	28	90	48						
11:30	61	20	59	15	120	35						
11:45	70	248	4	56	47	195	13	75	117	443	17	131
Total	1331		2665		999		2796		2330		5461	
Percent	57.1%		48.8%		42.9%		51.2%					
Day Total		3996		3795		7791						
Peak	11:00	-	01:30	-	11:00	-	01:45	-	11:00	-	01:45	-
Vol.	248	-	307	-	195	-	336	-	443	-	638	-
P.H.F.	0.861		0.834		0.826		0.824		0.923		0.917	



PRECISION  
D A T A  
INDUSTRIES, LLC

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North Shore Road  
north of Winthrop Avenue (Route 145)  
City, State: Revere, MA  
Client: VHB/ A. Berthoume

175607 J Volume  
Site Code: 13796.00

Start Time	SB		NB		Combin ed		5/8/2017 Mon						
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.							
12:00	11	76	19	52	30	128							
12:15	7	67	11	60	18	127							
12:30	8	78	9	53	17	131							
12:45	12	38	55	276	3	42	77	242	15	80	132	518	
01:00	3	74	11	59	14	133							
01:15	5	51	5	59	10	110							
01:30	12	84	8	58	20	142							
01:45	9	29	60	269	10	34	84	260	19	63	144	529	
02:00	8	79	10	84	18	163							
02:15	7	65	6	85	13	150							
02:30	7	68	3	100	10	168							
02:45	5	27	113	325	1	20	92	361	6	47	205	686	
03:00	4	91	2	96	6	187							
03:15	4	84	3	105	7	189							
03:30	0	82	2	98	2	180							
03:45	7	15	75	332	5	12	125	424	12	27	200	756	
04:00	9	138	1	96	10	234							
04:15	5	90	6	103	11	193							
04:30	9	48	3	69	12	117							
04:45	17	40	0	276	2	12	0	268	19	52	0	544	
05:00	26	0	6	0	32	0							
05:15	20	0	6	0	26	0							
05:30	36	0	5	0	41	0							
05:45	36	118	0	0	14	31	0	0	50	149	0	0	
06:00	57	0	14	0	71	0							
06:15	92	0	26	0	118	0							
06:30	99	0	28	0	127	0							
06:45	92	340	0	0	40	108	0	0	132	448	0	0	
07:00	121	0	73	0	194	0							
07:15	120	0	86	0	206	0							
07:30	101	0	64	0	165	0							
07:45	81	423	0	0	88	311	0	0	169	734	0	0	
08:00	97	0	77	0	174	0							
08:15	102	0	80	0	182	0							
08:30	77	0	46	0	123	0							
08:45	70	346	0	0	49	252	0	0	119	598	0	0	
09:00	61	0	33	0	94	0							
09:15	69	0	46	0	115	0							
09:30	45	0	37	0	82	0							
09:45	59	234	0	0	51	167	0	0	110	401	0	0	
10:00	52	0	53	0	105	0							
10:15	61	0	57	0	118	0							
10:30	60	0	53	0	113	0							
10:45	62	235	0	0	54	217	0	0	116	452	0	0	
11:00	63	0	52	0	115	0							
11:15	58	0	45	0	103	0							
11:30	62	0	78	0	140	0							
11:45	76	259	0	0	51	226	0	0	127	485	0	0	
Total	2104	1478	1432	1555	3536	3033							
Percent	59.5%	48.7%	40.5%	51.3%									
Day Total		3582		2987		6569							
Peak	06:45	-	03:30	-	07:15	-	03:00	-	07:00	-	03:30	-	-
Vol.	434	-	385	-	315	-	424	-	734	-	807	-	-
P.H.F.	0.897	-	0.697	-	0.895	-	0.848	-	0.891	-	0.862	-	-



PRECISION  
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City, State: Revere, MA  
Client: VHB/ A. Berthume

175607 J Volume  
Site Code: 13796.00

Start Time	SB		NB		Combin ed		5/9/2017 Tue
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00	0	0	0	0	0	0	
12:15	0	0	0	0	0	0	
12:30	0	0	0	0	0	0	
12:45	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	
01:30	0	0	0	0	0	0	
01:45	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	
02:15	0	0	0	0	0	0	
02:30	0	0	0	0	0	0	
02:45	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	
03:15	0	0	0	0	0	0	
03:30	0	0	0	0	0	0	
03:45	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	
04:15	0	0	0	0	0	0	
04:30	0	0	0	0	0	0	
04:45	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	
05:15	0	0	0	0	0	0	
05:30	0	0	0	0	0	0	
05:45	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	
06:15	0	0	0	0	0	0	
06:30	0	0	0	0	0	0	
06:45	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	
07:15	0	0	0	0	0	0	
07:30	0	0	0	0	0	0	
07:45	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	
08:15	0	0	0	0	0	0	
08:30	0	0	0	0	0	0	
08:45	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	
09:15	0	0	0	0	0	0	
09:30	0	0	0	0	0	0	
09:45	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	
10:15	0	0	0	0	0	0	
10:30	0	0	0	0	0	0	
10:45	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	
11:15	0	0	0	0	0	0	
11:30	0	0	0	0	0	0	
11:45	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	
Percent	0.0%	0.0%	0.0%	0.0%			
Day Total		0		0		0	
Peak Vol.	-	-	-	-	-	-	-
P.H.F.	-	-	-	-	-	-	-



































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

Route 1  
 between Squire Road (Rt 60) Ramps  
 City, State: Revere, MA  
 Client: VHB/ A. Berthoume

175607 K Volume  
 Site Code: 13796.00

Start Time	5/3/2017		5/4/2017		5/5/2017		5/6/2017		5/7/2017		5/8/2017		5/9/2017		Week Average	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	151	393	199	356	208	448	308	480	464	625	156	287	149	310	234	414
01:00	140	199	122	167	153	229	218	321	301	399	167	173	102	166	172	236
02:00	163	144	175	133	165	198	161	319	202	357	132	146	153	110	164	201
03:00	242	96	229	111	236	123	207	166	164	177	233	117	240	92	222	126
04:00	529	191	534	200	488	216	239	138	128	127	573	211	515	191	429	182
05:00	2466	489	2523	504	2300	520	606	268	279	156	2485	486	2510	480	1881	415
06:00	3449	995	3637	954	3601	887	1078	503	666	306	3669	951	3685	936	2826	790
07:00	3379	1527	3529	1575	3047	1412	1242	945	776	692	3502	1597	3598	1603	2725	1336
08:00	3122	1432	3159	1471	2879	1363	1428	1164	1019	876	3077	1419	2877	1446	2509	1310
09:00	2764	1216	2859	1255	2415	1236	1720	1500	1367	1238	2559	1176	2686	1185	2339	1258
10:00	2143	1276	2113	1416	1964	1541	1889	1715	1728	1728	1936	1320	2049	1347	1975	1478
11:00	1631	1596	1742	1557	1789	1805	2132	1987	1997	1924	1759	1564	1760	1396	1830	1690
12:00 PM	1693	1887	1683	1853	1726	2158	2199	2122	2232	2182	1662	1668	1647	1674	1835	1935
01:00	1671	2080	1651	2007	1771	2266	2133	2122	2357	2141	1603	2040	1591	1976	1825	2090
02:00	1722	2504	1785	2550	1826	2301	2417	2192	2419	1987	1699	2501	1701	2530	1938	2366
03:00	1702	2406	1795	2550	1719	2085	2231	2024	2275	2009	1700	2646	1664	2760	1869	2354
04:00	1795	2560	1810	2389	1714	1883	2255	2178	2354	1894	1568	2696	1677	2576	1882	2311
05:00	1861	2650	1974	2563	1622	1991	2083	1943	2290	1756	1715	2716	1789	2640	1905	2323
06:00	1630	2494	1733	2637	1455	2200	1987	1679	1990	1543	1539	2523	1590	2665	1703	2249
07:00	1209	2170	1281	2215	1168	1898	1623	1630	1440	1377	1182	1754	1214	2060	1302	1872
08:00	1084	1233	1103	1105	973	1303	1337	1360	1175	1051	949	1170	997	1353	1088	1225
09:00	790	908	746	711	935	1127	1225	1208	873	916	776	937	784	1067	876	982
10:00	607	945	646	744	747	1028	937	1101	608	642	513	676	560	744	660	840
11:00	343	796	395	801	532	832	669	991	327	480	280	568	323	685	410	736
Total	36286	32187	37423	31824	35433	31050	32324	30056	29431	26583	35434	31342	35861	31992	34599	30719
Day	68473		69247		66483		62380		56014		66776		67853		65318	
AM Peak	06:00	11:00	06:00	07:00	06:00	11:00	11:00	11:00	11:00	11:00	06:00	07:00	06:00	07:00	06:00	11:00
Vol.	3449	1596	3637	1575	3601	1805	2132	1987	1997	1924	3669	1597	3685	1603	2826	1690
PM Peak	17:00	17:00	17:00	18:00	14:00	14:00	14:00	14:00	14:00	12:00	17:00	17:00	17:00	15:00	14:00	14:00
Vol.	1861	2650	1974	2637	1826	2301	2417	2192	2419	2182	1715	2716	1789	2760	1938	2366

Comb. Total	68473	69247	66483	62380	56014	66776	67853	65318
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ADT	ADT 65,318	AADT 65,318
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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

Route 1  
between Squire Road (Rt 60) Ramps  
City, State: Revere, MA  
Client: VHB/ A. Berthume

175607 K Volume  
Site Code: 13796.00

Start Time	SB		NB		Combin ed		5/3/2017 Wed						
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.							
12:00	52	407	136	408	188	815							
12:15	33	428	114	473	147	901							
12:30	37	445	79	501	116	946							
12:45	29	151 413	1693 64	393 505	1887 93	544 918	3580						
01:00	33	381	57	453	90	834							
01:15	35	443	49	499	84	942							
01:30	29	423	48	574	77	997							
01:45	43	140 424	1671 45	199 554	2080 88	339 978	3751						
02:00	27	428	33	608	60	1036							
02:15	49	453	50	687	99	1140							
02:30	45	443	37	642	82	1085							
02:45	42	163 398	1722 24	144 567	2504 66	307 965	4226						
03:00	40	449	24	597	64	1046							
03:15	64	434	15	579	79	1013							
03:30	71	418	23	633	94	1051							
03:45	67	242 401	1702 34	96 597	2406 101	338 998	4108						
04:00	69	446	37	639	106	1085							
04:15	123	463	38	636	161	1099							
04:30	148	447	58	667	206	1114							
04:45	189	529 439	1795 58	191 618	2560 247	720 1057	4355						
05:00	315	463	75	653	390	1116							
05:15	493	492	105	670	598	1162							
05:30	765	463	153	661	918	1124							
05:45	893	2466 443	1861 156	489 666	2650 1049	2955 1109	4511						
06:00	869	476	166	619	1035	1095							
06:15	864	417	234	628	1098	1045							
06:30	855	395	299	641	1154	1036							
06:45	861	3449 342	1630 296	995 606	2494 1157	4444 948	4124						
07:00	863	283	327	585	1190	868							
07:15	811	300	388	590	1199	890							
07:30	865	332	435	507	1300	839							
07:45	840	3379 294	1209 377	1527 488	2170 1217	4906 782	3379						
08:00	774	294	394	443	1168	737							
08:15	795	260	381	370	1176	630							
08:30	766	293	326	194	1092	487							
08:45	787	3122 237	1084 331	1432 226	1233 1118	4554 463	2317						
09:00	767	222	322	215	1089	437							
09:15	698	192	288	230	986	422							
09:30	670	201	290	221	960	422							
09:45	629	2764 175	790 316	1216 242	908 945	3980 417	1698						
10:00	603	172	301	242	904	414							
10:15	531	167	313	241	844	408							
10:30	538	146	310	209	848	355							
10:45	471	2143 122	607 352	1276 253	945 823	3419 375	1552						
11:00	412	105	356	253	768	358							
11:15	441	87	404	216	845	303							
11:30	383	89	445	182	828	271							
11:45	395	1631 62	343 391	1596 145	796 786	3227 207	1139						
Total	20179	16107	9554	22633	29733	38740							
Percent	67.9%	41.6%	32.1%	58.4%									
Day Total		36286		32187		68473							
Peak	05:45	-	05:15	-	11:00	-	05:00	-	-	-			
Vol.	3481	-	1874	-	1596	-	2650	-	4906	-	4511	-	-
P.H.F.	0.975		0.952		0.897		0.989		0.943		0.971		



PRECISION  
D A T A  
INDUSTRIES, LLC

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Office: 508-875-0100 Fax: 508-875-0118  
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Route 1  
between Squire Road (Rt 60) Ramps  
City, State: Revere, MA  
Client: VHB/ A. Berthume

175607 K Volume  
Site Code: 13796.00

Start Time	SB		NB		Combin ed		5/4/2017 Thu			
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.				
12:00	51	432	121	440	172	872				
12:15	62	438	53	455	115	893				
12:30	50	426	112	449	162	875				
12:45	36	199 387	1683	70	356 509	1853	106 555 896 3536			
01:00	29	408		43	488	72	896			
01:15	25	429		41	463	66	892			
01:30	36	399		41	503	77	902			
01:45	32	122 415	1651	42	167 553	2007	74 289 968 3658			
02:00	40	425		33	639	73	1064			
02:15	43	474		32	658	75	1132			
02:30	45	457		35	621	80	1078			
02:45	47	175 429	1785	33	133 632	2550	80 308 1061 4335			
03:00	44	410		24	623	68	1033			
03:15	63	457		18	636	81	1093			
03:30	56	463		42	623	98	1086			
03:45	66	229 465	1795	27	111 668	2550	93 340 1133 4345			
04:00	73	409		31	616	104	1025			
04:15	123	464		40	562	163	1026			
04:30	145	490		48	576	193	1066			
04:45	193	534 447	1810	81	200 635	2389	274 734 1082 4199			
05:00	312	488		74	608	386	1096			
05:15	530	488		120	669	650	1157			
05:30	814	506		128	617	942	1123			
05:45	867	2523 492	1974	182	504 669	2563	1049 3027 1161 4537			
06:00	912	488		165	650	1077	1138			
06:15	913	470		221	663	1134	1133			
06:30	886	401		281	669	1167	1070			
06:45	926	3637 374	1733	287	954 655	2637	1213 4591 1029 4370			
07:00	889	318		351	607	1240	925			
07:15	866	347		360	566	1226	913			
07:30	881	313		435	532	1316	845			
07:45	893	3529 303	1281	429	1575 510	2215	1322 5104 813 3496			
08:00	836	341		416	478	1252	819			
08:15	789	255		375	240	1164	495			
08:30	786	276		364	198	1150	474			
08:45	748	3159 231	1103	316	1471 189	1105	1064 4630 420 2208			
09:00	718	194		304	185	1022	379			
09:15	767	203		354	154	1121	357			
09:30	707	164		316	174	1023	338			
09:45	667	2859 185	746	281	1255 198	711	948 4114 383 1457			
10:00	606	176		346	159	952	335			
10:15	540	168		321	211	861	379			
10:30	503	169		384	171	887	340			
10:45	464	2113 133	646	365	1416 203	744	829 3529 336 1390			
11:00	416	111		324	242	740	353			
11:15	464	113		415	209	879	322			
11:30	439	95		398	191	837	286			
11:45	423	1742 76	395	420	1557 159	801	843 3299 235 1196			
Total	20821	16602		9699	22125	30520	38727			
Percent	68.2%	42.9%		31.8%	57.1%					
Day Total		37423		31824		69247				
Peak	06:00	-	05:00	-	07:30	-	05:15	-	-	-
Vol.	3637	-	1974	-	1655	-	5116	-	4579	-
P.H.F.	0.982		0.975		0.951		0.967		0.986	



PRECISION  
D A T A  
INDUSTRIES, LLC

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Route 1  
between Squire Road (Rt 60) Ramps  
City, State: Revere, MA  
Client: VHB/ A. Berthume

175607 K Volume  
Site Code: 13796.00

Start Time	SB		NB		Combin ed		5/5/2017						
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Fri						
12:00	59	427	140	547	199	974							
12:15	62	477	115	542	177	1019							
12:30	41	385	96	551	137	936							
12:45	46	208	437	1726	97	448	518	2158	143	656	955	3884	
01:00	34	436	57	553	91	989							
01:15	46	432	65	527	111	959							
01:30	38	465	57	551	95	1016							
01:45	35	153	438	1771	50	229	635	2266	85	382	1073	4037	
02:00	39	460	50	528	89	988							
02:15	39	454	46	624	85	1078							
02:30	37	455	53	598	90	1053							
02:45	50	165	457	1826	49	198	551	2301	99	363	1008	4127	
03:00	47	465	37	578	84	1043							
03:15	62	415	30	495	92	910							
03:30	64	404	23	484	87	888							
03:45	63	236	435	1719	33	123	528	2085	96	359	963	3804	
04:00	70	449	44	543	114	992							
04:15	110	394	43	405	153	799							
04:30	132	454	45	493	177	947							
04:45	176	488	417	1714	84	216	442	1883	260	704	859	3597	
05:00	284	440	70	476	354	916							
05:15	447	400	109	481	556	881							
05:30	717	427	177	509	894	936							
05:45	852	2300	355	1622	164	520	525	1991	1016	2820	880	3613	
06:00	928	320	150	540	1078	860							
06:15	881	315	218	564	1099	879							
06:30	892	361	261	527	1153	888							
06:45	900	3601	459	1455	258	887	569	2200	1158	4488	1028	3655	
07:00	786	335	289	534	1075	869							
07:15	734	304	340	496	1074	800							
07:30	757	281	392	426	1149	707							
07:45	770	3047	248	1168	391	1412	442	1898	1161	4459	690	3066	
08:00	805	265	361	378	1166	643							
08:15	757	265	386	348	1143	613							
08:30	626	226	308	304	934	530							
08:45	691	2879	217	973	308	1363	273	1303	999	4242	490	2276	
09:00	649	263	309	286	958	549							
09:15	610	244	289	288	899	532							
09:30	606	231	316	267	922	498							
09:45	550	2415	197	935	322	1236	286	1127	872	3651	483	2062	
10:00	515	177	375	274	890	451							
10:15	505	220	398	250	903	470							
10:30	488	189	366	265	854	454							
10:45	456	1964	161	747	402	1541	239	1028	858	3505	400	1775	
11:00	412	161	457	219	869	380							
11:15	471	133	451	232	922	365							
11:30	468	116	463	206	931	322							
11:45	438	1789	122	532	434	1805	175	832	872	3594	297	1364	
Total	19245	16188	9978	21072	29223	37260							
Percent	65.9%	43.4%	34.1%	56.6%									
Day Total		35433		31050		66483							
Peak	06:00	-	02:15	-	11:00	-	01:45	-	07:30	-	01:45	-	-
Vol.	3601	-	1831	-	1805	-	2385	-	4619	-	4192	-	-
P.H.F.	0.970		0.984		0.975		0.939		0.990		0.972		





PRECISION  
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Route 1  
between Squire Road (Rt 60) Ramps  
City, State: Revere, MA  
Client: VHB/ A. Berthume

175607 K Volume  
Site Code: 13796.00

Start Time	SB		NB		Combin ed		5/6/2017	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Sat	
12:00	86	527	129	525	215	1052		
12:15	87	548	131	539	218	1087		
12:30	75	579	104	540	179	1119		
12:45	60	308 545	2199 116	480 518	2122 176	788 1063	4321	
01:00	64	489	86	553	150	1042		
01:15	55	533	89	523	144	1056		
01:30	47	559	75	550	122	1109		
01:45	52	218 552	2133 71	321 496	2122 123	539 1048	4255	
02:00	44	596	78	545	122	1141		
02:15	39	606	91	546	130	1152		
02:30	37	639	81	524	118	1163		
02:45	41	161 576	2417 69	319 577	2192 110	480 1153	4609	
03:00	41	508	48	518	89	1026		
03:15	60	586	45	493	105	1079		
03:30	61	572	43	521	104	1093		
03:45	45	207 565	2231 30	166 492	2024 75	373 1057	4255	
04:00	44	523	34	543	78	1066		
04:15	45	582	30	541	75	1123		
04:30	72	576	42	543	114	1119		
04:45	78	239 574	2255 32	138 551	2178 110	377 1125	4433	
05:00	89	505	37	504	126	1009		
05:15	146	546	69	503	215	1049		
05:30	174	523	74	474	248	997		
05:45	197	606 509	2083 88	268 462	1943 285	874 971	4026	
06:00	221	528	89	426	310	954		
06:15	284	507	96	403	380	910		
06:30	300	494	154	445	454	939		
06:45	273	1078 458	1987 164	503 405	1679 437	1581 863	3666	
07:00	252	416	185	427	437	843		
07:15	325	403	243	400	568	803		
07:30	319	418	259	410	578	828		
07:45	346	1242 386	1623 258	945 393	1630 604	2187 779	3253	
08:00	324	365	255	346	579	711		
08:15	338	349	286	344	624	693		
08:30	403	333	307	309	710	642		
08:45	363	1428 290	1337 316	1164 361	1360 679	2592 651	2697	
09:00	379	351	335	288	714	639		
09:15	456	292	368	308	824	600		
09:30	464	301	397	309	861	610		
09:45	421	1720 281	1225 400	1500 303	1208 821	3220 584	2433	
10:00	442	248	368	302	810	550		
10:15	454	228	421	313	875	541		
10:30	511	239	439	246	950	485		
10:45	482	1889 222	937 487	1715 240	1101 969	3604 462	2038	
11:00	485	197	463	269	948	466		
11:15	545	193	489	257	1034	450		
11:30	546	155	506	257	1052	412		
11:45	556	2132 124	669 529	1987 208	991 1085	4119 332	1660	
Total	11228	21096	9506	20550	20734	41646		
Percent	54.2%	50.7%	45.8%	49.3%				
Day Total		32324		30056		62380		
Peak	11:00	- 02:00	- 11:00	- 02:00	- 11:00	- 02:00	- -	-
Vol.	2132	- 2417	- 1987	- 2192	- 4119	- 4609	- -	-
P.H.F.	0.959	0.946	0.939	0.950	0.949	0.991		



PRECISION  
DATA  
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Route 1  
between Squire Road (Rt 60) Ramps  
City, State: Revere, MA  
Client: VHB/ A. Berthume

175607 K Volume  
Site Code: 13796.00

Start Time	SB		NB		Combin ed		5/7/2017 Sun	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		
12:00	140	543	165	536	305	1079		
12:15	111	532	169	560	280	1092		
12:30	112	562	155	569	267	1131		
12:45	101	464 595	2232 136	625 517	2182 237	1089 1112	4414	
01:00	93	618	100	565	193	1183		
01:15	78	585	94	514	172	1099		
01:30	78	599	105	512	183	1111		
01:45	52	301 555	2357 100	399 550	2141 152	700 1105	4498	
02:00	57	577	87	494	144	1071		
02:15	57	681	90	481	147	1162		
02:30	44	613	99	492	143	1105		
02:45	44	202 548	2419 81	357 520	1987 125	559 1068	4406	
03:00	36	535	49	511	85	1046		
03:15	49	539	52	492	101	1031		
03:30	32	596	41	533	73	1129		
03:45	47	164 605	2275 35	177 473	2009 82	341 1078	4284	
04:00	33	537	38	490	71	1027		
04:15	22	606	29	479	51	1085		
04:30	38	650	33	482	71	1132		
04:45	35	128 561	2354 27	127 443	1894 62	255 1004	4248	
05:00	50	571	33	432	83	1003		
05:15	57	591	34	476	91	1067		
05:30	76	569	44	452	120	1021		
05:45	96	279 559	2290 45	156 396	1756 141	435 955	4046	
06:00	144	559	59	412	203	971		
06:15	169	550	73	392	242	942		
06:30	189	463	77	376	266	839		
06:45	164	666 418	1990 97	306 363	1543 261	972 781	3533	
07:00	147	387	126	358	273	745		
07:15	176	388	167	308	343	696		
07:30	234	317	194	381	428	698		
07:45	219	776 348	1440 205	692 330	1377 424	1468 678	2817	
08:00	210	328	193	291	403	619		
08:15	234	315	219	236	453	551		
08:30	264	267	191	260	455	527		
08:45	311	1019 265	1175 273	876 264	1051 584	1895 529	2226	
09:00	287	253	284	239	571	492		
09:15	318	239	281	259	599	498		
09:30	378	194	326	212	704	406		
09:45	384	1367 187	873 347	1238 206	916 731	2605 393	1789	
10:00	385	184	391	181	776	365		
10:15	440	162	432	161	872	323		
10:30	444	145	437	153	881	298		
10:45	459	1728 117	608 468	1728 147	642 927	3456 264	1250	
11:00	485	98	486	125	971	223		
11:15	537	92	486	113	1023	205		
11:30	510	78	472	115	982	193		
11:45	465	1997 59	327 480	1924 127	480 945	3921 186	807	
Total	9091	20340	8605	17978	17696	38318		
Percent	51.4%	53.1%	48.6%	46.9%				
Day Total		29431		26583		56014		
Peak	11:00	-	01:45	-	11:00	-	00:30	-
Vol.	1997	-	2426	-	1924	-	4525	-
P.H.F.	0.930		0.891		0.990		0.956	



PRECISION  
DATA  
INDUSTRIES, LLC

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

Route 1  
between Squire Road (Rt 60) Ramps  
City, State: Revere, MA  
Client: VHB/ A. Berthoume

175607 K Volume  
Site Code: 13796.00

Start Time	SB		NB		Combin ed		5/8/2017 Mon					
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.						
12:00	42	413	99	411	141	824						
12:15	48	402	65	414	113	816						
12:30	34	408	61	464	95	872						
12:45	32	156 439	1662 62	287 379	1668 94	443 818	3330					
01:00	38	383	48	448	86	831						
01:15	38	425	48	499	86	924						
01:30	44	380	42	496	86	876						
01:45	47	167 415	1603 35	173 597	2040 82	340 1012	3643					
02:00	25	460	53	586	78	1046						
02:15	34	427	33	610	67	1037						
02:30	35	412	37	690	72	1102						
02:45	38	132 400	1699 23	146 615	2501 61	278 1015	4200					
03:00	37	435	34	674	71	1109						
03:15	54	390	29	675	83	1065						
03:30	73	426	28	651	101	1077						
03:45	69	233 449	1700 26	117 646	2646 95	350 1095	4346					
04:00	88	385	26	653	114	1038						
04:15	106	397	41	680	147	1077						
04:30	179	411	66	690	245	1101						
04:45	200	573 375	1568 78	211 673	2696 278	784 1048	4264					
05:00	303	411	93	675	396	1086						
05:15	516	461	115	677	631	1138						
05:30	761	448	153	692	914	1140						
05:45	905	2485 395	1715 125	486 672	2716 1030	2971 1067	4431					
06:00	924	398	178	620	1102	1018						
06:15	964	402	205	613	1169	1015						
06:30	919	376	300	682	1219	1058						
06:45	862	3669 363	1539 268	951 608	2523 1130	4620 971	4062					
07:00	882	306	326	427	1208	733						
07:15	894	317	385	460	1279	777						
07:30	883	287	447	447	1330	734						
07:45	843	3502 272	1182 439	1597 420	1754 1282	5099 692	2936					
08:00	825	251	377	356	1202	607						
08:15	792	249	392	303	1184	552						
08:30	738	204	349	231	1087	435						
08:45	722	3077 245	949 301	1419 280	1170 1023	4496 525	2119					
09:00	675	250	289	261	964	511						
09:15	649	201	293	259	942	460						
09:30	634	162	302	229	936	391						
09:45	601	2559 163	776 292	1176 188	937 893	3735 351	1713					
10:00	535	149	289	174	824	323						
10:15	518	125	325	176	843	301						
10:30	446	127	352	160	798	287						
10:45	437	1936 112	513 354	1320 166	676 791	3256 278	1189					
11:00	429	89	353	139	782	228						
11:15	486	75	384	156	870	231						
11:30	431	68	383	152	814	220						
11:45	413	1759 48	280 444	1564 121	568 857	3323 169	848					
Total	20248	15186	9447	21895	29695	37081						
Percent	68.2%	41.0%	31.8%	59.0%								
Day Total		35434		31342		66776						
Peak	05:45	-	05:00	-	07:30	-	07:00	-	05:00	-	-	-
Vol.	3712	-	1715	-	1655	-	2718	-	5099	-	4431	-
P.H.F.	0.963		0.930		0.926		0.985		0.958		0.972	



PRECISION  
DATA  
INDUSTRIES, LLC

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

Route 1  
between Squire Road (Rt 60) Ramps  
City, State: Revere, MA  
Client: VHB/ A. Berthume

175607 K Volume  
Site Code: 13796.00

Start Time	SB		NB		Combin ed		5/9/2017	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Tue	
12:00	46	412	100	346	146	758		
12:15	48	418	80	456	128	874		
12:30	32	405	78	429	110	834		
12:45	23	412	52	443	75	855	3321	
01:00	29	413	41	445	70	858		
01:15	19	403	48	450	67	853		
01:30	29	381	36	513	65	894		
01:45	25	394	41	568	66	962	3567	
02:00	28	419	28	630	56	1049		
02:15	36	450	29	647	65	1097		
02:30	43	423	28	620	71	1043		
02:45	46	409	25	633	71	1042	4231	
03:00	46	400	21	747	67	1147		
03:15	59	393	22	658	81	1051		
03:30	59	453	20	661	79	1114		
03:45	76	418	29	694	105	1112	4424	
04:00	60	428	36	657	96	1085		
04:15	128	408	30	665	158	1073		
04:30	122	448	60	636	182	1084		
04:45	205	393	65	618	270	1011	4253	
05:00	311	424	94	661	405	1085		
05:15	530	434	111	689	641	1123		
05:30	766	462	138	631	904	1093		
05:45	903	469	137	659	1040	1128	4429	
06:00	926	443	156	676	1082	1119		
06:15	908	452	214	667	1122	1119		
06:30	935	388	297	664	1232	1052		
06:45	916	307	269	658	1185	965	4255	
07:00	944	327	370	589	1314	916		
07:15	863	321	385	530	1248	851		
07:30	914	306	441	518	1355	824		
07:45	877	260	407	423	2060	1284	5201	3274
08:00	766	255	342	415	1108	670		
08:15	730	251	383	319	1113	570		
08:30	692	249	360	276	1052	525		
08:45	689	242	361	343	1353	585	2350	
09:00	691	243	316	293	1007	536		
09:15	688	211	283	279	971	490		
09:30	674	180	293	276	967	456		
09:45	633	150	293	219	1067	369	1851	
10:00	568	147	313	217	881	364		
10:15	549	163	313	183	862	346		
10:30	500	138	360	188	860	326		
10:45	432	112	361	156	793	268	1304	
11:00	428	99	331	205	759	304		
11:15	441	90	362	194	803	284		
11:30	480	84	350	164	830	248		
11:45	411	50	353	122	685	172	1008	
Total	20324	15537	9262	22730	29586	38267		
Percent	68.7%	40.6%	31.3%	59.4%				
Day Total		35861		31992		67853		
Peak	06:15	-	05:30	-	07:00	-	05:15	-
Vol.	3703	-	1826	-	1603	-	4463	-
P.H.F.	0.981		0.973		0.909		0.989	

PDI File #: **175607 (6)**  
 Location: **N: Route 1A S: Route 1A**  
 Location: **E: Boardman Street W: Boardman Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



**Cars, Heavy Vehicles, and Buses (Combined)**

	Route 1A					Boardman Street					Route 1A					Boardman Street					Total
	North					East					South					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	
6:30 AM	6	504	12	3	525	17	7	115	0	139	23	210	17	7	257	19	6	10	0	35	956
6:45 AM	6	506	11	0	523	37	16	136	0	189	18	231	25	17	291	33	2	7	0	42	1045
<b>Total</b>	<b>12</b>	<b>1010</b>	<b>23</b>	<b>3</b>	<b>1048</b>	<b>54</b>	<b>23</b>	<b>251</b>	<b>0</b>	<b>328</b>	<b>41</b>	<b>441</b>	<b>42</b>	<b>24</b>	<b>548</b>	<b>52</b>	<b>8</b>	<b>17</b>	<b>0</b>	<b>77</b>	<b>2001</b>
7:00 AM	7	510	9	0	526	22	16	106	0	144	30	256	31	13	330	25	2	10	0	37	1037
7:15 AM	3	506	14	3	526	25	15	111	0	151	25	256	24	16	321	33	4	9	0	46	1044
7:30 AM	10	487	13	1	511	20	12	100	0	132	27	238	22	15	302	33	3	11	0	47	992
7:45 AM	5	466	17	0	488	26	20	119	0	165	33	212	19	10	274	26	2	11	0	39	966
<b>Total</b>	<b>25</b>	<b>1969</b>	<b>53</b>	<b>4</b>	<b>2051</b>	<b>93</b>	<b>63</b>	<b>436</b>	<b>0</b>	<b>592</b>	<b>115</b>	<b>962</b>	<b>96</b>	<b>54</b>	<b>1227</b>	<b>117</b>	<b>11</b>	<b>41</b>	<b>0</b>	<b>169</b>	<b>4039</b>
8:00 AM	12	496	23	4	535	31	13	87	0	131	33	269	18	6	326	25	4	11	0	40	1032
8:15 AM	13	498	19	1	531	35	14	75	0	124	16	265	22	8	311	33	4	3	0	40	1006
8:30 AM	9	476	6	1	492	25	12	86	0	123	22	231	28	11	292	26	10	12	0	48	955
8:45 AM	3	454	23	1	481	39	11	74	0	124	13	227	32	14	286	21	2	6	0	29	920
<b>Total</b>	<b>37</b>	<b>1924</b>	<b>71</b>	<b>7</b>	<b>2039</b>	<b>130</b>	<b>50</b>	<b>322</b>	<b>0</b>	<b>502</b>	<b>84</b>	<b>992</b>	<b>100</b>	<b>39</b>	<b>1215</b>	<b>105</b>	<b>20</b>	<b>32</b>	<b>0</b>	<b>157</b>	<b>3913</b>
9:00 AM	11	432	18	0	461	31	4	50	0	85	26	266	22	9	323	40	2	6	0	48	917
9:15 AM	9	409	23	1	442	34	9	62	0	105	19	256	23	5	303	26	3	8	0	37	887
<b>Total</b>	<b>20</b>	<b>841</b>	<b>41</b>	<b>1</b>	<b>903</b>	<b>65</b>	<b>13</b>	<b>112</b>	<b>0</b>	<b>190</b>	<b>45</b>	<b>522</b>	<b>45</b>	<b>14</b>	<b>626</b>	<b>66</b>	<b>5</b>	<b>14</b>	<b>0</b>	<b>85</b>	<b>1804</b>
Grand Total	94	5744	188	15	6041	342	149	1121	0	1612	285	2917	283	131	3616	340	44	104	0	488	11757
Approach %	1.6	95.1	3.1	0.2		21.2	9.2	69.5	0.0		7.9	80.7	7.8	3.6		69.7	9.0	21.3	0.0		
Total %	0.8	48.9	1.6	0.1	51.4	2.9	1.3	9.5	0.0	13.7	2.4	24.8	2.4	1.1	30.8	2.9	0.4	0.9	0.0	4.2	
Exiting Leg Total	3378					517					7336					526					11757
Cars	85	5454	166	15	5720	313	147	1065	0	1525	262	2646	213	129	3250	309	41	93	0	443	10938
% Cars	90.4	95.0	88.3	100.0	94.7	91.5	98.7	95.0	0.0	94.6	91.9	90.7	75.3	98.5	89.9	90.9	93.2	89.4	0.0	90.8	93.0
Exiting Leg Total	3067					469					6957					445					10938
Heavy Vehicles	8	210	20	0	238	12	2	23	0	37	13	168	47	2	230	30	3	10	0	43	548
% Heavy Vehicles	8.5	3.7	10.6	0.0	3.9	3.5	1.3	2.1	0.0	2.3	4.6	5.8	16.6	1.5	6.4	8.8	6.8	9.6	0.0	8.8	4.7
Exiting Leg Total	190					36					265					57					548
Buses	1	80	2	0	83	17	0	33	0	50	10	103	23	0	136	1	0	1	0	2	271
% Buses	1.1	1.4	1.1	0.0	1.4	5.0	0.0	2.9	0.0	3.1	3.5	3.5	8.1	0.0	3.8	0.3	0.0	1.0	0.0	0.4	2.3
Exiting Leg Total	121					12					114					24					271

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

6:45 AM	Route 1A					Boardman Street					Route 1A					Boardman Street					Total
	North					East					South					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	
6:45 AM	6	506	11	0	523	37	16	136	0	189	18	231	25	17	291	33	2	7	0	42	1045
7:00 AM	7	510	9	0	526	22	16	106	0	144	30	256	31	13	330	25	2	10	0	37	1037
7:15 AM	3	506	14	3	526	25	15	111	0	151	25	256	24	16	321	33	4	9	0	46	1044
7:30 AM	10	487	13	1	511	20	12	100	0	132	27	238	22	15	302	33	3	11	0	47	992
Total Volume	26	2009	47	4	2086	104	59	453	0	616	100	981	102	61	1244	124	11	37	0	172	4118
% Approach Total	1.2	96.3	2.3	0.2		16.9	9.6	73.5	0.0		8.0	78.9	8.2	4.9		72.1	6.4	21.5	0.0		
PHF	0.650	0.985	0.839	0.333	0.991	0.703	0.922	0.833	0.000	0.815	0.833	0.958	0.823	0.897	0.942	0.939	0.688	0.841	0.000	0.915	0.985
Cars	24	1919	38	4	1985	98	58	437	0	593	90	890	74	61	1115	111	10	32	0	153	3846
Cars %	92.3	95.5	80.9	100.0	95.2	94.2	98.3	96.5	0.0	96.3	90.0	90.7	72.5	100.0	89.6	89.5	90.9	86.5	0.0	89.0	93.4
Heavy Vehicles	2	70	9	0	81	3	1	6	0	10	6	58	19	0	83	13	1	5	0	19	193
Heavy Vehicles %	7.7	3.5	19.1	0.0	3.9	2.9	1.7	1.3	0.0	1.6	6.0	5.9	18.6	0.0	6.7	10.5	9.1	13.5	0.0	11.0	4.7
Buses	0	20	0	0	20	3	0	10	0	13	4	33	9	0	46	0	0	0	0	0	79
Buses %	0.0	1.0	0.0	0.0	1.0	2.9	0.0	2.2	0.0	2.1	4.0	3.4	8.8	0.0	3.7	0.0	0.0	0.0	0.0	0.0	1.9
Cars Enter Leg	24	1919	38	4	1985	98	58	437	0	593	90	890	74	61	1115	111	10	32	0	153	3846
Heavy Enter Leg	2	70	9	0	81	3	1	6	0	10	6	58	19	0	83	13	1	5	0	19	193
Bus Enter Leg	0	20	0	0	20	3	0	10	0	13	4	33	9	0	46	0	0	0	0	0	79
Total Entering Leg	26	2009	47	4	2086	104	59	453	0	616	100	981	102	61	1244	124	11	37	0	172	4118
Cars Exiting Leg	1024					138					2528					156					3846

PDI File #: **175607 (6)**  
 Location: **N: Route 1A S: Route 1A**  
 Location: **E: Boardman Street W: Boardman Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



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

**Cars, Heavy Vehicles, and Buses (Combined)**

	Route 1A					Boardman Street					Route 1A					Boardman Street					Total
	North					East					South					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	
Heavy Exiting Leg					66					16					89					22	193
Buses Exiting Leg					36					4					30					9	79
<b>Total Exiting Leg</b>					<b>1126</b>					<b>158</b>					<b>2647</b>					<b>187</b>	<b>4118</b>

PDI File #: **175607 (6)**  
 Location: **N: Route 1A S: Route 1A**  
 Location: **E: Boardman Street W: Boardman Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



**Cars**

	Route 1A					Boardman Street					Route 1A					Boardman Street					Total	
	North					East					South					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		
6:30 AM	6	476	11	3	496	15	7	111	0	133	22	190	12	7	231	17	6	10	0	33	893	
6:45 AM	6	485	9	0	500	36	15	134	0	185	16	219	19	17	271	30	2	6	0	38	994	
<b>Total</b>	<b>12</b>	<b>961</b>	<b>20</b>	<b>3</b>	<b>996</b>	<b>51</b>	<b>22</b>	<b>245</b>	<b>0</b>	<b>318</b>	<b>38</b>	<b>409</b>	<b>31</b>	<b>24</b>	<b>502</b>	<b>47</b>	<b>8</b>	<b>16</b>	<b>0</b>	<b>71</b>	<b>1887</b>	
7:00 AM	7	484	7	0	498	18	16	102	0	136	28	232	21	13	294	22	1	8	0	31	959	
7:15 AM	2	488	11	3	504	24	15	108	0	147	24	223	19	16	282	30	4	9	0	43	976	
7:30 AM	9	462	11	1	483	20	12	93	0	125	22	216	15	15	268	29	3	9	0	41	917	
7:45 AM	4	441	16	0	461	24	20	114	0	158	32	198	15	9	254	23	2	10	0	35	908	
<b>Total</b>	<b>22</b>	<b>1875</b>	<b>45</b>	<b>4</b>	<b>1946</b>	<b>86</b>	<b>63</b>	<b>417</b>	<b>0</b>	<b>566</b>	<b>106</b>	<b>869</b>	<b>70</b>	<b>53</b>	<b>1098</b>	<b>104</b>	<b>10</b>	<b>36</b>	<b>0</b>	<b>150</b>	<b>3760</b>	
8:00 AM	11	478	20	4	513	29	13	84	0	126	31	244	16	6	297	24	4	9	0	37	973	
8:15 AM	12	480	17	1	510	32	14	73	0	119	14	239	13	8	274	31	4	3	0	38	941	
8:30 AM	8	450	4	1	463	22	12	79	0	113	22	213	25	11	271	25	10	12	0	47	894	
8:45 AM	2	435	22	1	460	35	10	68	0	113	12	201	23	13	249	20	2	5	0	27	849	
<b>Total</b>	<b>33</b>	<b>1843</b>	<b>63</b>	<b>7</b>	<b>1946</b>	<b>118</b>	<b>49</b>	<b>304</b>	<b>0</b>	<b>471</b>	<b>79</b>	<b>897</b>	<b>77</b>	<b>38</b>	<b>1091</b>	<b>100</b>	<b>20</b>	<b>29</b>	<b>0</b>	<b>149</b>	<b>3657</b>	
9:00 AM	10	408	15	0	433	27	4	45	0	76	23	241	17	9	290	36	1	5	0	42	841	
9:15 AM	8	367	23	1	399	31	9	54	0	94	16	230	18	5	269	22	2	7	0	31	793	
<b>Total</b>	<b>18</b>	<b>775</b>	<b>38</b>	<b>1</b>	<b>832</b>	<b>58</b>	<b>13</b>	<b>99</b>	<b>0</b>	<b>170</b>	<b>39</b>	<b>471</b>	<b>35</b>	<b>14</b>	<b>559</b>	<b>58</b>	<b>3</b>	<b>12</b>	<b>0</b>	<b>73</b>	<b>1634</b>	
Grand Total	85	5454	166	15	5720	313	147	1065	0	1525	262	2646	213	129	3250	309	41	93	0	443	10938	
Approach %	1.5	95.3	2.9	0.3		20.5	9.6	69.8	0.0		8.1	81.4	6.6	4.0		69.8	9.3	21.0	0.0			
Total %	0.8	49.9	1.5	0.1	52.3	2.9	1.3	9.7	0.0	13.9	2.4	24.2	1.9	1.2	29.7	2.8	0.4	0.9	0.0	4.1		
Exiting Leg Total					3067					469					6957						445	10938

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	Route 1A					Boardman Street					Route 1A					Boardman Street					Total	
	North					East					South					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		
6:45 AM	6	485	9	0	500	36	15	134	0	185	16	219	19	17	271	30	2	6	0	38	994	
7:00 AM	7	484	7	0	498	18	16	102	0	136	28	232	21	13	294	22	1	8	0	31	959	
7:15 AM	2	488	11	3	504	24	15	108	0	147	24	223	19	16	282	30	4	9	0	43	976	
7:30 AM	9	462	11	1	483	20	12	93	0	125	22	216	15	15	268	29	3	9	0	41	917	
Total Volume	24	1919	38	4	1985	98	58	437	0	593	90	890	74	61	1115	111	10	32	0	153	3846	
% Approach Total	1.2	96.7	1.9	0.2		16.5	9.8	73.7	0.0		8.1	79.8	6.6	5.5		72.5	6.5	20.9	0.0			
PHF	0.667	0.983	0.864	0.333	0.985	0.681	0.906	0.815	0.000	0.801	0.804	0.959	0.881	0.897	0.948	0.925	0.625	0.889	0.000	0.890	0.967	
Entering Leg	24	1919	38	4	1985	98	58	437	0	593	90	890	74	61	1115	111	10	32	0	153	3846	
Exiting Leg					1024					138					2528						156	3846
<b>Total</b>					<b>3009</b>					<b>731</b>					<b>3643</b>					<b>309</b>	<b>7692</b>	

PDI File #: **175607 (6)**  
 Location: **N: Route 1A S: Route 1A**  
 Location: **E: Boardman Street W: Boardman Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



**Heavy Vehicles**

	Route 1A					Boardman Street					Route 1A					Boardman Street					Total
	North					East					South					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	
6:30 AM	0	25	1	0	26	1	0	1	0	2	0	11	4	0	15	2	0	0	0	2	45
6:45 AM	0	17	2	0	19	0	1	0	0	1	1	7	4	0	12	3	0	1	0	4	36
<b>Total</b>	<b>0</b>	<b>42</b>	<b>3</b>	<b>0</b>	<b>45</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>18</b>	<b>8</b>	<b>0</b>	<b>27</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>81</b>
7:00 AM	0	20	2	0	22	3	0	1	0	4	1	18	7	0	26	3	1	2	0	6	58
7:15 AM	1	12	3	0	16	0	0	2	0	2	0	18	2	0	20	3	0	0	0	3	41
7:30 AM	1	21	2	0	24	0	0	3	0	3	4	15	6	0	25	4	0	2	0	6	58
7:45 AM	1	17	1	0	19	0	0	1	0	1	0	7	2	1	10	2	0	0	0	2	32
<b>Total</b>	<b>3</b>	<b>70</b>	<b>8</b>	<b>0</b>	<b>81</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>10</b>	<b>5</b>	<b>58</b>	<b>17</b>	<b>1</b>	<b>81</b>	<b>12</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>17</b>	<b>189</b>
8:00 AM	1	11	1	0	13	1	0	1	0	2	1	15	2	0	18	1	0	2	0	3	36
8:15 AM	1	12	2	0	15	1	0	0	0	1	2	12	5	0	19	2	0	0	0	2	37
8:30 AM	0	17	2	0	19	1	0	5	0	6	0	15	3	0	18	1	0	0	0	1	44
8:45 AM	1	11	1	0	13	1	1	3	0	5	0	17	7	1	25	1	0	1	0	2	45
<b>Total</b>	<b>3</b>	<b>51</b>	<b>6</b>	<b>0</b>	<b>60</b>	<b>4</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>14</b>	<b>3</b>	<b>59</b>	<b>17</b>	<b>1</b>	<b>80</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>162</b>
9:00 AM	1	19	3	0	23	2	0	2	0	4	1	14	3	0	18	4	1	1	0	6	51
9:15 AM	1	28	0	0	29	2	0	4	0	6	3	19	2	0	24	4	1	1	0	6	65
<b>Total</b>	<b>2</b>	<b>47</b>	<b>3</b>	<b>0</b>	<b>52</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>10</b>	<b>4</b>	<b>33</b>	<b>5</b>	<b>0</b>	<b>42</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>116</b>
<b>Grand Total</b>	<b>8</b>	<b>210</b>	<b>20</b>	<b>0</b>	<b>238</b>	<b>12</b>	<b>2</b>	<b>23</b>	<b>0</b>	<b>37</b>	<b>13</b>	<b>168</b>	<b>47</b>	<b>2</b>	<b>230</b>	<b>30</b>	<b>3</b>	<b>10</b>	<b>0</b>	<b>43</b>	<b>548</b>
Approach %	3.4	88.2	8.4	0.0		32.4	5.4	62.2	0.0		5.7	73.0	20.4	0.9		69.8	7.0	23.3	0.0		
Total %	1.5	38.3	3.6	0.0	43.4	2.2	0.4	4.2	0.0	6.8	2.4	30.7	8.6	0.4	42.0	5.5	0.5	1.8	0.0	7.8	
Exiting Leg Total	190					36					265					57					548

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	Route 1A					Boardman Street					Route 1A					Boardman Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:30 AM	0	17	2	0	19	1	0	5	0	6	0	15	3	0	18	1	0	0	0	1	44
8:45 AM	1	11	1	0	13	1	1	3	0	5	0	17	7	1	25	1	0	1	0	2	45
9:00 AM	1	19	3	0	23	2	0	2	0	4	1	14	3	0	18	4	1	1	0	6	51
9:15 AM	1	28	0	0	29	2	0	4	0	6	3	19	2	0	24	4	1	1	0	6	65
<b>Total Volume</b>	<b>3</b>	<b>75</b>	<b>6</b>	<b>0</b>	<b>84</b>	<b>6</b>	<b>1</b>	<b>14</b>	<b>0</b>	<b>21</b>	<b>4</b>	<b>65</b>	<b>15</b>	<b>1</b>	<b>85</b>	<b>10</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>205</b>
<b>% Approach Total</b>	<b>3.6</b>	<b>89.3</b>	<b>7.1</b>	<b>0.0</b>		<b>28.6</b>	<b>4.8</b>	<b>66.7</b>	<b>0.0</b>		<b>4.7</b>	<b>76.5</b>	<b>17.6</b>	<b>1.2</b>		<b>66.7</b>	<b>13.3</b>	<b>20.0</b>	<b>0.0</b>		
PHF	0.750	0.670	0.500	0.000	0.724	0.750	0.250	0.700	0.000	0.875	0.333	0.855	0.536	0.250	0.850	0.625	0.500	0.750	0.000	0.625	0.788
Entering Leg	3	75	6	0	84	6	1	14	0	21	4	65	15	1	85	10	2	3	0	15	205
Exiting Leg	74					12					100					19					205
<b>Total</b>	<b>158</b>					<b>33</b>					<b>185</b>					<b>34</b>					<b>410</b>



PDI File #: **175607 (6)**  
 Location: **N: Route 1A S: Route 1A**  
 Location: **E: Boardman Street W: Boardman Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ A. Berthoume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



**Buses**

	Route 1A					Boardman Street					Route 1A					Boardman Street					Total
	North					East					South					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	
6:30 AM	0	3	0	0	3	1	0	3	0	4	1	9	1	0	11	0	0	0	0	0	18
6:45 AM	0	4	0	0	4	1	0	2	0	3	1	5	2	0	8	0	0	0	0	0	15
<b>Total</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>
7:00 AM	0	6	0	0	6	1	0	3	0	4	1	6	3	0	10	0	0	0	0	0	20
7:15 AM	0	6	0	0	6	1	0	1	0	2	1	15	3	0	19	0	0	0	0	0	27
7:30 AM	0	4	0	0	4	0	0	4	0	4	1	7	1	0	9	0	0	0	0	0	17
7:45 AM	0	8	0	0	8	2	0	4	0	6	1	7	2	0	10	1	0	1	0	2	26
<b>Total</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>16</b>	<b>4</b>	<b>35</b>	<b>9</b>	<b>0</b>	<b>48</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>90</b>
8:00 AM	0	7	2	0	9	1	0	2	0	3	1	10	0	0	11	0	0	0	0	0	23
8:15 AM	0	6	0	0	6	2	0	2	0	4	0	14	4	0	18	0	0	0	0	0	28
8:30 AM	1	9	0	0	10	2	0	2	0	4	0	3	0	0	3	0	0	0	0	0	17
8:45 AM	0	8	0	0	8	3	0	3	0	6	1	9	2	0	12	0	0	0	0	0	26
<b>Total</b>	<b>1</b>	<b>30</b>	<b>2</b>	<b>0</b>	<b>33</b>	<b>8</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>17</b>	<b>2</b>	<b>36</b>	<b>6</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>94</b>
9:00 AM	0	5	0	0	5	2	0	3	0	5	2	11	2	0	15	0	0	0	0	0	25
9:15 AM	0	14	0	0	14	1	0	4	0	5	0	7	3	0	10	0	0	0	0	0	29
<b>Total</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>10</b>	<b>2</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>54</b>
<b>Grand Total</b>	<b>1</b>	<b>80</b>	<b>2</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>50</b>	<b>10</b>	<b>103</b>	<b>23</b>	<b>0</b>	<b>136</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>271</b>
Approach %	1.2	96.4	2.4	0.0		34.0	0.0	66.0	0.0		7.4	75.7	16.9	0.0		50.0	0.0	50.0	0.0		
Total %	0.4	29.5	0.7	0.0	30.6	6.3	0.0	12.2	0.0	18.5	3.7	38.0	8.5	0.0	50.2	0.4	0.0	0.4	0.0	0.7	
Exiting Leg Total	121					12					114					24					271

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	Route 1A					Boardman Street					Route 1A					Boardman Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:30 AM	1	9	0	0	10	2	0	2	0	4	0	3	0	0	3	0	0	0	0	0	17
8:45 AM	0	8	0	0	8	3	0	3	0	6	1	9	2	0	12	0	0	0	0	0	26
9:00 AM	0	5	0	0	5	2	0	3	0	5	2	11	2	0	15	0	0	0	0	0	25
9:15 AM	0	14	0	0	14	1	0	4	0	5	0	7	3	0	10	0	0	0	0	0	29
<b>Total Volume</b>	<b>1</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>8</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>20</b>	<b>3</b>	<b>30</b>	<b>7</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>97</b>
% Approach Total	2.7	97.3	0.0	0.0		40.0	0.0	60.0	0.0		7.5	75.0	17.5	0.0		0.0	0.0	0.0	0.0		
PHF	0.250	0.643	0.000	0.000	0.661	0.667	0.000	0.750	0.000	0.833	0.375	0.682	0.583	0.000	0.667	0.000	0.000	0.000	0.000	0.000	0.836
Entering Leg	1	36	0	0	37	8	0	12	0	20	3	30	7	0	40	0	0	0	0	0	97
Exiting Leg	38					3					48					8					97
<b>Total</b>	<b>75</b>					<b>23</b>					<b>88</b>					<b>8</b>					<b>194</b>

PDI File #: **175607 (6)**  
 Location: **N: Route 1A S: Route 1A**  
 Location: **E: Boardman Street W: Boardman Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ A. Berthoume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



**Bicycles (on Roadway and Crosswalks)**

	Route 1A								Boardman Street								Route 1A								Boardman Street								Total
	North								East								South								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		
6:30 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	
6:45 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	
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	
7:00 AM	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	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		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	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	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		
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	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		
9:00 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		
9:15 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		
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		
Grand Total	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	1		
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0					
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.0			
Exiting Leg Total								0								1								0	1								

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	Route 1A								Boardman Street								Route 1A								Boardman Street								Total
	North								East								South								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		
6:30 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		
6:45 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		
7:00 AM	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	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		
Total Volume	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	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	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	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	1								
Exiting Leg								0								1								0	1								
Total								0								2								0	2								

PDI File #: 175607 (6)  
 Location: N: Route 1A S: Route 1A  
 Location: E: Boardman Street W: Boardman Street  
 City, State: Boston, MA  
 Client: VHB/ A. Berthaume  
 Site Code: 13796.00  
 Count Date: Tuesday, May 09, 2017  
 Start Time: 6:30 AM  
 End Time: 9:30 AM  
 Class:



**Pedestrians**

	Route 1A								Boardman Street								Route 1A								Boardman Street								Total
	North								East								South								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		
6:30 AM	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	1			
6:45 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
Total	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	2			
7:00 AM	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	1			
7:15 AM	0	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4			
7:30 AM	0	0	0	0	4	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6			
7:45 AM	0	0	0	0	2	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5			
Total	0	0	0	0	8	8	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16			
8:00 AM	0	0	0	0	3	4	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7			
8:15 AM	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5			
8:30 AM	0	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	3			
8:45 AM	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3			
Total	0	0	0	0	5	13	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18			
9:00 AM	0	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	3			
9:15 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
Total	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4			
Grand Total	0	0	0	0	14	26	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40			
Approach %	0.0	0.0	0.0	0.0	35.0	65.0		0.0	0.0	0.0	0.0	0.0	0.0																				
Total %	0.0	0.0	0.0	0.0	35.0	65.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0																			
Exiting Leg Total							40								0														0	40			

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

7:30 AM	Route 1A								Boardman Street								Route 1A								Boardman Street								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:30 AM	0	0	0	0	4	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6			
7:45 AM	0	0	0	0	2	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5			
8:00 AM	0	0	0	0	3	4	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7			
8:15 AM	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5			
Total Volume	0	0	0	0	9	14	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23			
% Approach Total	0.0	0.0	0.0	0.0	39.1	60.9		0.0	0.0	0.0	0.0	0.0	0.0																				
PHF	0.000	0.000	0.000	0.000	0.563	0.700	0.821	0.000	0.000	0.000	0.000	0.000	0.000	0.000															0.821				
Entering Leg	0	0	0	0	9	14	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23				
Exiting Leg							23								0														0	23			
Total							46								0														0	46			

PDI File #: **175607 (6)**  
 Location: **N: Route 1A S: Route 1A**  
 Location: **E: Boardman Street W: Boardman Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



**Cars, Heavy Vehicles, and Buses (Combined)**

	Route 1A					Boardman Street					Route 1A					Boardman Street					Total
	North					East					South					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	
3:30 PM	3	370	61	2	436	37	3	75	0	115	25	435	24	11	495	29	4	16	0	49	1095
3:45 PM	3	418	46	6	473	29	0	65	0	94	17	468	13	2	500	16	6	15	0	37	1104
<b>Total</b>	<b>6</b>	<b>788</b>	<b>107</b>	<b>8</b>	<b>909</b>	<b>66</b>	<b>3</b>	<b>140</b>	<b>0</b>	<b>209</b>	<b>42</b>	<b>903</b>	<b>37</b>	<b>13</b>	<b>995</b>	<b>45</b>	<b>10</b>	<b>31</b>	<b>0</b>	<b>86</b>	<b>2199</b>
4:00 PM	7	331	21	4	363	47	0	61	0	108	22	469	16	9	516	26	1	24	0	51	1038
4:15 PM	6	352	47	5	410	56	3	55	0	114	15	443	11	17	486	14	8	17	0	39	1049
4:30 PM	4	349	35	6	394	44	5	79	0	128	20	398	19	10	447	22	5	25	0	52	1021
4:45 PM	4	393	43	6	446	51	7	38	0	96	10	476	21	5	512	19	1	17	0	37	1091
<b>Total</b>	<b>21</b>	<b>1425</b>	<b>146</b>	<b>21</b>	<b>1613</b>	<b>198</b>	<b>15</b>	<b>233</b>	<b>0</b>	<b>446</b>	<b>67</b>	<b>1786</b>	<b>67</b>	<b>41</b>	<b>1961</b>	<b>81</b>	<b>15</b>	<b>83</b>	<b>0</b>	<b>179</b>	<b>4199</b>
5:00 PM	5	368	37	6	416	53	8	51	0	112	39	469	9	12	529	21	7	22	0	50	1107
5:15 PM	5	320	40	6	371	41	3	42	0	86	17	481	10	12	520	24	2	20	0	46	1023
5:30 PM	5	357	31	4	397	50	6	46	0	102	26	491	6	12	535	16	6	18	0	40	1074
5:45 PM	3	296	37	7	343	64	3	57	0	124	23	449	3	13	488	14	3	14	0	31	986
<b>Total</b>	<b>18</b>	<b>1341</b>	<b>145</b>	<b>23</b>	<b>1527</b>	<b>208</b>	<b>20</b>	<b>196</b>	<b>0</b>	<b>424</b>	<b>105</b>	<b>1890</b>	<b>28</b>	<b>49</b>	<b>2072</b>	<b>75</b>	<b>18</b>	<b>74</b>	<b>0</b>	<b>167</b>	<b>4190</b>
6:00 PM	1	322	45	10	378	74	6	69	0	149	22	435	16	9	482	11	6	8	0	25	1034
6:15 PM	4	315	35	8	362	46	3	51	0	100	26	463	12	12	513	19	5	17	0	41	1016
<b>Total</b>	<b>5</b>	<b>637</b>	<b>80</b>	<b>18</b>	<b>740</b>	<b>120</b>	<b>9</b>	<b>120</b>	<b>0</b>	<b>249</b>	<b>48</b>	<b>898</b>	<b>28</b>	<b>21</b>	<b>995</b>	<b>30</b>	<b>11</b>	<b>25</b>	<b>0</b>	<b>66</b>	<b>2050</b>
Grand Total	50	4191	478	70	4789	592	47	689	0	1328	262	5477	160	124	6023	231	54	213	0	498	12638
Approach %	1.0	87.5	10.0	1.5		44.6	3.5	51.9	0.0		4.3	90.9	2.7	2.1		46.4	10.8	42.8	0.0		
Total %	0.4	33.2	3.8	0.6	37.9	4.7	0.4	5.5	0.0	10.5	2.1	43.3	1.3	1.0	47.7	1.8	0.4	1.7	0.0	3.9	
Exiting Leg Total	6352					794					5235					257					12638
Cars	43	3997	472	70	4582	565	45	654	0	1264	251	5218	102	124	5695	205	52	203	0	460	12001
% Cars	86.0	95.4	98.7	100.0	95.7	95.4	95.7	94.9	0.0	95.2	95.8	95.3	63.8	100.0	94.6	88.7	96.3	95.3	0.0	92.4	95.0
Exiting Leg Total	6056					775					4980					190					12001
Heavy Vehicles	7	111	5	0	123	10	2	8	0	20	2	184	48	0	234	26	1	10	0	37	414
% Heavy Vehicles	14.0	2.6	1.0	0.0	2.6	1.7	4.3	1.2	0.0	1.5	0.8	3.4	30.0	0.0	3.9	11.3	1.9	4.7	0.0	7.4	3.3
Exiting Leg Total	204					8					145					57					414
Buses	0	83	1	0	84	17	0	27	0	44	9	75	10	0	94	0	1	0	0	1	223
% Buses	0.0	2.0	0.2	0.0	1.8	2.9	0.0	3.9	0.0	3.3	3.4	1.4	6.3	0.0	1.6	0.0	1.9	0.0	0.0	0.2	1.8
Exiting Leg Total	92					11					110					10					223

**Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:**

	Route 1A					Boardman Street					Route 1A					Boardman Street					Total
	North					East					South					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	4	393	43	6	446	51	7	38	0	96	10	476	21	5	512	19	1	17	0	37	1091
4:45 PM	5	368	37	6	416	53	8	51	0	112	39	469	9	12	529	21	7	22	0	50	1107
5:00 PM	5	320	40	6	371	41	3	42	0	86	17	481	10	12	520	24	2	20	0	46	1023
5:15 PM	5	357	31	4	397	50	6	46	0	102	26	491	6	12	535	16	6	18	0	40	1074
<b>Total Volume</b>	<b>19</b>	<b>1438</b>	<b>151</b>	<b>22</b>	<b>1630</b>	<b>195</b>	<b>24</b>	<b>177</b>	<b>0</b>	<b>396</b>	<b>92</b>	<b>1917</b>	<b>46</b>	<b>41</b>	<b>2096</b>	<b>80</b>	<b>16</b>	<b>77</b>	<b>0</b>	<b>173</b>	<b>4295</b>
<b>% Approach Total</b>	<b>1.2</b>	<b>88.2</b>	<b>9.3</b>	<b>1.3</b>		<b>49.2</b>	<b>6.1</b>	<b>44.7</b>	<b>0.0</b>		<b>4.4</b>	<b>91.5</b>	<b>2.2</b>	<b>2.0</b>		<b>46.2</b>	<b>9.2</b>	<b>44.5</b>	<b>0.0</b>		
PHF	0.950	0.915	0.878	0.917	0.914	0.920	0.750	0.868	0.000	0.884	0.590	0.976	0.548	0.854	0.979	0.833	0.571	0.875	0.000	0.865	0.970
Cars	17	1370	149	22	1558	185	24	169	0	378	91	1845	29	41	2006	73	15	76	0	164	4106
Cars %	89.5	95.3	98.7	100.0	95.6	94.9	100.0	95.5	0.0	95.5	98.9	96.2	63.0	100.0	95.7	91.3	93.8	98.7	0.0	94.8	95.6
Heavy Vehicles	2	47	1	0	50	3	0	1	0	4	0	47	13	0	60	7	1	1	0	9	123
Heavy Vehicles %	10.5	3.3	0.7	0.0	3.1	1.5	0.0	0.6	0.0	1.0	0.0	2.5	28.3	0.0	2.9	8.8	6.3	1.3	0.0	5.2	2.9
Buses	0	21	1	0	22	7	0	7	0	14	1	25	4	0	30	0	0	0	0	0	66
Buses %	0.0	1.5	0.7	0.0	1.3	3.6	0.0	4.0	0.0	3.5	1.1	1.3	8.7	0.0	1.4	0.0	0.0	0.0	0.0	0.0	1.5
Cars Enter Leg	17	1370	149	22	1558	185	24	169	0	378	91	1845	29	41	2006	73	15	76	0	164	4106
Heavy Enter Leg	2	47	1	0	50	3	0	1	0	4	0	47	13	0	60	7	1	1	0	9	123
Bus Enter Leg	0	21	1	0	22	7	0	7	0	14	1	25	4	0	30	0	0	0	0	0	66
<b>Total Entering Leg</b>	<b>19</b>	<b>1438</b>	<b>151</b>	<b>22</b>	<b>1630</b>	<b>195</b>	<b>24</b>	<b>177</b>	<b>0</b>	<b>396</b>	<b>92</b>	<b>1917</b>	<b>46</b>	<b>41</b>	<b>2096</b>	<b>80</b>	<b>16</b>	<b>77</b>	<b>0</b>	<b>173</b>	<b>4295</b>

PDI File #: **175607 (6)**  
 Location: **N: Route 1A S: Route 1A**  
 Location: **E: Boardman Street W: Boardman Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



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

**Cars, Heavy Vehicles, and Buses (Combined)**

	Route 1A					Boardman Street					Route 1A					Boardman Street					Total
	North					East					South					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	
Cars Exiting Leg					2128					255					1653					70	4106
Heavy Exiting Leg					51					2					55					15	123
Buses Exiting Leg					32					2					28					4	66
<b>Total Exiting Leg</b>					<b>2211</b>					<b>259</b>					<b>1736</b>					<b>89</b>	<b>4295</b>

PDI File #: **175607 (6)**  
 Location: **N: Route 1A S: Route 1A**  
 Location: **E: Boardman Street W: Boardman Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



**Cars**

	Route 1A					Boardman Street					Route 1A					Boardman Street					Total
	North					East					South					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	
3:30 PM	3	347	60	2	412	36	3	73	0	112	23	407	18	11	459	28	3	16	0	47	1030
3:45 PM	1	400	45	6	452	27	0	62	0	89	15	440	12	2	469	13	6	13	0	32	1042
<b>Total</b>	<b>4</b>	<b>747</b>	<b>105</b>	<b>8</b>	<b>864</b>	<b>63</b>	<b>3</b>	<b>135</b>	<b>0</b>	<b>201</b>	<b>38</b>	<b>847</b>	<b>30</b>	<b>13</b>	<b>928</b>	<b>41</b>	<b>9</b>	<b>29</b>	<b>0</b>	<b>79</b>	<b>2072</b>
4:00 PM	7	307	21	4	339	44	0	58	0	102	20	447	10	9	486	19	1	23	0	43	970
4:15 PM	6	337	47	5	395	54	3	50	0	107	15	415	7	17	454	11	8	15	0	34	990
4:30 PM	3	336	35	6	380	42	5	76	0	123	19	372	12	10	413	20	5	24	0	49	965
4:45 PM	4	378	43	6	431	48	7	35	0	90	10	455	15	5	485	18	1	17	0	36	1042
<b>Total</b>	<b>20</b>	<b>1358</b>	<b>146</b>	<b>21</b>	<b>1545</b>	<b>188</b>	<b>15</b>	<b>219</b>	<b>0</b>	<b>422</b>	<b>64</b>	<b>1689</b>	<b>44</b>	<b>41</b>	<b>1838</b>	<b>68</b>	<b>15</b>	<b>79</b>	<b>0</b>	<b>162</b>	<b>3967</b>
5:00 PM	5	344	37	6	392	52	8	51	0	111	38	448	5	12	503	19	7	22	0	48	1054
5:15 PM	4	303	39	6	352	38	3	40	0	81	17	468	7	12	504	22	2	20	0	44	981
5:30 PM	4	345	30	4	383	47	6	43	0	96	26	474	2	12	514	14	5	17	0	36	1029
5:45 PM	3	287	37	7	334	60	3	51	0	114	22	431	3	13	469	14	3	13	0	30	947
<b>Total</b>	<b>16</b>	<b>1279</b>	<b>143</b>	<b>23</b>	<b>1461</b>	<b>197</b>	<b>20</b>	<b>185</b>	<b>0</b>	<b>402</b>	<b>103</b>	<b>1821</b>	<b>17</b>	<b>49</b>	<b>1990</b>	<b>69</b>	<b>17</b>	<b>72</b>	<b>0</b>	<b>158</b>	<b>4011</b>
6:00 PM	1	310	44	10	365	73	5	66	0	144	22	422	7	9	460	11	6	8	0	25	994
6:15 PM	2	303	34	8	347	44	2	49	0	95	24	439	4	12	479	16	5	15	0	36	957
<b>Total</b>	<b>3</b>	<b>613</b>	<b>78</b>	<b>18</b>	<b>712</b>	<b>117</b>	<b>7</b>	<b>115</b>	<b>0</b>	<b>239</b>	<b>46</b>	<b>861</b>	<b>11</b>	<b>21</b>	<b>939</b>	<b>27</b>	<b>11</b>	<b>23</b>	<b>0</b>	<b>61</b>	<b>1951</b>
<b>Grand Total</b>	<b>43</b>	<b>3997</b>	<b>472</b>	<b>70</b>	<b>4582</b>	<b>565</b>	<b>45</b>	<b>654</b>	<b>0</b>	<b>1264</b>	<b>251</b>	<b>5218</b>	<b>102</b>	<b>124</b>	<b>5695</b>	<b>205</b>	<b>52</b>	<b>203</b>	<b>0</b>	<b>460</b>	<b>12001</b>
Approach %	0.9	87.2	10.3	1.5		44.7	3.6	51.7	0.0		4.4	91.6	1.8	2.2		44.6	11.3	44.1	0.0		
Total %	0.4	33.3	3.9	0.6	38.2	4.7	0.4	5.4	0.0	10.5	2.1	43.5	0.8	1.0	47.5	1.7	0.4	1.7	0.0	3.8	
Exiting Leg Total					6056					775					4980					190	12001

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

	Route 1A					Boardman Street					Route 1A					Boardman Street					Total
	North					East					South					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	4	378	43	6	431	48	7	35	0	90	10	455	15	5	485	18	1	17	0	36	1042
5:00 PM	5	344	37	6	392	52	8	51	0	111	38	448	5	12	503	19	7	22	0	48	1054
5:15 PM	4	303	39	6	352	38	3	40	0	81	17	468	7	12	504	22	2	20	0	44	981
5:30 PM	4	345	30	4	383	47	6	43	0	96	26	474	2	12	514	14	5	17	0	36	1029
<b>Total Volume</b>	<b>17</b>	<b>1370</b>	<b>149</b>	<b>22</b>	<b>1558</b>	<b>185</b>	<b>24</b>	<b>169</b>	<b>0</b>	<b>378</b>	<b>91</b>	<b>1845</b>	<b>29</b>	<b>41</b>	<b>2006</b>	<b>73</b>	<b>15</b>	<b>76</b>	<b>0</b>	<b>164</b>	<b>4106</b>
% Approach Total	1.1	87.9	9.6	1.4		48.9	6.3	44.7	0.0		4.5	92.0	1.4	2.0		44.5	9.1	46.3	0.0		
PHF	0.850	0.906	0.866	0.917	0.904	0.889	0.750	0.828	0.000	0.851	0.599	0.973	0.483	0.854	0.976	0.830	0.536	0.864	0.000	0.854	0.974
Entering Leg	17	1370	149	22	1558	185	24	169	0	378	91	1845	29	41	2006	73	15	76	0	164	4106
Exiting Leg					2128					255					1653					70	4106
<b>Total</b>					<b>3686</b>					<b>633</b>					<b>3659</b>					<b>234</b>	<b>8212</b>

PDI File #: **175607 (6)**  
 Location: **N: Route 1A S: Route 1A**  
 Location: **E: Boardman Street W: Boardman Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



**Heavy Vehicles**

	Route 1A					Boardman Street					Route 1A					Boardman Street					Total
	North					East					South					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	
3:30 PM	0	13	1	0	14	0	0	1	0	1	1	19	5	0	25	1	0	0	0	1	41
3:45 PM	2	8	1	0	11	0	0	2	0	2	1	22	1	0	24	3	0	2	0	5	42
<b>Total</b>	<b>2</b>	<b>21</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>41</b>	<b>6</b>	<b>0</b>	<b>49</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>83</b>
4:00 PM	0	11	0	0	11	1	0	0	0	1	0	16	5	0	21	7	0	1	0	8	41
4:15 PM	0	9	0	0	9	1	0	1	0	2	0	24	2	0	26	3	0	2	0	5	42
4:30 PM	1	6	0	0	7	1	0	0	0	1	0	20	6	0	26	2	0	1	0	3	37
4:45 PM	0	14	0	0	14	1	0	0	0	1	0	12	5	0	17	1	0	0	0	1	33
<b>Total</b>	<b>1</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>72</b>	<b>18</b>	<b>0</b>	<b>90</b>	<b>13</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>17</b>	<b>153</b>
5:00 PM	0	17	0	0	17	1	0	0	0	1	0	16	3	0	19	2	0	0	0	2	39
5:15 PM	1	12	0	0	13	1	0	0	0	1	0	11	3	0	14	2	0	0	0	2	30
5:30 PM	1	4	1	0	6	0	0	1	0	1	0	8	2	0	10	2	1	1	0	4	21
5:45 PM	0	4	0	0	4	3	0	2	0	5	0	10	0	0	10	0	0	1	0	1	20
<b>Total</b>	<b>2</b>	<b>37</b>	<b>1</b>	<b>0</b>	<b>40</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>45</b>	<b>8</b>	<b>0</b>	<b>53</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>110</b>
6:00 PM	0	5	1	0	6	0	1	1	0	2	0	8	9	0	17	0	0	0	0	0	25
6:15 PM	2	8	1	0	11	1	1	0	0	2	0	18	7	0	25	3	0	2	0	5	43
<b>Total</b>	<b>2</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>26</b>	<b>16</b>	<b>0</b>	<b>42</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>68</b>
<b>Grand Total</b>	<b>7</b>	<b>111</b>	<b>5</b>	<b>0</b>	<b>123</b>	<b>10</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>20</b>	<b>2</b>	<b>184</b>	<b>48</b>	<b>0</b>	<b>234</b>	<b>26</b>	<b>1</b>	<b>10</b>	<b>0</b>	<b>37</b>	<b>414</b>
Approach %	5.7	90.2	4.1	0.0		50.0	10.0	40.0	0.0		0.9	78.6	20.5	0.0		70.3	2.7	27.0	0.0		
Total %	1.7	26.8	1.2	0.0	29.7	2.4	0.5	1.9	0.0	4.8	0.5	44.4	11.6	0.0	56.5	6.3	0.2	2.4	0.0	8.9	
Exiting Leg Total	204					8					145					57					414

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

	Route 1A					Boardman Street					Route 1A					Boardman Street					Total
	North					East					South					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	
3:30 PM	0	13	1	0	14	0	0	1	0	1	1	19	5	0	25	1	0	0	0	1	41
3:45 PM	2	8	1	0	11	0	0	2	0	2	1	22	1	0	24	3	0	2	0	5	42
4:00 PM	0	11	0	0	11	1	0	0	0	1	0	16	5	0	21	7	0	1	0	8	41
4:15 PM	0	9	0	0	9	1	0	1	0	2	0	24	2	0	26	3	0	2	0	5	42
<b>Total Volume</b>	<b>2</b>	<b>41</b>	<b>2</b>	<b>0</b>	<b>45</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>81</b>	<b>13</b>	<b>0</b>	<b>96</b>	<b>14</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>19</b>	<b>166</b>
% Approach Total	4.4	91.1	4.4	0.0		33.3	0.0	66.7	0.0		2.1	84.4	13.5	0.0		73.7	0.0	26.3	0.0		
PHF	0.250	0.788	0.500	0.000	0.804	0.500	0.000	0.500	0.000	0.750	0.500	0.844	0.650	0.000	0.923	0.500	0.000	0.625	0.000	0.594	0.988
Entering Leg	2	41	2	0	45	2	0	4	0	6	2	81	13	0	96	14	0	5	0	19	166
Exiting Leg	88					4					59					15					166
<b>Total</b>	<b>133</b>					<b>10</b>					<b>155</b>					<b>34</b>					<b>332</b>

PDI File #: **175607 (6)**  
 Location: **N: Route 1A S: Route 1A**  
 Location: **E: Boardman Street W: Boardman Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ A. Berthoume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



**Buses**

	Route 1A					Boardman Street					Route 1A					Boardman Street					Total
	North					East					South					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	
3:30 PM	0	10	0	0	10	1	0	1	0	2	1	9	1	0	11	0	1	0	0	1	24
3:45 PM	0	10	0	0	10	2	0	1	0	3	1	6	0	0	7	0	0	0	0	0	20
<b>Total</b>	0	20	0	0	20	3	0	2	0	5	2	15	1	0	18	0	1	0	0	1	44
4:00 PM	0	13	0	0	13	2	0	3	0	5	2	6	1	0	9	0	0	0	0	0	27
4:15 PM	0	6	0	0	6	1	0	4	0	5	0	4	2	0	6	0	0	0	0	0	17
4:30 PM	0	7	0	0	7	1	0	3	0	4	1	6	1	0	8	0	0	0	0	0	19
4:45 PM	0	1	0	0	1	2	0	3	0	5	0	9	1	0	10	0	0	0	0	0	16
<b>Total</b>	0	27	0	0	27	6	0	13	0	19	3	25	5	0	33	0	0	0	0	0	79
5:00 PM	0	7	0	0	7	0	0	0	0	0	1	5	1	0	7	0	0	0	0	0	14
5:15 PM	0	5	1	0	6	2	0	2	0	4	0	2	0	0	2	0	0	0	0	0	12
5:30 PM	0	8	0	0	8	3	0	2	0	5	0	9	2	0	11	0	0	0	0	0	24
5:45 PM	0	5	0	0	5	1	0	4	0	5	1	8	0	0	9	0	0	0	0	0	19
<b>Total</b>	0	25	1	0	26	6	0	8	0	14	2	24	3	0	29	0	0	0	0	0	69
6:00 PM	0	7	0	0	7	1	0	2	0	3	0	5	0	0	5	0	0	0	0	0	15
6:15 PM	0	4	0	0	4	1	0	2	0	3	2	6	1	0	9	0	0	0	0	0	16
<b>Total</b>	0	11	0	0	11	2	0	4	0	6	2	11	1	0	14	0	0	0	0	0	31
<b>Grand Total</b>	0	83	1	0	84	17	0	27	0	44	9	75	10	0	94	0	1	0	0	1	223
Approach %	0.0	98.8	1.2	0.0		38.6	0.0	61.4	0.0		9.6	79.8	10.6	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	37.2	0.4	0.0	37.7	7.6	0.0	12.1	0.0	19.7	4.0	33.6	4.5	0.0	42.2	0.0	0.4	0.0	0.0	0.4	
Exiting Leg Total	92					11					110					10					223

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

	Route 1A					Boardman Street					Route 1A					Boardman Street					Total
	North					East					South					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	
3:30 PM	0	10	0	0	10	1	0	1	0	2	1	9	1	0	11	0	1	0	0	1	24
3:45 PM	0	10	0	0	10	2	0	1	0	3	1	6	0	0	7	0	0	0	0	0	20
4:00 PM	0	13	0	0	13	2	0	3	0	5	2	6	1	0	9	0	0	0	0	0	27
4:15 PM	0	6	0	0	6	1	0	4	0	5	0	4	2	0	6	0	0	0	0	0	17
<b>Total Volume</b>	0	39	0	0	39	6	0	9	0	15	4	25	4	0	33	0	1	0	0	1	88
% Approach Total	0.0	100.0	0.0	0.0		40.0	0.0	60.0	0.0		12.1	75.8	12.1	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.750	0.000	0.000	0.750	0.750	0.000	0.563	0.000	0.750	0.500	0.694	0.500	0.000	0.750	0.000	0.250	0.000	0.000	0.250	0.815
Entering Leg	0	39	0	0	39	6	0	9	0	15	4	25	4	0	33	0	1	0	0	1	88
Exiting Leg	31					5					48					4					88
<b>Total</b>	70					20					81					5					176



PDI File #: 175607 (6)  
 Location: N: Route 1A S: Route 1A  
 Location: E: Boardman Street W: Boardman Street  
 City, State: Boston, MA  
 Client: VHB/ A. Berthaume  
 Site Code: 13796.00  
 Count Date: Tuesday, May 09, 2017  
 Start Time: 3:30 PM  
 End Time: 6:30 PM  
 Class:



**Bicycles (on Roadway and Crosswalks)**

	Route 1A								Boardman Street								Route 1A								Boardman Street								Total
	North								East								South								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		
3:30 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	1	1	1		
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:30 PM	0	0	0	0	0	0	0	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		
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		
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:15 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0		
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
6:00 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		
6:15 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		
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		
Grand Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2		
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	100.0					
Total %	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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				
Exiting Leg Total	0							0							1							1							2				

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

3:30 PM	Route 1A								Boardman Street								Route 1A								Boardman Street								Total
	North								East								South								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		
3:30 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	1	1	1		
3:45 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		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
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	1	1	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	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	100.0					
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	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	0.250				
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	1	1	1			
Exiting Leg	0							0							0							1							1				
Total	0							0							0							2							2				

PDI File #: 175607 (6)  
 Location: N: Route 1A S: Route 1A  
 Location: E: Boardman Street W: Boardman Street  
 City, State: Boston, MA  
 Client: VHB/ A. Berthaume  
 Site Code: 13796.00  
 Count Date: Tuesday, May 09, 2017  
 Start Time: 3:30 PM  
 End Time: 6:30 PM  
 Class:



**Pedestrians**

	Route 1A								Boardman Street								Route 1A								Boardman Street								Total		
	North								East								South								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				
3:30 PM	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	1
3:45 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
Total	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	1
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
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
4:30 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	1	0	0	0	0	0	0	1
Total	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	0	1	0	0	0	0	0	0	2
5:00 PM	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	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	5	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	0	5
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
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
Total	0	0	0	0	7	0	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	7
6:00 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	1	0	1	0	0	0	0	0	0	1
6:15 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
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	1	0	1	0	0	0	0	0	0	1
Grand Total	0	0	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	0	2	0	0	0	0	0	0	11
Approach %	0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	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	
Total %	0.0	0.0	0.0	0.0	72.7	0.0	72.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.1	0.0	9.1	0.0	0.0	0.0	0.0	18.2	0.0	18.2	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	8							0							1							2							11						

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

4:30 PM	Route 1A								Boardman Street								Route 1A								Boardman Street								Total		
	North								East								South								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				
4:30 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	1	0	0	0	0	0	0	1
5:00 PM	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	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	5	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	0	5
Total Volume	0	0	0	0	8	0	8	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	9
% Approach Total	0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	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	
PHF	0.000	0.000	0.000	0.000	0.400	0.000	0.400	0.000	0.000	0.000	0.000	0.000	0.000	0.000	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	0.450						
Entering Leg	0	0	0	0	8	0	8	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	9
Exiting Leg	8							0							0							1							9						
Total	16							0							0							2							18						

PDI File #: **175607 (7)**  
 Location: **N: Route 1A S: Route 1A**  
 Location: **E: Waldemar Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ A. Berthoume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



**Cars, Heavy Vehicles, and Buses (Combined)**

	Route 1A				Waldemar Street				Route 1A				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:30 AM	572	0	0	572	25	0	0	25	18	219	0	237	834
6:45 AM	541	0	0	541	34	0	0	34	20	243	0	263	838
<b>Total</b>	<b>1113</b>	<b>0</b>	<b>0</b>	<b>1113</b>	<b>59</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>38</b>	<b>462</b>	<b>0</b>	<b>500</b>	<b>1672</b>
7:00 AM	520	0	0	520	42	0	0	42	14	279	0	293	855
7:15 AM	552	0	0	552	38	0	0	38	17	282	0	299	889
7:30 AM	543	0	0	543	25	0	0	25	22	249	0	271	839
7:45 AM	529	0	0	529	40	0	0	40	9	247	0	256	825
<b>Total</b>	<b>2144</b>	<b>0</b>	<b>0</b>	<b>2144</b>	<b>145</b>	<b>0</b>	<b>0</b>	<b>145</b>	<b>62</b>	<b>1057</b>	<b>0</b>	<b>1119</b>	<b>3408</b>
8:00 AM	505	0	0	505	25	0	0	25	21	293	0	314	844
8:15 AM	546	0	0	546	19	0	0	19	30	281	0	311	876
8:30 AM	518	0	0	518	20	0	0	20	13	256	0	269	807
8:45 AM	494	0	0	494	15	0	0	15	20	265	0	285	794
<b>Total</b>	<b>2063</b>	<b>0</b>	<b>0</b>	<b>2063</b>	<b>79</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>84</b>	<b>1095</b>	<b>0</b>	<b>1179</b>	<b>3321</b>
9:00 AM	446	0	0	446	18	0	0	18	22	267	0	289	753
9:15 AM	457	0	0	457	24	0	0	24	38	284	0	322	803
<b>Total</b>	<b>903</b>	<b>0</b>	<b>0</b>	<b>903</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>60</b>	<b>551</b>	<b>0</b>	<b>611</b>	<b>1556</b>
<b>Grand Total</b>	<b>6223</b>	<b>0</b>	<b>0</b>	<b>6223</b>	<b>325</b>	<b>0</b>	<b>0</b>	<b>325</b>	<b>244</b>	<b>3165</b>	<b>0</b>	<b>3409</b>	<b>9957</b>
Approach %	100.0	0.0	0.0		100.0	0.0	0.0		7.2	92.8	0.0		
Total %	62.5	0.0	0.0	62.5	3.3	0.0	0.0	3.3	2.5	31.8	0.0	34.2	
Exiting Leg Total				3490				244				6223	9957
Cars	5892	0	0	5892	317	0	0	317	193	2892	0	3085	9294
% Cars	94.7	0.0	0.0	94.7	97.5	0.0	0.0	97.5	79.1	91.4	0.0	90.5	93.3
Exiting Leg Total				3209				193				5892	9294
Heavy Vehicles	269	0	0	269	5	0	0	5	11	191	0	202	476
% Heavy Vehicles	4.3	0.0	0.0	4.3	1.5	0.0	0.0	1.5	4.5	6.0	0.0	5.9	4.8
Exiting Leg Total				196				11				269	476
Buses	62	0	0	62	3	0	0	3	40	82	0	122	187
% Buses	1.0	0.0	0.0	1.0	0.9	0.0	0.0	0.9	16.4	2.6	0.0	3.6	1.9
Exiting Leg Total				85				40				62	187

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	Route 1A				Waldemar Street				Route 1A				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:45 AM	541	0	0	541	34	0	0	34	20	243	0	263	838
7:00 AM	520	0	0	520	42	0	0	42	14	279	0	293	855
7:15 AM	552	0	0	552	38	0	0	38	17	282	0	299	889
7:30 AM	543	0	0	543	25	0	0	25	22	249	0	271	839
<b>Total Volume</b>	<b>2156</b>	<b>0</b>	<b>0</b>	<b>2156</b>	<b>139</b>	<b>0</b>	<b>0</b>	<b>139</b>	<b>73</b>	<b>1053</b>	<b>0</b>	<b>1126</b>	<b>3421</b>
% Approach Total	100.0	0.0	0.0		100.0	0.0	0.0		6.5	93.5	0.0		
PHF	0.976	0.000	0.000	0.976	0.827	0.000	0.000	0.827	0.830	0.934	0.000	0.941	0.962
Cars	2051	0	0	2051	137	0	0	137	55	964	0	1019	3207
Cars %	95.1	0.0	0.0	95.1	98.6	0.0	0.0	98.6	75.3	91.5	0.0	90.5	93.7
Heavy Vehicles	90	0	0	90	2	0	0	2	5	65	0	70	162
Heavy Vehicles %	4.2	0.0	0.0	4.2	1.4	0.0	0.0	1.4	6.8	6.2	0.0	6.2	4.7
Buses	15	0	0	15	0	0	0	0	13	24	0	37	52
Buses %	0.7	0.0	0.0	0.7	0.0	0.0	0.0	0.0	17.8	2.3	0.0	3.3	1.5
Cars Enter Leg	2051	0	0	2051	137	0	0	137	55	964	0	1019	3207
Heavy Enter Leg	90	0	0	90	2	0	0	2	5	65	0	70	162
Bus Enter Leg	15	0	0	15	0	0	0	0	13	24	0	37	52
<b>Total Entering Leg</b>	<b>2156</b>	<b>0</b>	<b>0</b>	<b>2156</b>	<b>139</b>	<b>0</b>	<b>0</b>	<b>139</b>	<b>73</b>	<b>1053</b>	<b>0</b>	<b>1126</b>	<b>3421</b>
Cars Exiting Leg				1101				55				2051	3207

PDI File #: **175607 (7)**  
 Location: **N: Route 1A S: Route 1A**  
 Location: **E: Waldemar Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**



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

**Cars, Heavy Vehicles, and Buses (Combined)**

	Route 1A				Waldemar Street				Route 1A				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
Heavy Exiting Leg				67				5				90	162
Buses Exiting Leg				24				13				15	52
Total Exiting Leg				1192				73				2156	3421

PDI File #: **175607 (7)**  
 Location: **N: Route 1A S: Route 1A**  
 Location: **E: Waldemar Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



**Cars**

	Route 1A				Waldemar Street				Route 1A				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:30 AM	536	0	0	536	25	0	0	25	13	203	0	216	777
6:45 AM	519	0	0	519	34	0	0	34	17	231	0	248	801
<b>Total</b>	<b>1055</b>	<b>0</b>	<b>0</b>	<b>1055</b>	<b>59</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>30</b>	<b>434</b>	<b>0</b>	<b>464</b>	<b>1578</b>
7:00 AM	491	0	0	491	42	0	0	42	9	251	0	260	793
7:15 AM	525	0	0	525	36	0	0	36	10	253	0	263	824
7:30 AM	516	0	0	516	25	0	0	25	19	229	0	248	789
7:45 AM	502	0	0	502	37	0	0	37	7	230	0	237	776
<b>Total</b>	<b>2034</b>	<b>0</b>	<b>0</b>	<b>2034</b>	<b>140</b>	<b>0</b>	<b>0</b>	<b>140</b>	<b>45</b>	<b>963</b>	<b>0</b>	<b>1008</b>	<b>3182</b>
8:00 AM	483	0	0	483	24	0	0	24	18	266	0	284	791
8:15 AM	523	0	0	523	19	0	0	19	25	258	0	283	825
8:30 AM	488	0	0	488	18	0	0	18	11	235	0	246	752
8:45 AM	474	0	0	474	15	0	0	15	15	241	0	256	745
<b>Total</b>	<b>1968</b>	<b>0</b>	<b>0</b>	<b>1968</b>	<b>76</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>69</b>	<b>1000</b>	<b>0</b>	<b>1069</b>	<b>3113</b>
9:00 AM	419	0	0	419	18	0	0	18	16	242	0	258	695
9:15 AM	416	0	0	416	24	0	0	24	33	253	0	286	726
<b>Total</b>	<b>835</b>	<b>0</b>	<b>0</b>	<b>835</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>49</b>	<b>495</b>	<b>0</b>	<b>544</b>	<b>1421</b>
<b>Grand Total</b>	<b>5892</b>	<b>0</b>	<b>0</b>	<b>5892</b>	<b>317</b>	<b>0</b>	<b>0</b>	<b>317</b>	<b>193</b>	<b>2892</b>	<b>0</b>	<b>3085</b>	<b>9294</b>
Approach %	100.0	0.0	0.0		100.0	0.0	0.0		6.3	93.7	0.0		
Total %	63.4	0.0	0.0	63.4	3.4	0.0	0.0	3.4	2.1	31.1	0.0	33.2	
Exiting Leg Total				3209				193				5892	9294

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

6:45 AM	Route 1A				Waldemar Street				Route 1A				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:45 AM	519	0	0	519	34	0	0	34	17	231	0	248	801
7:00 AM	491	0	0	491	42	0	0	42	9	251	0	260	793
7:15 AM	525	0	0	525	36	0	0	36	10	253	0	263	824
7:30 AM	516	0	0	516	25	0	0	25	19	229	0	248	789
<b>Total Volume</b>	<b>2051</b>	<b>0</b>	<b>0</b>	<b>2051</b>	<b>137</b>	<b>0</b>	<b>0</b>	<b>137</b>	<b>55</b>	<b>964</b>	<b>0</b>	<b>1019</b>	<b>3207</b>
<b>% Approach Total</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>		<b>100.0</b>	<b>0.0</b>	<b>0.0</b>		<b>5.4</b>	<b>94.6</b>	<b>0.0</b>		
PHF	0.977	0.000	0.000	0.977	0.815	0.000	0.000	0.815	0.724	0.953	0.000	0.969	0.973
Entering Leg	2051	0	0	2051	137	0	0	137	55	964	0	1019	3207
Exiting Leg				1101				55				2051	3207
<b>Total</b>				<b>3152</b>				<b>192</b>				<b>3070</b>	<b>6414</b>

PDI File #: **175607 (7)**  
 Location: **N: Route 1A S: Route 1A**  
 Location: **E: Waldemar Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



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

**Heavy Vehicles**

	Route 1A				Waldemar Street				Route 1A				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:30 AM	32	0	0	32	0	0	0	0	1	10	0	11	43
6:45 AM	18	0	0	18	0	0	0	0	0	9	0	9	27
<b>Total</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>19</b>	<b>0</b>	<b>20</b>	<b>70</b>
7:00 AM	25	0	0	25	0	0	0	0	3	23	0	26	51
7:15 AM	23	0	0	23	2	0	0	2	1	18	0	19	44
7:30 AM	24	0	0	24	0	0	0	0	1	15	0	16	40
7:45 AM	19	0	0	19	1	0	0	1	0	9	0	9	29
<b>Total</b>	<b>91</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>65</b>	<b>0</b>	<b>70</b>	<b>164</b>
8:00 AM	16	0	0	16	0	0	0	0	1	18	0	19	35
8:15 AM	19	0	0	19	0	0	0	0	0	14	0	14	33
8:30 AM	24	0	0	24	2	0	0	2	0	16	0	16	42
8:45 AM	15	0	0	15	0	0	0	0	1	17	0	18	33
<b>Total</b>	<b>74</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>65</b>	<b>0</b>	<b>67</b>	<b>143</b>
9:00 AM	24	0	0	24	0	0	0	0	2	17	0	19	43
9:15 AM	30	0	0	30	0	0	0	0	1	25	0	26	56
<b>Total</b>	<b>54</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>42</b>	<b>0</b>	<b>45</b>	<b>99</b>
<b>Grand Total</b>	<b>269</b>	<b>0</b>	<b>0</b>	<b>269</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>11</b>	<b>191</b>	<b>0</b>	<b>202</b>	<b>476</b>
Approach %	100.0	0.0	0.0		100.0	0.0	0.0		5.4	94.6	0.0		
Total %	56.5	0.0	0.0	56.5	1.1	0.0	0.0	1.1	2.3	40.1	0.0	42.4	
Exiting Leg Total				196				11				269	476

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	Route 1A				Waldemar Street				Route 1A				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
8:30 AM	24	0	0	24	2	0	0	2	0	16	0	16	42
8:45 AM	15	0	0	15	0	0	0	0	1	17	0	18	33
9:00 AM	24	0	0	24	0	0	0	0	2	17	0	19	43
9:15 AM	30	0	0	30	0	0	0	0	1	25	0	26	56
<b>Total Volume</b>	<b>93</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>75</b>	<b>0</b>	<b>79</b>	<b>174</b>
<b>% Approach Total</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>		<b>100.0</b>	<b>0.0</b>	<b>0.0</b>		<b>5.1</b>	<b>94.9</b>	<b>0.0</b>		
PHF	0.775	0.000	0.000	0.775	0.250	0.000	0.000	0.250	0.500	0.750	0.000	0.760	0.777
Entering Leg	93	0	0	93	2	0	0	2	4	75	0	79	174
Exiting Leg				77				4				93	174
<b>Total</b>				<b>170</b>				<b>6</b>				<b>172</b>	<b>348</b>

PDI File #: **175607 (7)**  
 Location: **N: Route 1A S: Route 1A**  
 Location: **E: Waldemar Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



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

**Buses**

	Route 1A				Waldemar Street				Route 1A				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:30 AM	4	0	0	4	0	0	0	0	4	6	0	10	14
6:45 AM	4	0	0	4	0	0	0	0	3	3	0	6	10
<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>7</b>	<b>9</b>	<b>0</b>	<b>16</b>	<b>24</b>
7:00 AM	4	0	0	4	0	0	0	0	2	5	0	7	11
7:15 AM	4	0	0	4	0	0	0	0	6	11	0	17	21
7:30 AM	3	0	0	3	0	0	0	0	2	5	0	7	10
7:45 AM	8	0	0	8	2	0	0	2	2	8	0	10	20
<b>Total</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>12</b>	<b>29</b>	<b>0</b>	<b>41</b>	<b>62</b>
8:00 AM	6	0	0	6	1	0	0	1	2	9	0	11	18
8:15 AM	4	0	0	4	0	0	0	0	5	9	0	14	18
8:30 AM	6	0	0	6	0	0	0	0	2	5	0	7	13
8:45 AM	5	0	0	5	0	0	0	0	4	7	0	11	16
<b>Total</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>30</b>	<b>0</b>	<b>43</b>	<b>65</b>
9:00 AM	3	0	0	3	0	0	0	0	4	8	0	12	15
9:15 AM	11	0	0	11	0	0	0	0	4	6	0	10	21
<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>8</b>	<b>14</b>	<b>0</b>	<b>22</b>	<b>36</b>
<b>Grand Total</b>	<b>62</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>40</b>	<b>82</b>	<b>0</b>	<b>122</b>	<b>187</b>
Approach %	100.0	0.0	0.0		100.0	0.0	0.0		32.8	67.2	0.0		
Total %	33.2	0.0	0.0	33.2	1.6	0.0	0.0	1.6	21.4	43.9	0.0	65.2	
Exiting Leg Total				85				40				62	187

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

7:15 AM	Route 1A				Waldemar Street				Route 1A				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:15 AM	4	0	0	4	0	0	0	0	6	11	0	17	21
7:30 AM	3	0	0	3	0	0	0	0	2	5	0	7	10
7:45 AM	8	0	0	8	2	0	0	2	2	8	0	10	20
8:00 AM	6	0	0	6	1	0	0	1	2	9	0	11	18
<b>Total Volume</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>12</b>	<b>33</b>	<b>0</b>	<b>45</b>	<b>69</b>
<b>% Approach Total</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>		<b>100.0</b>	<b>0.0</b>	<b>0.0</b>		<b>26.7</b>	<b>73.3</b>	<b>0.0</b>		
PHF	0.656	0.000	0.000	0.656	0.375	0.000	0.000	0.375	0.500	0.750	0.000	0.662	0.821
Entering Leg	21	0	0	21	3	0	0	3	12	33	0	45	69
Exiting Leg				36				12				21	69
<b>Total</b>				<b>57</b>				<b>15</b>				<b>66</b>	<b>138</b>

PDI File #: **175607 (7)**  
 Location: **N: Route 1A S: Route 1A**  
 Location: **E: Waldemar Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



**Bicycles (on Roadway and Crosswalks)**

	Route 1A						Waldemar Street						Route 1A						Total
	North						East						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	
6:30 AM	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>2</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>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>
7:00 AM	0	0	0	0	0	0	1	0	0	0	0	1	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
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>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>1</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	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
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>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Grand Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</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>3</b>
Approach %	100.0	0.0	0.0	0.0	0.0	66.7	100.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	
Total %	66.7	0.0	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	0.0	
Exiting Leg Total							1							0	2	3			

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

6:30 AM	Route 1A						Waldemar Street						Route 1A						Total
	North						East						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	
6:30 AM	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	1	0	0	0	0	1	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
<b>Total Volume</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</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>3</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>66.7</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</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>	
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	0.000	0.000	0.000	0.000	0.000	0.375
Entering Leg	2	0	0	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0	3
Exiting Leg							1							0	2	3			
<b>Total</b>							<b>3</b>							<b>1</b>	<b>2</b>	<b>6</b>			



PDI File #: **175607 (7)**  
 Location: **N: Route 1A S: Route 1A**  
 Location: **E: Waldemar Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ A. Berthoume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



**Pedestrians**

	Route 1A						Waldemar Street						Route 1A						Total
	North						East						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	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	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
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	1	0	1	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0
8:45 AM	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	1	0	1	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	2	4	6	0	0	0	0	0	0	6
9:15 AM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
<b>Total</b>	0	0	0	0	0	0	0	0	0	2	6	8	0	0	0	0	0	0	8
<b>Grand Total</b>	0	0	0	0	0	0	0	0	0	4	6	10	0	0	0	0	0	0	10
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	40.0	60.0		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	40.0	60.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0						10						0						10

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

8:30 AM	Route 1A						Waldemar Street						Route 1A						Total
	North						East						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	
8:30 AM	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	1	0	1	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	2	4	6	0	0	0	0	0	0	6
9:15 AM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	3	6	9	0	0	0	0	0	0	9
<b>% Approach Total</b>	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	33.3	66.7		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	0.375	0.375	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.375
Entering Leg	0						9						0						9
Exiting Leg	0						9						0						9
<b>Total</b>	0						18						0						18

PDI File #: **175607 (7)**  
 Location: **N: Route 1A S: Route 1A**  
 Location: **E: Waldemar Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ A. Berthoume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



**Cars, Heavy Vehicles, and Buses (Combined)**

	Route 1A				Waldemar Street				Route 1A				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:30 PM	438	0	0	438	31	0	0	31	25	473	0	498	967
3:45 PM	451	0	0	451	19	0	0	19	25	489	0	514	984
<b>Total</b>	<b>889</b>	<b>0</b>	<b>0</b>	<b>889</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>962</b>	<b>0</b>	<b>1012</b>	<b>1951</b>
4:00 PM	377	0	0	377	23	0	0	23	37	534	0	571	971
4:15 PM	427	0	0	427	25	0	0	25	25	508	0	533	985
4:30 PM	411	0	0	411	21	0	0	21	23	472	0	495	927
4:45 PM	406	0	0	406	22	0	0	22	26	517	0	543	971
<b>Total</b>	<b>1621</b>	<b>0</b>	<b>0</b>	<b>1621</b>	<b>91</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>111</b>	<b>2031</b>	<b>0</b>	<b>2142</b>	<b>3854</b>
5:00 PM	407	0	0	407	27	0	0	27	27	529	0	556	990
5:15 PM	372	0	0	372	20	0	0	20	27	525	0	552	944
5:30 PM	406	0	0	406	30	0	0	30	22	568	0	590	1026
5:45 PM	376	0	0	376	26	0	0	26	23	539	0	562	964
<b>Total</b>	<b>1561</b>	<b>0</b>	<b>0</b>	<b>1561</b>	<b>103</b>	<b>0</b>	<b>0</b>	<b>103</b>	<b>99</b>	<b>2161</b>	<b>0</b>	<b>2260</b>	<b>3924</b>
6:00 PM	373	0	0	373	16	0	0	16	31	516	0	547	936
6:15 PM	356	0	0	356	25	0	0	25	21	506	0	527	908
<b>Total</b>	<b>729</b>	<b>0</b>	<b>0</b>	<b>729</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>52</b>	<b>1022</b>	<b>0</b>	<b>1074</b>	<b>1844</b>
<b>Grand Total</b>	<b>4800</b>	<b>0</b>	<b>0</b>	<b>4800</b>	<b>285</b>	<b>0</b>	<b>0</b>	<b>285</b>	<b>312</b>	<b>6176</b>	<b>0</b>	<b>6488</b>	<b>11573</b>
Approach %	100.0	0.0	0.0		100.0	0.0	0.0		4.8	95.2	0.0		
Total %	41.5	0.0	0.0	41.5	2.5	0.0	0.0	2.5	2.7	53.4	0.0	56.1	
Exiting Leg Total				6461				312				4800	11573
Cars	4598	0	0	4598	277	0	0	277	284	5902	0	6186	11061
% Cars	95.8	0.0	0.0	95.8	97.2	0.0	0.0	97.2	91.0	95.6	0.0	95.3	95.6
Exiting Leg Total				6179				284				4598	11061
Heavy Vehicles	129	0	0	129	5	0	0	5	2	201	0	203	337
% Heavy Vehicles	2.7	0.0	0.0	2.7	1.8	0.0	0.0	1.8	0.6	3.3	0.0	3.1	2.9
Exiting Leg Total				206				2				129	337
Buses	73	0	0	73	3	0	0	3	26	73	0	99	175
% Buses	1.5	0.0	0.0	1.5	1.1	0.0	0.0	1.1	8.3	1.2	0.0	1.5	1.5
Exiting Leg Total				76				26				73	175

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

	Route 1A				Waldemar Street				Route 1A				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:45 PM	406	0	0	406	22	0	0	22	26	517	0	543	971
5:00 PM	407	0	0	407	27	0	0	27	27	529	0	556	990
5:15 PM	372	0	0	372	20	0	0	20	27	525	0	552	944
5:30 PM	406	0	0	406	30	0	0	30	22	568	0	590	1026
<b>Total Volume</b>	<b>1591</b>	<b>0</b>	<b>0</b>	<b>1591</b>	<b>99</b>	<b>0</b>	<b>0</b>	<b>99</b>	<b>102</b>	<b>2139</b>	<b>0</b>	<b>2241</b>	<b>3931</b>
% Approach Total	100.0	0.0	0.0		100.0	0.0	0.0		4.6	95.4	0.0		
PHF	0.977	0.000	0.000	0.977	0.825	0.000	0.000	0.825	0.944	0.941	0.000	0.950	0.958
Cars	1519	0	0	1519	96	0	0	96	92	2065	0	2157	3772
Cars %	95.5	0.0	0.0	95.5	97.0	0.0	0.0	97.0	90.2	96.5	0.0	96.3	96.0
Heavy Vehicles	55	0	0	55	2	0	0	2	1	46	0	47	104
Heavy Vehicles %	3.5	0.0	0.0	3.5	2.0	0.0	0.0	2.0	1.0	2.2	0.0	2.1	2.6
Buses	17	0	0	17	1	0	0	1	9	28	0	37	55
Buses %	1.1	0.0	0.0	1.1	1.0	0.0	0.0	1.0	8.8	1.3	0.0	1.7	1.4
Cars Enter Leg	1519	0	0	1519	96	0	0	96	92	2065	0	2157	3772
Heavy Enter Leg	55	0	0	55	2	0	0	2	1	46	0	47	104
Bus Enter Leg	17	0	0	17	1	0	0	1	9	28	0	37	55
<b>Total Entering Leg</b>	<b>1591</b>	<b>0</b>	<b>0</b>	<b>1591</b>	<b>99</b>	<b>0</b>	<b>0</b>	<b>99</b>	<b>102</b>	<b>2139</b>	<b>0</b>	<b>2241</b>	<b>3931</b>

PDI File #: **175607 (7)**  
 Location: **N: Route 1A S: Route 1A**  
 Location: **E: Waldemar Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



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

**Cars, Heavy Vehicles, and Buses (Combined)**

	Route 1A				Waldemar Street				Route 1A				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
Cars Exiting Leg				2161				92				1519	3772
Heavy Exiting Leg				48				1				55	104
Buses Exiting Leg				29				9				17	55
<b>Total Exiting Leg</b>				<b>2238</b>				<b>102</b>				<b>1591</b>	<b>3931</b>

PDI File #: **175607 (7)**  
 Location: **N: Route 1A S: Route 1A**  
 Location: **E: Waldemar Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ A. Berthoume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



**Cars**

	Route 1A				Waldemar Street				Route 1A				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:30 PM	409	0	0	409	30	0	0	30	21	448	0	469	908
3:45 PM	438	0	0	438	19	0	0	19	22	457	0	479	936
Total	847	0	0	847	49	0	0	49	43	905	0	948	1844
4:00 PM	356	0	0	356	21	0	0	21	34	511	0	545	922
4:15 PM	411	0	0	411	24	0	0	24	24	479	0	503	938
4:30 PM	397	0	0	397	20	0	0	20	20	444	0	464	881
4:45 PM	390	0	0	390	20	0	0	20	23	494	0	517	927
Total	1554	0	0	1554	85	0	0	85	101	1928	0	2029	3668
5:00 PM	385	0	0	385	26	0	0	26	27	510	0	537	948
5:15 PM	352	0	0	352	20	0	0	20	24	510	0	534	906
5:30 PM	392	0	0	392	30	0	0	30	18	551	0	569	991
5:45 PM	366	0	0	366	26	0	0	26	22	514	0	536	928
Total	1495	0	0	1495	102	0	0	102	91	2085	0	2176	3773
6:00 PM	361	0	0	361	16	0	0	16	30	503	0	533	910
6:15 PM	341	0	0	341	25	0	0	25	19	481	0	500	866
Total	702	0	0	702	41	0	0	41	49	984	0	1033	1776
Grand Total	4598	0	0	4598	277	0	0	277	284	5902	0	6186	11061
Approach %	100.0	0.0	0.0		100.0	0.0	0.0		4.6	95.4	0.0		
Total %	41.6	0.0	0.0	41.6	2.5	0.0	0.0	2.5	2.6	53.4	0.0	55.9	
Exiting Leg Total				6179				284				4598	11061

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

	Route 1A				Waldemar Street				Route 1A				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
5:00 PM	385	0	0	385	26	0	0	26	27	510	0	537	948
5:15 PM	352	0	0	352	20	0	0	20	24	510	0	534	906
5:30 PM	392	0	0	392	30	0	0	30	18	551	0	569	991
5:45 PM	366	0	0	366	26	0	0	26	22	514	0	536	928
Total Volume	1495	0	0	1495	102	0	0	102	91	2085	0	2176	3773
% Approach Total	100.0	0.0	0.0		100.0	0.0	0.0		4.2	95.8	0.0		
PHF	0.953	0.000	0.000	0.953	0.850	0.000	0.000	0.850	0.843	0.946	0.000	0.956	0.952
Entering Leg	1495	0	0	1495	102	0	0	102	91	2085	0	2176	3773
Exiting Leg				2187				91				1495	3773
Total				3682				193				3671	7546

PDI File #: **175607 (7)**  
 Location: **N: Route 1A S: Route 1A**  
 Location: **E: Waldemar Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



**Heavy Vehicles**

	Route 1A				Waldemar Street				Route 1A				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:30 PM	16	0	0	16	1	0	0	1	0	19	0	19	36
3:45 PM	7	0	0	7	0	0	0	0	0	26	0	26	33
<b>Total</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>45</b>	<b>69</b>
4:00 PM	11	0	0	11	1	0	0	1	0	18	0	18	30
4:15 PM	11	0	0	11	0	0	0	0	0	27	0	27	38
4:30 PM	7	0	0	7	1	0	0	1	0	21	0	21	29
4:45 PM	15	0	0	15	2	0	0	2	0	13	0	13	30
<b>Total</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>79</b>	<b>0</b>	<b>79</b>	<b>127</b>
5:00 PM	17	0	0	17	0	0	0	0	0	14	0	14	31
5:15 PM	17	0	0	17	0	0	0	0	1	11	0	12	29
5:30 PM	6	0	0	6	0	0	0	0	0	8	0	8	14
5:45 PM	5	0	0	5	0	0	0	0	0	17	0	17	22
<b>Total</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>0</b>	<b>51</b>	<b>96</b>
6:00 PM	6	0	0	6	0	0	0	0	0	8	0	8	14
6:15 PM	11	0	0	11	0	0	0	0	1	19	0	20	31
<b>Total</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>27</b>	<b>0</b>	<b>28</b>	<b>45</b>
<b>Grand Total</b>	<b>129</b>	<b>0</b>	<b>0</b>	<b>129</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>201</b>	<b>0</b>	<b>203</b>	<b>337</b>
Approach %	100.0	0.0	0.0		100.0	0.0	0.0		1.0	99.0	0.0		
Total %	38.3	0.0	0.0	38.3	1.5	0.0	0.0	1.5	0.6	59.6	0.0	60.2	
Exiting Leg Total				206				2				129	337

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

	Route 1A				Waldemar Street				Route 1A				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:30 PM	16	0	0	16	1	0	0	1	0	19	0	19	36
3:45 PM	7	0	0	7	0	0	0	0	0	26	0	26	33
4:00 PM	11	0	0	11	1	0	0	1	0	18	0	18	30
4:15 PM	11	0	0	11	0	0	0	0	0	27	0	27	38
Total Volume	45	0	0	45	2	0	0	2	0	90	0	90	137
% Approach Total	100.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.703	0.000	0.000	0.703	0.500	0.000	0.000	0.500	0.000	0.833	0.000	0.833	0.901
Entering Leg	45	0	0	45	2	0	0	2	0	90	0	90	137
Exiting Leg				92				0				45	137
<b>Total</b>				<b>137</b>				<b>2</b>				<b>135</b>	<b>274</b>

PDI File #: **175607 (7)**  
 Location: **N: Route 1A S: Route 1A**  
 Location: **E: Waldemar Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ A. Berthume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



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

**Buses**

	Route 1A				Waldemar Street				Route 1A				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:30 PM	13	0	0	13	0	0	0	0	4	6	0	10	23
3:45 PM	6	0	0	6	0	0	0	0	3	6	0	9	15
<b>Total</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>12</b>	<b>0</b>	<b>19</b>	<b>38</b>
4:00 PM	10	0	0	10	1	0	0	1	3	5	0	8	19
4:15 PM	5	0	0	5	1	0	0	1	1	2	0	3	9
4:30 PM	7	0	0	7	0	0	0	0	3	7	0	10	17
4:45 PM	1	0	0	1	0	0	0	0	3	10	0	13	14
<b>Total</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>10</b>	<b>24</b>	<b>0</b>	<b>34</b>	<b>59</b>
5:00 PM	5	0	0	5	1	0	0	1	0	5	0	5	11
5:15 PM	3	0	0	3	0	0	0	0	2	4	0	6	9
5:30 PM	8	0	0	8	0	0	0	0	4	9	0	13	21
5:45 PM	5	0	0	5	0	0	0	0	1	8	0	9	14
<b>Total</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>26</b>	<b>0</b>	<b>33</b>	<b>55</b>
6:00 PM	6	0	0	6	0	0	0	0	1	5	0	6	12
6:15 PM	4	0	0	4	0	0	0	0	1	6	0	7	11
<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>2</b>	<b>11</b>	<b>0</b>	<b>13</b>	<b>23</b>
<b>Grand Total</b>	<b>73</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>26</b>	<b>73</b>	<b>0</b>	<b>99</b>	<b>175</b>
Approach %	100.0	0.0	0.0		100.0	0.0	0.0		26.3	73.7	0.0		
Total %	41.7	0.0	0.0	41.7	1.7	0.0	0.0	1.7	14.9	41.7	0.0	56.6	
Exiting Leg Total				76				26				73	175

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

	Route 1A				Waldemar Street				Route 1A				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:30 PM	13	0	0	13	0	0	0	0	4	6	0	10	23
3:45 PM	6	0	0	6	0	0	0	0	3	6	0	9	15
4:00 PM	10	0	0	10	1	0	0	1	3	5	0	8	19
4:15 PM	5	0	0	5	1	0	0	1	1	2	0	3	9
<b>Total Volume</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>11</b>	<b>19</b>	<b>0</b>	<b>30</b>	<b>66</b>
% Approach Total	100.0	0.0	0.0		100.0	0.0	0.0		36.7	63.3	0.0		
PHF	0.654	0.000	0.000	0.654	0.500	0.000	0.000	0.500	0.688	0.792	0.000	0.750	0.717
Entering Leg	34	0	0	34	2	0	0	2	11	19	0	30	66
Exiting Leg				21				11				34	66
<b>Total</b>				<b>55</b>				<b>13</b>				<b>64</b>	<b>132</b>

PDI File #: **175607 (7)**  
 Location: **N: Route 1A S: Route 1A**  
 Location: **E: Waldemar Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



**Bicycles (on Roadway and Crosswalks)**

	Route 1A						Waldemar Street						Route 1A						Total
	North						East						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	
3:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
<b>Total</b>	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	2
4:00 PM	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
4:30 PM	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
<b>Total</b>	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
5:15 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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>	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 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	0	0	0	0	0	0	0	0	0	0
<b>Grand Total</b>	1	0	0	0	0	1	0	0	0	1	0	1	1	0	0	0	0	0	3
Approach %	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	100.0	0.0		100.0	0.0	0.0	0.0	0.0		
Total %	33.3	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	33.3	0.0	33.3	33.3	0.0	0.0	0.0	0.0	33.3	
Exiting Leg Total	0						2						1						3

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

3:30 PM	Route 1A						Waldemar Street						Route 1A						Total
	North						East						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	
3:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
4:00 PM	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
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	2
<b>% Approach Total</b>	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	100.0	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	0.250	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.250	0.500
Entering Leg	0						1						1						2
Exiting Leg	0						2						0						2
<b>Total</b>	0						3						1						4

PDI File #: **175607 (7)**  
 Location: **N: Route 1A S: Route 1A**  
 Location: **E: Waldemar Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ A. Berthume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



**Pedestrians**

	Route 1A						Waldemar Street						Route 1A						Total
	North						East						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	
3:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
4:00 PM	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
4:30 PM	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
<b>Total</b>	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
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	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	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 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	0	0	0	0	0	0	0	0	0	0
<b>Grand Total</b>	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
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		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0						2						0						2

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

3:30 PM	Route 1A						Waldemar Street						Route 1A						Total
	North						East						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	
3:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
4:00 PM	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
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
<b>% Approach Total</b>	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	0.500	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0						2						0						2
Exiting Leg	0						2						0						2
<b>Total</b>	0						4						0						4



PDI File #: **175607 (8)**  
 Location: **N: Route 1A S: Route 1A**  
 Location: **E: Tomasello Drive**  
 City, State: **Boston, MA**  
 Client: **VHB/ A. Berthoume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



**Cars, Heavy Vehicles, and Buses (Combined)**

	Route 1A				Tomasello Drive				Route 1A				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:30 AM	512	0	1	513	2	53	0	55	9	228	12	249	817
6:45 AM	473	0	0	473	8	57	0	65	6	250	22	278	816
<b>Total</b>	<b>985</b>	<b>0</b>	<b>1</b>	<b>986</b>	<b>10</b>	<b>110</b>	<b>0</b>	<b>120</b>	<b>15</b>	<b>478</b>	<b>34</b>	<b>527</b>	<b>1633</b>
7:00 AM	422	0	1	423	2	55	0	57	15	281	28	324	804
7:15 AM	450	0	0	450	5	70	0	75	14	293	14	321	846
7:30 AM	473	0	0	473	3	58	0	61	13	248	15	276	810
7:45 AM	477	2	2	481	2	46	0	48	12	263	17	292	821
<b>Total</b>	<b>1822</b>	<b>2</b>	<b>3</b>	<b>1827</b>	<b>12</b>	<b>229</b>	<b>0</b>	<b>241</b>	<b>54</b>	<b>1085</b>	<b>74</b>	<b>1213</b>	<b>3281</b>
8:00 AM	461	0	0	461	2	29	0	31	8	302	7	317	809
8:15 AM	504	0	0	504	1	31	0	32	8	291	9	308	844
8:30 AM	471	0	0	471	1	32	0	33	10	266	4	280	784
8:45 AM	487	3	2	492	3	14	0	17	13	262	7	282	791
<b>Total</b>	<b>1923</b>	<b>3</b>	<b>2</b>	<b>1928</b>	<b>7</b>	<b>106</b>	<b>0</b>	<b>113</b>	<b>39</b>	<b>1121</b>	<b>27</b>	<b>1187</b>	<b>3228</b>
9:00 AM	431	2	0	433	3	7	0	10	12	265	5	282	725
9:15 AM	444	2	1	447	2	9	0	11	7	293	6	306	764
<b>Total</b>	<b>875</b>	<b>4</b>	<b>1</b>	<b>880</b>	<b>5</b>	<b>16</b>	<b>0</b>	<b>21</b>	<b>19</b>	<b>558</b>	<b>11</b>	<b>588</b>	<b>1489</b>
<b>Grand Total</b>	<b>5605</b>	<b>9</b>	<b>7</b>	<b>5621</b>	<b>34</b>	<b>461</b>	<b>0</b>	<b>495</b>	<b>127</b>	<b>3242</b>	<b>146</b>	<b>3515</b>	<b>9631</b>
Approach %	99.7	0.2	0.1		6.9	93.1	0.0		3.6	92.2	4.2		
Total %	58.2	0.1	0.1	58.4	0.4	4.8	0.0	5.1	1.3	33.7	1.5	36.5	
Exiting Leg Total				3283				136				6212	9631
Cars	5288	8	7	5303	28	456	0	484	118	2980	143	3241	9028
% Cars	94.3	88.9	100.0	94.3	82.4	98.9	0.0	97.8	92.9	91.9	97.9	92.2	93.7
Exiting Leg Total				3015				126				5887	9028
Heavy Vehicles	257	1	0	258	6	2	0	8	4	192	3	199	465
% Heavy Vehicles	4.6	11.1	0.0	4.6	17.6	0.4	0.0	1.6	3.1	5.9	2.1	5.7	4.8
Exiting Leg Total				198				5				262	465
Buses	60	0	0	60	0	3	0	3	5	70	0	75	138
% Buses	1.1	0.0	0.0	1.1	0.0	0.7	0.0	0.6	3.9	2.2	0.0	2.1	1.4
Exiting Leg Total				70				5				63	138

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	Route 1A				Tomasello Drive				Route 1A				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:15 AM	450	0	0	450	5	70	0	75	14	293	14	321	846
7:30 AM	473	0	0	473	3	58	0	61	13	248	15	276	810
7:45 AM	477	2	2	481	2	46	0	48	12	263	17	292	821
8:00 AM	461	0	0	461	2	29	0	31	8	302	7	317	809
<b>Total Volume</b>	<b>1861</b>	<b>2</b>	<b>2</b>	<b>1865</b>	<b>12</b>	<b>203</b>	<b>0</b>	<b>215</b>	<b>47</b>	<b>1106</b>	<b>53</b>	<b>1206</b>	<b>3286</b>
% Approach Total	99.8	0.1	0.1		5.6	94.4	0.0		3.9	91.7	4.4		
PHF	0.975	0.250	0.250	0.969	0.600	0.725	0.000	0.717	0.839	0.916	0.779	0.939	0.971
Cars	1763	2	2	1767	11	199	0	210	41	1013	52	1106	3083
Cars %	94.7	100.0	100.0	94.7	91.7	98.0	0.0	97.7	87.2	91.6	98.1	91.7	93.8
Heavy Vehicles	80	0	0	80	1	2	0	3	3	61	1	65	148
Heavy Vehicles %	4.3	0.0	0.0	4.3	8.3	1.0	0.0	1.4	6.4	5.5	1.9	5.4	4.5
Buses	18	0	0	18	0	2	0	2	3	32	0	35	55
Buses %	1.0	0.0	0.0	1.0	0.0	1.0	0.0	0.9	6.4	2.9	0.0	2.9	1.7
Cars Enter Leg	1763	2	2	1767	11	199	0	210	41	1013	52	1106	3083
Heavy Enter Leg	80	0	0	80	1	2	0	3	3	61	1	65	148
Bus Enter Leg	18	0	0	18	0	2	0	2	3	32	0	35	55
<b>Total Entering Leg</b>	<b>1861</b>	<b>2</b>	<b>2</b>	<b>1865</b>	<b>12</b>	<b>203</b>	<b>0</b>	<b>215</b>	<b>47</b>	<b>1106</b>	<b>53</b>	<b>1206</b>	<b>3286</b>
Cars Exiting Leg				1026				43				2014	3083

PDI File #: **175607 (8)**  
 Location: **N: Route 1A S: Route 1A**  
 Location: **E: Tomasello Drive**  
 City, State: **Boston, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



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

**Cars, Heavy Vehicles, and Buses (Combined)**

	Route 1A				Tomasello Drive				Route 1A				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
Heavy Exiting Leg				62				3				83	148
Buses Exiting Leg				32				3				20	55
Total Exiting Leg				1120				49				2117	3286

PDI File #: **175607 (8)**  
 Location: **N: Route 1A S: Route 1A**  
 Location: **E: Tomasello Drive**  
 City, State: **Boston, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



**Cars**

	Route 1A				Tomasello Drive				Route 1A				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:30 AM	476	0	1	477	2	53	0	55	8	212	12	232	764
6:45 AM	450	0	0	450	5	56	0	61	6	240	22	268	779
<b>Total</b>	<b>926</b>	<b>0</b>	<b>1</b>	<b>927</b>	<b>7</b>	<b>109</b>	<b>0</b>	<b>116</b>	<b>14</b>	<b>452</b>	<b>34</b>	<b>500</b>	<b>1543</b>
7:00 AM	394	0	1	395	1	55	0	56	14	256	28	298	749
7:15 AM	424	0	0	424	4	69	0	73	11	266	14	291	788
7:30 AM	444	0	0	444	3	58	0	61	13	226	15	254	759
7:45 AM	454	2	2	458	2	44	0	46	10	246	16	272	776
<b>Total</b>	<b>1716</b>	<b>2</b>	<b>3</b>	<b>1721</b>	<b>10</b>	<b>226</b>	<b>0</b>	<b>236</b>	<b>48</b>	<b>994</b>	<b>73</b>	<b>1115</b>	<b>3072</b>
8:00 AM	441	0	0	441	2	28	0	30	7	275	7	289	760
8:15 AM	481	0	0	481	1	31	0	32	8	265	9	282	795
8:30 AM	445	0	0	445	1	32	0	33	10	245	3	258	736
8:45 AM	468	2	2	472	2	14	0	16	13	240	7	260	748
<b>Total</b>	<b>1835</b>	<b>2</b>	<b>2</b>	<b>1839</b>	<b>6</b>	<b>105</b>	<b>0</b>	<b>111</b>	<b>38</b>	<b>1025</b>	<b>26</b>	<b>1089</b>	<b>3039</b>
9:00 AM	405	2	0	407	3	7	0	10	11	246	4	261	678
9:15 AM	406	2	1	409	2	9	0	11	7	263	6	276	696
<b>Total</b>	<b>811</b>	<b>4</b>	<b>1</b>	<b>816</b>	<b>5</b>	<b>16</b>	<b>0</b>	<b>21</b>	<b>18</b>	<b>509</b>	<b>10</b>	<b>537</b>	<b>1374</b>
<b>Grand Total</b>	<b>5288</b>	<b>8</b>	<b>7</b>	<b>5303</b>	<b>28</b>	<b>456</b>	<b>0</b>	<b>484</b>	<b>118</b>	<b>2980</b>	<b>143</b>	<b>3241</b>	<b>9028</b>
Approach %	99.7	0.2	0.1		5.8	94.2	0.0		3.6	91.9	4.4		
Total %	58.6	0.1	0.1	58.7	0.3	5.1	0.0	5.4	1.3	33.0	1.6	35.9	
Exiting Leg Total				3015				126				5887	9028

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

7:30 AM	Route 1A				Tomasello Drive				Route 1A				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:30 AM	444	0	0	444	3	58	0	61	13	226	15	254	759
7:45 AM	454	2	2	458	2	44	0	46	10	246	16	272	776
8:00 AM	441	0	0	441	2	28	0	30	7	275	7	289	760
8:15 AM	481	0	0	481	1	31	0	32	8	265	9	282	795
<b>Total Volume</b>	<b>1820</b>	<b>2</b>	<b>2</b>	<b>1824</b>	<b>8</b>	<b>161</b>	<b>0</b>	<b>169</b>	<b>38</b>	<b>1012</b>	<b>47</b>	<b>1097</b>	<b>3090</b>
<b>% Approach Total</b>	<b>99.8</b>	<b>0.1</b>	<b>0.1</b>		<b>4.7</b>	<b>95.3</b>	<b>0.0</b>		<b>3.5</b>	<b>92.3</b>	<b>4.3</b>		
PHF	0.946	0.250	0.250	0.948	0.667	0.694	0.000	0.693	0.731	0.920	0.734	0.949	0.972
Entering Leg	1820	2	2	1824	8	161	0	169	38	1012	47	1097	3090
Exiting Leg				1022				40				2028	3090
<b>Total</b>				<b>2846</b>				<b>209</b>				<b>3125</b>	<b>6180</b>

PDI File #: **175607 (8)**  
 Location: **N: Route 1A S: Route 1A**  
 Location: **E: Tomasello Drive**  
 City, State: **Boston, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



**Heavy Vehicles**

	Route 1A				Tomasello Drive				Route 1A				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:30 AM	32	0	0	32	0	0	0	0	0	11	0	11	43
6:45 AM	19	0	0	19	3	0	0	3	0	7	0	7	29
<b>Total</b>	<b>51</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>18</b>	<b>72</b>
7:00 AM	25	0	0	25	1	0	0	1	1	21	0	22	48
7:15 AM	21	0	0	21	1	1	0	2	3	17	0	20	43
7:30 AM	26	0	0	26	0	0	0	0	0	17	0	17	43
7:45 AM	17	0	0	17	0	1	0	1	0	9	1	10	28
<b>Total</b>	<b>89</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>64</b>	<b>1</b>	<b>69</b>	<b>162</b>
8:00 AM	16	0	0	16	0	0	0	0	0	18	0	18	34
8:15 AM	19	0	0	19	0	0	0	0	0	16	0	16	35
8:30 AM	19	0	0	19	0	0	0	0	0	19	1	20	39
8:45 AM	15	1	0	16	1	0	0	1	0	18	0	18	35
<b>Total</b>	<b>69</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>1</b>	<b>72</b>	<b>143</b>
9:00 AM	21	0	0	21	0	0	0	0	0	14	1	15	36
9:15 AM	27	0	0	27	0	0	0	0	0	25	0	25	52
<b>Total</b>	<b>48</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>1</b>	<b>40</b>	<b>88</b>
<b>Grand Total</b>	<b>257</b>	<b>1</b>	<b>0</b>	<b>258</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>4</b>	<b>192</b>	<b>3</b>	<b>199</b>	<b>465</b>
Approach %	99.6	0.4	0.0		75.0	25.0	0.0		2.0	96.5	1.5		
Total %	55.3	0.2	0.0	55.5	1.3	0.4	0.0	1.7	0.9	41.3	0.6	42.8	
Exiting Leg Total				198				5				262	465

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	Route 1A				Tomasello Drive				Route 1A				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:30 AM	32	0	0	32	0	0	0	0	0	11	0	11	43
6:45 AM	19	0	0	19	3	0	0	3	0	7	0	7	29
7:00 AM	25	0	0	25	1	0	0	1	1	21	0	22	48
7:15 AM	21	0	0	21	1	1	0	2	3	17	0	20	43
<b>Total Volume</b>	<b>97</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>4</b>	<b>56</b>	<b>0</b>	<b>60</b>	<b>163</b>
<b>% Approach Total</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>		<b>83.3</b>	<b>16.7</b>	<b>0.0</b>		<b>6.7</b>	<b>93.3</b>	<b>0.0</b>		
PHF	0.758	0.000	0.000	0.758	0.417	0.250	0.000	0.500	0.333	0.667	0.000	0.682	0.849
Entering Leg	97	0	0	97	5	1	0	6	4	56	0	60	163
Exiting Leg				61				4				98	163
<b>Total</b>				<b>158</b>				<b>10</b>				<b>158</b>	<b>326</b>

PDI File #: **175607 (8)**  
 Location: **N: Route 1A S: Route 1A**  
 Location: **E: Tomasello Drive**  
 City, State: **Boston, MA**  
 Client: **VHB/ A. Berthoume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



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

**Buses**

	Route 1A				Tomasello Drive				Route 1A				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:30 AM	4	0	0	4	0	0	0	0	1	5	0	6	10
6:45 AM	4	0	0	4	0	1	0	1	0	3	0	3	8
<b>Total</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>9</b>	<b>18</b>
7:00 AM	3	0	0	3	0	0	0	0	0	4	0	4	7
7:15 AM	5	0	0	5	0	0	0	0	0	10	0	10	15
7:30 AM	3	0	0	3	0	0	0	0	0	5	0	5	8
7:45 AM	6	0	0	6	0	1	0	1	2	8	0	10	17
<b>Total</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>27</b>	<b>0</b>	<b>29</b>	<b>47</b>
8:00 AM	4	0	0	4	0	1	0	1	1	9	0	10	15
8:15 AM	4	0	0	4	0	0	0	0	0	10	0	10	14
8:30 AM	7	0	0	7	0	0	0	0	0	2	0	2	9
8:45 AM	4	0	0	4	0	0	0	0	0	4	0	4	8
<b>Total</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>25</b>	<b>0</b>	<b>26</b>	<b>46</b>
9:00 AM	5	0	0	5	0	0	0	0	1	5	0	6	11
9:15 AM	11	0	0	11	0	0	0	0	0	5	0	5	16
<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>1</b>	<b>10</b>	<b>0</b>	<b>11</b>	<b>27</b>
<b>Grand Total</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>70</b>	<b>0</b>	<b>75</b>	<b>138</b>
Approach %	100.0	0.0	0.0		0.0	100.0	0.0		6.7	93.3	0.0		
Total %	43.5	0.0	0.0	43.5	0.0	2.2	0.0	2.2	3.6	50.7	0.0	54.3	
Exiting Leg Total				70				5				63	138

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

7:15 AM	Route 1A				Tomasello Drive				Route 1A				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:15 AM	5	0	0	5	0	0	0	0	0	10	0	10	15
7:30 AM	3	0	0	3	0	0	0	0	0	5	0	5	8
7:45 AM	6	0	0	6	0	1	0	1	2	8	0	10	17
8:00 AM	4	0	0	4	0	1	0	1	1	9	0	10	15
<b>Total Volume</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>32</b>	<b>0</b>	<b>35</b>	<b>55</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>8.6</b>	<b>91.4</b>	<b>0.0</b>		
PHF	0.750	0.000	0.000	0.750	0.000	0.500	0.000	0.500	0.375	0.800	0.000	0.875	0.809
Entering Leg	18	0	0	18	0	2	0	2	3	32	0	35	55
Exiting Leg				32				3				20	55
<b>Total</b>				<b>50</b>				<b>5</b>				<b>55</b>	<b>110</b>

PDI File #: **175607 (8)**  
 Location: **N: Route 1A S: Route 1A**  
 Location: **E: Tomasello Drive**  
 City, State: **Boston, MA**  
 Client: **VHB/ A. Berthoume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



**Bicycles (on Roadway and Crosswalks)**

	Route 1A						Tomasello Drive						Route 1A						Total
	North						East						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	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	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
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	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
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	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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	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
Grand Total	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		
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	
Exiting Leg Total	0						0						0						0

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

6:30 AM	Route 1A						Tomasello Drive						Route 1A						Total
	North						East						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	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
Total Volume	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		
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
Entering Leg	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
Total	0						0						0						0

PDI File #: **175607 (8)**  
 Location: **N: Route 1A S: Route 1A**  
 Location: **E: Tomasello Drive**  
 City, State: **Boston, MA**  
 Client: **VHB/ A. Berthoume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



**Pedestrians**

	Route 1A						Tomasello Drive						Route 1A						Total
	North						East						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	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	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
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	1	0	1	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Total</b>	0	0	0	0	2	2	0	0	0	2	0	2	0	0	0	0	0	0	4
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	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
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	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
<b>Grand Total</b>	0	0	0	0	2	2	0	0	0	2	0	2	0	0	0	0	0	0	4
Approach %	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	2						2						0						4

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

7:00 AM	Route 1A						Tomasello Drive						Route 1A						Total
	North						East						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	1	0	1	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Total Volume</b>	0	0	0	0	2	2	0	0	0	2	0	2	0	0	0	0	0	0	4
<b>% Approach Total</b>	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0						0						0						4
Exiting Leg	2						2						0						4
<b>Total</b>	4						4						0						8

PDI File #: **175607 (8)**  
 Location: **N: Route 1A S: Route 1A**  
 Location: **E: Tomasello Drive**  
 City, State: **Boston, MA**  
 Client: **VHB/ A. Berthoume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



**Cars, Heavy Vehicles, and Buses (Combined)**

	Route 1A				Tomasello Drive				Route 1A				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:30 PM	428	2	4	434	2	3	0	5	51	455	10	516	955
3:45 PM	449	1	2	452	1	2	0	3	61	446	4	511	966
<b>Total</b>	<b>877</b>	<b>3</b>	<b>6</b>	<b>886</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>8</b>	<b>112</b>	<b>901</b>	<b>14</b>	<b>1027</b>	<b>1921</b>
4:00 PM	368	3	1	372	4	4	0	8	62	485	5	552	932
4:15 PM	430	3	2	435	2	1	0	3	67	471	3	541	979
4:30 PM	412	1	9	422	4	0	0	4	55	430	7	492	918
4:45 PM	426	1	1	428	1	2	0	3	64	476	1	541	972
<b>Total</b>	<b>1636</b>	<b>8</b>	<b>13</b>	<b>1657</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>18</b>	<b>248</b>	<b>1862</b>	<b>16</b>	<b>2126</b>	<b>3801</b>
5:00 PM	406	0	10	416	3	2	0	5	81	460	9	550	971
5:15 PM	371	3	4	378	2	1	0	3	70	471	5	546	927
5:30 PM	398	2	1	401	1	2	0	3	82	465	4	551	955
5:45 PM	378	7	5	390	6	2	0	8	88	460	2	550	948
<b>Total</b>	<b>1553</b>	<b>12</b>	<b>20</b>	<b>1585</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>19</b>	<b>321</b>	<b>1856</b>	<b>20</b>	<b>2197</b>	<b>3801</b>
6:00 PM	362	2	2	366	1	0	0	1	52	461	6	519	886
6:15 PM	348	3	2	353	2	4	0	6	44	469	4	517	876
<b>Total</b>	<b>710</b>	<b>5</b>	<b>4</b>	<b>719</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>96</b>	<b>930</b>	<b>10</b>	<b>1036</b>	<b>1762</b>
<b>Grand Total</b>	<b>4776</b>	<b>28</b>	<b>43</b>	<b>4847</b>	<b>29</b>	<b>23</b>	<b>0</b>	<b>52</b>	<b>777</b>	<b>5549</b>	<b>60</b>	<b>6386</b>	<b>11285</b>
Approach %	98.5	0.6	0.9		55.8	44.2	0.0		12.2	86.9	0.9		
Total %	42.3	0.2	0.4	43.0	0.3	0.2	0.0	0.5	6.9	49.2	0.5	56.6	
Exiting Leg Total				5621				805				4859	11285
Cars	4564	27	43	4634	26	23	0	49	769	5280	57	6106	10789
% Cars	95.6	96.4	100.0	95.6	89.7	100.0	0.0	94.2	99.0	95.2	95.0	95.6	95.6
Exiting Leg Total				5349				796				4644	10789
Heavy Vehicles	135	1	0	136	2	0	0	2	6	197	2	205	343
% Heavy Vehicles	2.8	3.6	0.0	2.8	6.9	0.0	0.0	3.8	0.8	3.6	3.3	3.2	3.0
Exiting Leg Total				199				7				137	343
Buses	77	0	0	77	1	0	0	1	2	72	1	75	153
% Buses	1.6	0.0	0.0	1.6	3.4	0.0	0.0	1.9	0.3	1.3	1.7	1.2	1.4
Exiting Leg Total				73				2				78	153

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

	Route 1A				Tomasello Drive				Route 1A				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:15 PM	430	3	2	435	2	1	0	3	67	471	3	541	979
4:30 PM	412	1	9	422	4	0	0	4	55	430	7	492	918
4:45 PM	426	1	1	428	1	2	0	3	64	476	1	541	972
5:00 PM	406	0	10	416	3	2	0	5	81	460	9	550	971
<b>Total Volume</b>	<b>1674</b>	<b>5</b>	<b>22</b>	<b>1701</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>15</b>	<b>267</b>	<b>1837</b>	<b>20</b>	<b>2124</b>	<b>3840</b>
% Approach Total	98.4	0.3	1.3		66.7	33.3	0.0		12.6	86.5	0.9		
PHF	0.973	0.417	0.550	0.978	0.625	0.625	0.000	0.750	0.824	0.965	0.556	0.965	0.981
Cars	1602	5	22	1629	9	5	0	14	263	1737	19	2019	3662
Cars %	95.7	100.0	100.0	95.8	90.0	100.0	0.0	93.3	98.5	94.6	95.0	95.1	95.4
Heavy Vehicles	50	0	0	50	0	0	0	0	2	72	1	75	125
Heavy Vehicles %	3.0	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.7	3.9	5.0	3.5	3.3
Buses	22	0	0	22	1	0	0	1	2	28	0	30	53
Buses %	1.3	0.0	0.0	1.3	10.0	0.0	0.0	6.7	0.7	1.5	0.0	1.4	1.4
Cars Enter Leg	1602	5	22	1629	9	5	0	14	263	1737	19	2019	3662
Heavy Enter Leg	50	0	0	50	0	0	0	0	2	72	1	75	125
Bus Enter Leg	22	0	0	22	1	0	0	1	2	28	0	30	53
<b>Total Entering Leg</b>	<b>1674</b>	<b>5</b>	<b>22</b>	<b>1701</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>15</b>	<b>267</b>	<b>1837</b>	<b>20</b>	<b>2124</b>	<b>3840</b>



PDI File #: **175607 (8)**  
 Location: **N: Route 1A S: Route 1A**  
 Location: **E: Tomasello Drive**  
 City, State: **Boston, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**



**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, Heavy Vehicles, and Buses (Combined)**

	Route 1A				Tomasello Drive				Route 1A				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
Cars Exiting Leg				1768				268				1626	3662
Heavy Exiting Leg				72				2				51	125
Buses Exiting Leg				29				2				22	53
<b>Total Exiting Leg</b>				<b>1869</b>				<b>272</b>				<b>1699</b>	<b>3840</b>

PDI File #: **175607 (8)**  
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 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



**Cars**

	Route 1A				Tomasello Drive				Route 1A				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:30 PM	401	1	4	406	1	3	0	4	51	429	9	489	899
3:45 PM	430	1	2	433	1	2	0	3	61	415	4	480	916
<b>Total</b>	<b>831</b>	<b>2</b>	<b>6</b>	<b>839</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>7</b>	<b>112</b>	<b>844</b>	<b>13</b>	<b>969</b>	<b>1815</b>
4:00 PM	345	3	1	349	4	4	0	8	62	461	4	527	884
4:15 PM	411	3	2	416	1	1	0	2	67	441	3	511	929
4:30 PM	397	1	9	407	4	0	0	4	53	403	6	462	873
4:45 PM	412	1	1	414	1	2	0	3	62	453	1	516	933
<b>Total</b>	<b>1565</b>	<b>8</b>	<b>13</b>	<b>1586</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>17</b>	<b>244</b>	<b>1758</b>	<b>14</b>	<b>2016</b>	<b>3619</b>
5:00 PM	382	0	10	392	3	2	0	5	81	440	9	530	927
5:15 PM	351	3	4	358	2	1	0	3	70	456	5	531	892
5:30 PM	384	2	1	387	1	2	0	3	82	448	4	534	924
5:45 PM	368	7	5	380	5	2	0	7	86	440	2	528	915
<b>Total</b>	<b>1485</b>	<b>12</b>	<b>20</b>	<b>1517</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>18</b>	<b>319</b>	<b>1784</b>	<b>20</b>	<b>2123</b>	<b>3658</b>
6:00 PM	350	2	2	354	1	0	0	1	52	448	6	506	861
6:15 PM	333	3	2	338	2	4	0	6	42	446	4	492	836
<b>Total</b>	<b>683</b>	<b>5</b>	<b>4</b>	<b>692</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>94</b>	<b>894</b>	<b>10</b>	<b>998</b>	<b>1697</b>
<b>Grand Total</b>	<b>4564</b>	<b>27</b>	<b>43</b>	<b>4634</b>	<b>26</b>	<b>23</b>	<b>0</b>	<b>49</b>	<b>769</b>	<b>5280</b>	<b>57</b>	<b>6106</b>	<b>10789</b>
Approach %	98.5	0.6	0.9		53.1	46.9	0.0		12.6	86.5	0.9		
Total %	42.3	0.3	0.4	43.0	0.2	0.2	0.0	0.5	7.1	48.9	0.5	56.6	
Exiting Leg Total				5349				796				4644	10789

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

	Route 1A				Tomasello Drive				Route 1A				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:45 PM	412	1	1	414	1	2	0	3	62	453	1	516	933
5:00 PM	382	0	10	392	3	2	0	5	81	440	9	530	927
5:15 PM	351	3	4	358	2	1	0	3	70	456	5	531	892
5:30 PM	384	2	1	387	1	2	0	3	82	448	4	534	924
<b>Total Volume</b>	<b>1529</b>	<b>6</b>	<b>16</b>	<b>1551</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>14</b>	<b>295</b>	<b>1797</b>	<b>19</b>	<b>2111</b>	<b>3676</b>
% Approach Total	98.6	0.4	1.0		50.0	50.0	0.0		14.0	85.1	0.9		
PHF	0.928	0.500	0.400	0.937	0.583	0.875	0.000	0.700	0.899	0.985	0.528	0.988	0.985
Entering Leg	1529	6	16	1551	7	7	0	14	295	1797	19	2111	3676
Exiting Leg				1820				301				1555	3676
<b>Total</b>				<b>3371</b>				<b>315</b>				<b>3666</b>	<b>7352</b>

PDI File #: **175607 (8)**  
 Location: **N: Route 1A S: Route 1A**  
 Location: **E: Tomasello Drive**  
 City, State: **Boston, MA**  
 Client: **VHB/ A. Berthume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



**Heavy Vehicles**

	Route 1A				Tomasello Drive				Route 1A				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:30 PM	18	1	0	19	1	0	0	1	0	21	1	22	42
3:45 PM	11	0	0	11	0	0	0	0	0	25	0	25	36
<b>Total</b>	<b>29</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>46</b>	<b>1</b>	<b>47</b>	<b>78</b>
4:00 PM	12	0	0	12	0	0	0	0	0	20	0	20	32
4:15 PM	12	0	0	12	0	0	0	0	0	26	0	26	38
4:30 PM	8	0	0	8	0	0	0	0	1	19	1	21	29
4:45 PM	13	0	0	13	0	0	0	0	1	14	0	15	28
<b>Total</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>1</b>	<b>82</b>	<b>127</b>
5:00 PM	17	0	0	17	0	0	0	0	0	13	0	13	30
5:15 PM	16	0	0	16	0	0	0	0	0	12	0	12	28
5:30 PM	6	0	0	6	0	0	0	0	0	8	0	8	14
5:45 PM	5	0	0	5	1	0	0	1	2	13	0	15	21
<b>Total</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>46</b>	<b>0</b>	<b>48</b>	<b>93</b>
6:00 PM	6	0	0	6	0	0	0	0	0	7	0	7	13
6:15 PM	11	0	0	11	0	0	0	0	2	19	0	21	32
<b>Total</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>26</b>	<b>0</b>	<b>28</b>	<b>45</b>
<b>Grand Total</b>	<b>135</b>	<b>1</b>	<b>0</b>	<b>136</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>197</b>	<b>2</b>	<b>205</b>	<b>343</b>
Approach %	99.3	0.7	0.0		100.0	0.0	0.0		2.9	96.1	1.0		
Total %	39.4	0.3	0.0	39.7	0.6	0.0	0.0	0.6	1.7	57.4	0.6	59.8	
Exiting Leg Total				199				7				137	343

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

	Route 1A				Tomasello Drive				Route 1A				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:30 PM	18	1	0	19	1	0	0	1	0	21	1	22	42
3:45 PM	11	0	0	11	0	0	0	0	0	25	0	25	36
4:00 PM	12	0	0	12	0	0	0	0	0	20	0	20	32
4:15 PM	12	0	0	12	0	0	0	0	0	26	0	26	38
Total Volume	53	1	0	54	1	0	0	1	0	92	1	93	148
% Approach Total	98.1	1.9	0.0		100.0	0.0	0.0		0.0	98.9	1.1		
PHF	0.736	0.250	0.000	0.711	0.250	0.000	0.000	0.250	0.000	0.885	0.250	0.894	0.881
Entering Leg	53	1	0	54	1	0	0	1	0	92	1	93	148
Exiting Leg				93				1				54	148
<b>Total</b>				<b>147</b>				<b>2</b>				<b>147</b>	<b>296</b>

PDI File #: **175607 (8)**  
 Location: **N: Route 1A S: Route 1A**  
 Location: **E: Tomasello Drive**  
 City, State: **Boston, MA**  
 Client: **VHB/ A. Berthoume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



**Buses**

	Route 1A				Tomasello Drive				Route 1A				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:30 PM	9	0	0	9	0	0	0	0	0	5	0	5	14
3:45 PM	8	0	0	8	0	0	0	0	0	6	0	6	14
<b>Total</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>17</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>28</b>
4:00 PM	11	0	0	11	0	0	0	0	0	4	1	5	16
4:15 PM	7	0	0	7	1	0	0	1	0	4	0	4	12
4:30 PM	7	0	0	7	0	0	0	0	1	8	0	9	16
4:45 PM	1	0	0	1	0	0	0	0	1	9	0	10	11
<b>Total</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>25</b>	<b>1</b>	<b>28</b>	<b>55</b>
5:00 PM	7	0	0	7	0	0	0	0	0	7	0	7	14
5:15 PM	4	0	0	4	0	0	0	0	0	3	0	3	7
5:30 PM	8	0	0	8	0	0	0	0	0	9	0	9	17
5:45 PM	5	0	0	5	0	0	0	0	0	7	0	7	12
<b>Total</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>26</b>	<b>50</b>
6:00 PM	6	0	0	6	0	0	0	0	0	6	0	6	12
6:15 PM	4	0	0	4	0	0	0	0	0	4	0	4	8
<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>10</b>	<b>0</b>	<b>10</b>	<b>20</b>
<b>Grand Total</b>	<b>77</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>72</b>	<b>1</b>	<b>75</b>	<b>153</b>
Approach %	100.0	0.0	0.0		100.0	0.0	0.0		2.7	96.0	1.3		
Total %	50.3	0.0	0.0	50.3	0.7	0.0	0.0	0.7	1.3	47.1	0.7	49.0	
Exiting Leg Total				73				2				78	153

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

	Route 1A				Tomasello Drive				Route 1A				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:45 PM	8	0	0	8	0	0	0	0	0	6	0	6	14
4:00 PM	11	0	0	11	0	0	0	0	0	4	1	5	16
4:15 PM	7	0	0	7	1	0	0	1	0	4	0	4	12
4:30 PM	7	0	0	7	0	0	0	0	1	8	0	9	16
<b>Total Volume</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>22</b>	<b>1</b>	<b>24</b>	<b>58</b>
% Approach Total	100.0	0.0	0.0		100.0	0.0	0.0		4.2	91.7	4.2		
PHF	0.750	0.000	0.000	0.750	0.250	0.000	0.000	0.250	0.250	0.688	0.250	0.667	0.906
Entering Leg	33	0	0	33	1	0	0	1	1	22	1	24	58
Exiting Leg				23				1				34	58
<b>Total</b>				<b>56</b>				<b>2</b>				<b>58</b>	<b>116</b>

PDI File #: **175607 (8)**  
 Location: **N: Route 1A S: Route 1A**  
 Location: **E: Tomasello Drive**  
 City, State: **Boston, MA**  
 Client: **VHB/ A. Berthoume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



**Bicycles (on Roadway and Crosswalks)**

	Route 1A						Tomasello Drive						Route 1A						Total
	North						East						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	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	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
4:30 PM	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
Total	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
5:15 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1	0	0	0	0	1	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		
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	
Exiting Leg Total	0						0						0						1

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

4:30 PM	Route 1A						Tomasello Drive						Route 1A						Total
	North						East						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	
4:30 PM	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
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	0	0	0	0	1	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	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		
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	0.250
Entering Leg	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg	0						0						0						1
Total	1						0						0						2

PDI File #: **175607 (8)**  
 Location: **N: Route 1A S: Route 1A**  
 Location: **E: Tomasello Drive**  
 City, State: **Boston, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



**Pedestrians**

	Route 1A						Tomasello Drive						Route 1A						Total	
	North						East						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		
3:30 PM	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	3
3:45 PM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	2
<b>Total</b>	0	0	0	0	0	0	0	0	0	2	3	5	0	0	0	0	0	0	0	5
4:00 PM	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
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
<b>Total</b>	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
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
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	0	1	1	0	0	0	0	0	0	0	1
<b>Total</b>	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	3
6:00 PM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	2
6:15 PM	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	3
<b>Total</b>	0	0	0	0	0	0	0	0	0	3	2	5	0	0	0	0	0	0	0	5
<b>Grand Total</b>	0	0	0	0	0	0	0	0	0	6	7	13	0	0	0	0	0	0	0	13
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	46.2	53.8		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	46.2	53.8	100.0	0.0	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total	0						13						0						13	

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

5:30 PM	Route 1A						Tomasello Drive						Route 1A						Total	
	North						East						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		
5:30 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	0	1	1	0	0	0	0	0	0	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	2
6:15 PM	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	3
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	4	3	7	0	0	0	0	0	0	0	7
<b>% Approach Total</b>	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			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.750	0.583	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.583
Entering Leg	0						7						0						7	
Exiting Leg	0						7						0						7	
<b>Total</b>	0						14						0						14	

PDI File #: **175607 (9)**  
 Location: **N: Route 1A S: Route 1A**  
 Location: **E: Hess Driveway W: Jug Handle**  
 City, State: **Boston, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



**Cars, Heavy Vehicles, and Buses (Combined)**

	Route 1A					Hess Driveway					Route 1A					Jug Handle					Total
	North					East					South					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	
6:30 AM	0	506	0	0	506	0	0	0	0	0	1	229	0	0	230	2	3	11	0	16	752
6:45 AM	0	481	0	0	481	0	0	0	0	0	2	251	0	0	253	1	2	16	0	19	753
<b>Total</b>	0	987	0	0	987	0	0	0	0	0	3	480	0	0	483	3	5	27	0	35	1505
7:00 AM	0	452	0	0	452	0	0	0	0	0	5	282	0	0	287	2	1	9	0	12	751
7:15 AM	0	452	0	0	452	0	0	0	0	0	1	301	0	0	302	3	6	10	0	19	773
7:30 AM	0	472	0	0	472	0	0	0	0	0	0	250	0	0	250	0	2	7	0	9	731
7:45 AM	0	492	0	0	492	0	0	0	0	0	2	263	0	1	266	0	3	18	0	21	779
<b>Total</b>	0	1868	0	0	1868	0	0	0	0	0	8	1096	0	1	1105	5	12	44	0	61	3034
8:00 AM	0	484	0	0	484	0	0	0	0	0	2	287	0	1	290	0	3	16	0	19	793
8:15 AM	0	519	0	0	519	0	0	0	0	0	1	306	0	0	307	0	2	11	0	13	839
8:30 AM	0	464	0	0	464	1	0	0	0	1	0	262	0	0	262	1	7	9	0	17	744
8:45 AM	0	503	0	0	503	0	0	0	0	0	0	266	0	0	266	0	2	9	0	11	780
<b>Total</b>	0	1970	0	0	1970	1	0	0	0	1	3	1121	0	1	1125	1	14	45	0	60	3156
9:00 AM	0	430	0	0	430	0	0	0	0	0	1	262	0	0	263	0	9	23	0	32	725
9:15 AM	0	460	0	0	460	0	0	0	0	0	0	287	0	0	287	1	1	16	0	18	765
<b>Total</b>	0	890	0	0	890	0	0	0	0	0	1	549	0	0	550	1	10	39	0	50	1490
<b>Grand Total</b>	0	5715	0	0	5715	1	0	0	0	1	15	3246	0	2	3263	10	41	155	0	206	9185
Approach %	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.5	99.5	0.0	0.1		4.9	19.9	75.2	0.0		
Total %	0.0	62.2	0.0	0.0	62.2	0.0	0.0	0.0	0.0	0.0	0.2	35.3	0.0	0.0	35.5	0.1	0.4	1.7	0.0	2.2	
Exiting Leg Total	3402					56					5727					0					9185
Cars	0	5389	0	0	5389	1	0	0	0	1	3	2991	0	2	2996	9	5	120	0	134	8520
% Cars	0.0	94.3	0.0	0.0	94.3	100.0	0.0	0.0	0.0	100.0	20.0	92.1	0.0	100.0	91.8	90.0	12.2	77.4	0.0	65.0	92.8
Exiting Leg Total	3112					8					5400					0					8520
Heavy Vehicles	0	263	0	0	263	0	0	0	0	0	12	186	0	0	198	0	36	34	0	70	531
% Heavy Vehicles	0.0	4.6	0.0	0.0	4.6	0.0	0.0	0.0	0.0	0.0	80.0	5.7	0.0	0.0	6.1	0.0	87.8	21.9	0.0	34.0	5.8
Exiting Leg Total	220					48					263					0					531
Buses	0	63	0	0	63	0	0	0	0	0	0	69	0	0	69	1	0	1	0	2	134
% Buses	0.0	1.1	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0	2.1	10.0	0.0	0.6	0.0	1.0	1.5
Exiting Leg Total	70					0					64					0					134

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	Route 1A					Hess Driveway					Route 1A					Jug Handle					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	0	484	0	0	484	0	0	0	0	0	2	287	0	1	290	0	3	16	0	19	793
8:15 AM	0	519	0	0	519	0	0	0	0	0	1	306	0	0	307	0	2	11	0	13	839
8:30 AM	0	464	0	0	464	1	0	0	0	1	0	262	0	0	262	1	7	9	0	17	744
8:45 AM	0	503	0	0	503	0	0	0	0	0	0	266	0	0	266	0	2	9	0	11	780
<b>Total Volume</b>	0	1970	0	0	1970	1	0	0	0	1	3	1121	0	1	1125	1	14	45	0	60	3156
% Approach Total	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.3	99.6	0.0	0.1		1.7	23.3	75.0	0.0		
PHF	0.000	0.949	0.000	0.000	0.949	0.250	0.000	0.000	0.000	0.250	0.375	0.916	0.000	0.250	0.916	0.250	0.500	0.703	0.000	0.789	0.940
Cars	0	1874	0	0	1874	1	0	0	0	1	0	1029	0	1	1030	1	2	37	0	40	2945
Cars %	0.0	95.1	0.0	0.0	95.1	100.0	0.0	0.0	0.0	100.0	0.0	91.8	0.0	100.0	91.6	100.0	14.3	82.2	0.0	66.7	93.3
Heavy Vehicles	0	70	0	0	70	0	0	0	0	0	3	65	0	0	68	0	12	7	0	19	157
Heavy Vehicles %	0.0	3.6	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	100.0	5.8	0.0	0.0	6.0	0.0	85.7	15.6	0.0	31.7	5.0
Buses	0	26	0	0	26	0	0	0	0	0	0	27	0	0	27	0	0	1	0	1	54
Buses %	0.0	1.3	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0	2.4	0.0	0.0	2.2	0.0	1.7	1.7
Cars Enter Leg	0	1874	0	0	1874	1	0	0	0	1	0	1029	0	1	1030	1	2	37	0	40	2945
Heavy Enter Leg	0	70	0	0	70	0	0	0	0	0	3	65	0	0	68	0	12	7	0	19	157
Bus Enter Leg	0	26	0	0	26	0	0	0	0	0	0	27	0	0	27	0	0	1	0	1	54
<b>Total Entering Leg</b>	0	1970	0	0	1970	1	0	0	0	1	3	1121	0	1	1125	1	14	45	0	60	3156
Cars Exiting Leg	1067					2					1876					0					2945

PDI File #: **175607 (9)**  
 Location: **N: Route 1A S: Route 1A**  
 Location: **E: Hess Driveway W: Jug Handle**  
 City, State: **Boston, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



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

**Cars, Heavy Vehicles, and Buses (Combined)**

	Route 1A					Hess Driveway					Route 1A					Jug Handle					Total
	North					East					South					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	
Heavy Exiting Leg					72					15					70					0	157
Buses Exiting Leg					28					0					26					0	54
<b>Total Exiting Leg</b>					<b>1167</b>					<b>17</b>					<b>1972</b>					<b>0</b>	<b>3156</b>



PDI File #: **175607 (9)**  
 Location: **N: Route 1A S: Route 1A**  
 Location: **E: Hess Driveway W: Jug Handle**  
 City, State: **Boston, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



**Cars**

	Route 1A					Hess Driveway					Route 1A					Jug Handle					Total
	North					East					South					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	
6:30 AM	0	472	0	0	472	0	0	0	0	0	1	215	0	0	216	2	1	5	0	8	696
6:45 AM	0	457	0	0	457	0	0	0	0	0	0	240	0	0	240	1	1	10	0	12	709
<b>Total</b>	0	929	0	0	929	0	0	0	0	0	1	455	0	0	456	3	2	15	0	20	1405
7:00 AM	0	427	0	0	427	0	0	0	0	0	0	261	0	0	261	2	0	8	0	10	698
7:15 AM	0	425	0	0	425	0	0	0	0	0	0	275	0	0	275	2	0	7	0	9	709
7:30 AM	0	445	0	0	445	0	0	0	0	0	0	227	0	0	227	0	0	5	0	5	677
7:45 AM	0	468	0	0	468	0	0	0	0	0	1	248	0	1	250	0	1	15	0	16	734
<b>Total</b>	0	1765	0	0	1765	0	0	0	0	0	1	1011	0	1	1013	4	1	35	0	40	2818
8:00 AM	0	464	0	0	464	0	0	0	0	0	0	266	0	1	267	0	0	14	0	14	745
8:15 AM	0	498	0	0	498	0	0	0	0	0	0	279	0	0	279	0	0	9	0	9	786
8:30 AM	0	435	0	0	435	1	0	0	0	1	0	242	0	0	242	1	2	7	0	10	688
8:45 AM	0	477	0	0	477	0	0	0	0	0	0	242	0	0	242	0	0	7	0	7	726
<b>Total</b>	0	1874	0	0	1874	1	0	0	0	1	0	1029	0	1	1030	1	2	37	0	40	2945
9:00 AM	0	402	0	0	402	0	0	0	0	0	1	239	0	0	240	0	0	19	0	19	661
9:15 AM	0	419	0	0	419	0	0	0	0	0	0	257	0	0	257	1	0	14	0	15	691
<b>Total</b>	0	821	0	0	821	0	0	0	0	0	1	496	0	0	497	1	0	33	0	34	1352
<b>Grand Total</b>	0	5389	0	0	5389	1	0	0	0	1	3	2991	0	2	2996	9	5	120	0	134	8520
Approach %	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.1	99.8	0.0	0.1		6.7	3.7	89.6	0.0		
Total %	0.0	63.3	0.0	0.0	63.3	0.0	0.0	0.0	0.0	0.0	0.0	35.1	0.0	0.0	35.2	0.1	0.1	1.4	0.0	1.6	
Exiting Leg Total	3112					8					5400					0					8520

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	Route 1A					Hess Driveway					Route 1A					Jug Handle					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	0	468	0	0	468	0	0	0	0	0	1	248	0	1	250	0	1	15	0	16	734
8:00 AM	0	464	0	0	464	0	0	0	0	0	0	266	0	1	267	0	0	14	0	14	745
8:15 AM	0	498	0	0	498	0	0	0	0	0	0	279	0	0	279	0	0	9	0	9	786
8:30 AM	0	435	0	0	435	1	0	0	0	1	0	242	0	0	242	1	2	7	0	10	688
<b>Total Volume</b>	0	1865	0	0	1865	1	0	0	0	1	1	1035	0	2	1038	1	3	45	0	49	2953
<b>% Approach Total</b>	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.1	99.7	0.0	0.2		2.0	6.1	91.8	0.0		
PHF	0.000	0.936	0.000	0.000	0.936	0.250	0.000	0.000	0.000	0.250	0.250	0.927	0.000	0.500	0.930	0.250	0.375	0.750	0.000	0.766	0.939
Entering Leg	0	1865	0	0	1865	1	0	0	0	1	1	1035	0	2	1038	1	3	45	0	49	2953
Exiting Leg	1081					4					1868					0					2953
<b>Total</b>	2946					5					2906					49					5906

PDI File #: **175607 (9)**  
 Location: **N: Route 1A S: Route 1A**  
 Location: **E: Hess Driveway W: Jug Handle**  
 City, State: **Boston, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



**Heavy Vehicles**

	Route 1A					Hess Driveway					Route 1A					Jug Handle					Total	
	North					East					South					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		
6:30 AM	0	32	0	0	32	0	0	0	0	0	0	9	0	0	9	0	2	6	0	8	49	
6:45 AM	0	21	0	0	21	0	0	0	0	0	2	9	0	0	11	0	1	6	0	7	39	
<b>Total</b>	0	53	0	0	53	0	0	0	0	0	2	18	0	0	20	0	3	12	0	15	88	
7:00 AM	0	23	0	0	23	0	0	0	0	0	5	13	0	0	18	0	1	1	0	2	43	
7:15 AM	0	24	0	0	24	0	0	0	0	0	1	18	0	0	19	0	6	3	0	9	52	
7:30 AM	0	23	0	0	23	0	0	0	0	0	0	20	0	0	20	0	2	2	0	4	47	
7:45 AM	0	18	0	0	18	0	0	0	0	0	1	10	0	0	11	0	2	3	0	5	34	
<b>Total</b>	0	88	0	0	88	0	0	0	0	0	7	61	0	0	68	0	11	9	0	20	176	
8:00 AM	0	14	0	0	14	0	0	0	0	0	2	13	0	0	15	0	3	1	0	4	33	
8:15 AM	0	14	0	0	14	0	0	0	0	0	1	17	0	0	18	0	2	2	0	4	36	
8:30 AM	0	21	0	0	21	0	0	0	0	0	0	17	0	0	17	0	5	2	0	7	45	
8:45 AM	0	21	0	0	21	0	0	0	0	0	0	18	0	0	18	0	2	2	0	4	43	
<b>Total</b>	0	70	0	0	70	0	0	0	0	0	3	65	0	0	68	0	12	7	0	19	157	
9:00 AM	0	22	0	0	22	0	0	0	0	0	0	17	0	0	17	0	9	4	0	13	52	
9:15 AM	0	30	0	0	30	0	0	0	0	0	0	25	0	0	25	0	1	2	0	3	58	
<b>Total</b>	0	52	0	0	52	0	0	0	0	0	0	42	0	0	42	0	10	6	0	16	110	
<b>Grand Total</b>	0	263	0	0	263	0	0	0	0	0	12	186	0	0	198	0	36	34	0	70	531	
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		6.1	93.9	0.0	0.0		0.0	51.4	48.6	0.0			
Total %	0.0	49.5	0.0	0.0	49.5	0.0	0.0	0.0	0.0	0.0	2.3	35.0	0.0	0.0	37.3	0.0	6.8	6.4	0.0	13.2		
Exiting Leg Total						220					48					263					0	531

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	Route 1A					Hess Driveway					Route 1A					Jug Handle					Total	
	North					East					South					West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
8:30 AM	0	21	0	0	21	0	0	0	0	0	0	17	0	0	17	0	5	2	0	7	45	
8:45 AM	0	21	0	0	21	0	0	0	0	0	0	18	0	0	18	0	2	2	0	4	43	
9:00 AM	0	22	0	0	22	0	0	0	0	0	0	17	0	0	17	0	9	4	0	13	52	
9:15 AM	0	30	0	0	30	0	0	0	0	0	0	25	0	0	25	0	1	2	0	3	58	
<b>Total Volume</b>	0	94	0	0	94	0	0	0	0	0	0	77	0	0	77	0	17	10	0	27	198	
<b>% Approach Total</b>	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	63.0	37.0	0.0			
PHF	0.000	0.783	0.000	0.000	0.783	0.000	0.000	0.000	0.000	0.000	0.000	0.770	0.000	0.000	0.770	0.000	0.472	0.625	0.000	0.519	0.853	
Entering Leg	0	94	0	0	94	0	0	0	0	0	0	77	0	0	77	0	17	10	0	27	198	
Exiting Leg						87					17					94					0	198
<b>Total</b>						181					17					171					27	396

PDI File #: **175607 (9)**  
 Location: **N: Route 1A S: Route 1A**  
 Location: **E: Hess Driveway W: Jug Handle**  
 City, State: **Boston, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



**Buses**

	Route 1A					Hess Driveway					Route 1A					Jug Handle					Total
	North					East					South					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	
6:30 AM	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
6:45 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
<b>Total</b>	0	5	0	0	5	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	12
7:00 AM	0	2	0	0	2	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	10
7:15 AM	0	3	0	0	3	0	0	0	0	0	0	8	0	0	8	1	0	0	0	1	12
7:30 AM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
7:45 AM	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	11
<b>Total</b>	0	15	0	0	15	0	0	0	0	0	0	24	0	0	24	1	0	0	0	1	40
8:00 AM	0	6	0	0	6	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	15
8:15 AM	0	7	0	0	7	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	17
8:30 AM	0	8	0	0	8	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	11
8:45 AM	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11
<b>Total</b>	0	26	0	0	26	0	0	0	0	0	0	27	0	0	27	0	0	1	0	1	54
9:00 AM	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	12
9:15 AM	0	11	0	0	11	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	16
<b>Total</b>	0	17	0	0	17	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	28
<b>Grand Total</b>	0	63	0	0	63	0	0	0	0	0	0	69	0	0	69	1	0	1	0	2	134
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		50.0	0.0	50.0	0.0		
Total %	0.0	47.0	0.0	0.0	47.0	0.0	0.0	0.0	0.0	0.0	0.0	51.5	0.0	0.0	51.5	0.7	0.0	0.7	0.0	1.5	
Exiting Leg Total	70					0					64					0					134

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	Route 1A					Hess Driveway					Route 1A					Jug Handle					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	11
8:00 AM	0	6	0	0	6	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	15
8:15 AM	0	7	0	0	7	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	17
8:30 AM	0	8	0	0	8	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	11
<b>Total Volume</b>	0	27	0	0	27	0	0	0	0	0	0	26	0	0	26	0	0	1	0	1	54
% Approach Total	0.0	100.0	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		
PHF	0.000	0.844	0.000	0.000	0.844	0.000	0.000	0.000	0.000	0.000	0.000	0.650	0.000	0.000	0.650	0.000	0.000	0.250	0.000	0.250	0.794
Entering Leg	0	27	0	0	27	0	0	0	0	0	0	26	0	0	26	0	0	1	0	1	54
Exiting Leg	27					0					27					0					54
<b>Total</b>	54					0					53					1					108

PDI File #: **175607 (9)**  
 Location: **N: Route 1A S: Route 1A**  
 Location: **E: Hess Driveway W: Jug Handle**  
 City, State: **Boston, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 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)**

	Route 1A								Hess Driveway								Route 1A								Jug Handle								Total
	North								East								South								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		
6:30 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		
6:45 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		
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		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2		
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		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	1	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		
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		
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	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		
9:00 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		
9:15 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		
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		
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2			
Approach %	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	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	0.0	0.0	0.0	0.0	50.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Exiting Leg Total	1							1							0							0	2										

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	Route 1A								Hess Driveway								Route 1A								Jug Handle								Total
	North								East								South								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		
6:30 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		
6:45 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		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2			
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		
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2			
% Approach Total	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	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	0.000	0.000	0.000	0.000	0.250	0.250	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	0.250			
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2			
Exiting Leg	1							1							0							0	2										
Total	1							2							1							0	4										

PDI File #: 175607 (9)  
 Location: N: Route 1A S: Route 1A  
 Location: E: Hess Driveway W: Jug Handle  
 City, State: Boston, MA  
 Client: VHB/ A. Berthaume  
 Site Code: 13796.00  
 Count Date: Tuesday, May 09, 2017  
 Start Time: 6:30 AM  
 End Time: 9:30 AM  
 Class:



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

**Pedestrians**

	Route 1A								Hess Driveway								Route 1A								Jug Handle								Total						
	North								East								South								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								
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 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
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
7:00 AM	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	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	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
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
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
Total	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	1	0	1	0	0	0	0	1	0	1	1	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	1	
9:00 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	1	1	0	0	0	0	0	1	1	1	
9:15 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
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	1	1	0	0	0	0	0	1	1	1	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	1	0	1	0	0	0	0	0	1	1	2	0	0	0	0	1	1	2	7		
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	75.0	25.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	50.0	50.0												
Total %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	42.9	14.3	57.1	0.0	0.0	0.0	0.0	14.3	0.0	14.3	0.0	0.0	0.0	0.0	14.3	14.3	28.6											
Exiting Leg Total	0								4								1								2								7						

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	Route 1A								Hess Driveway								Route 1A								Jug Handle								Total						
	North								East								South								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								
6:45 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
7:00 AM	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	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	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
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	1	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	0	0	0	0	3	1	4	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	75.0	25.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0												
PHF	0.000	0.000	0.000	0.000	0.000	0.000		0.000	0.000	0.000	0.000	0.375	0.250	0.500	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	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	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
Exiting Leg	0								4								1								0								5						
Total	0								8								2								0								10						

PDI File #: **175607 (9)**  
 Location: **N: Route 1A S: Route 1A**  
 Location: **E: Hess Driveway W: Jug Handle**  
 City, State: **Boston, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



**Cars, Heavy Vehicles, and Buses (Combined)**

	Route 1A					Hess Driveway					Route 1A					Jug Handle					Total
	North					East					South					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	
3:30 PM	0	440	0	0	440	0	0	0	0	0	1	465	0	0	466	0	0	31	0	31	937
3:45 PM	0	442	0	0	442	0	0	0	0	0	0	451	0	0	451	2	1	30	0	33	926
<b>Total</b>	<b>0</b>	<b>882</b>	<b>0</b>	<b>0</b>	<b>882</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>916</b>	<b>0</b>	<b>0</b>	<b>917</b>	<b>2</b>	<b>1</b>	<b>61</b>	<b>0</b>	<b>64</b>	<b>1863</b>
4:00 PM	0	379	0	0	379	0	0	0	0	0	0	481	0	0	481	0	5	37	0	42	902
4:15 PM	0	417	0	0	417	0	0	0	0	0	0	478	0	0	478	1	3	29	0	33	928
4:30 PM	0	417	0	0	417	0	0	0	0	0	0	435	0	0	435	2	3	27	0	32	884
4:45 PM	0	423	0	0	423	0	0	0	0	0	0	488	0	0	488	2	4	26	0	32	943
<b>Total</b>	<b>0</b>	<b>1636</b>	<b>0</b>	<b>0</b>	<b>1636</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1882</b>	<b>0</b>	<b>0</b>	<b>1882</b>	<b>5</b>	<b>15</b>	<b>119</b>	<b>0</b>	<b>139</b>	<b>3657</b>
5:00 PM	0	394	0	0	394	0	0	0	0	0	0	448	0	0	448	1	0	42	0	43	885
5:15 PM	0	390	0	0	390	0	0	1	0	1	0	484	0	0	484	1	4	35	0	40	915
5:30 PM	1	403	0	1	405	0	0	0	0	0	0	471	0	0	471	1	0	21	0	22	898
5:45 PM	0	381	0	0	381	0	0	0	0	0	1	487	0	0	488	1	0	19	0	20	889
<b>Total</b>	<b>1</b>	<b>1568</b>	<b>0</b>	<b>1</b>	<b>1570</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1890</b>	<b>0</b>	<b>0</b>	<b>1891</b>	<b>4</b>	<b>4</b>	<b>117</b>	<b>0</b>	<b>125</b>	<b>3587</b>
6:00 PM	0	374	0	0	374	0	0	0	0	0	3	467	0	0	470	1	0	30	0	31	875
6:15 PM	0	339	0	0	339	0	0	0	0	0	3	479	0	0	482	0	0	20	0	20	841
<b>Total</b>	<b>0</b>	<b>713</b>	<b>0</b>	<b>0</b>	<b>713</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>946</b>	<b>0</b>	<b>0</b>	<b>952</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>51</b>	<b>1716</b>
<b>Grand Total</b>	<b>1</b>	<b>4799</b>	<b>0</b>	<b>1</b>	<b>4801</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>5634</b>	<b>0</b>	<b>0</b>	<b>5642</b>	<b>12</b>	<b>20</b>	<b>347</b>	<b>0</b>	<b>379</b>	<b>10823</b>
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		0.1	99.9	0.0	0.0		3.2	5.3	91.6	0.0		
Total %	0.0	44.3	0.0	0.0	44.4	0.0	0.0	0.0	0.0	0.0	0.1	52.1	0.0	0.0	52.1	0.1	0.2	3.2	0.0	3.5	
Exiting Leg Total	5982					28					4812					1					10823
Cars	1	4597	0	1	4599	0	0	1	0	1	2	5361	0	0	5363	12	2	326	0	340	10303
% Cars	100.0	95.8	0.0	100.0	95.8	0.0	0.0	100.0	0.0	100.0	25.0	95.2	0.0	0.0	95.1	100.0	10.0	93.9	0.0	89.7	95.2
Exiting Leg Total	5688					4					4610					1					10303
Heavy Vehicles	0	118	0	0	118	0	0	0	0	0	6	199	0	0	205	0	18	18	0	36	359
% Heavy Vehicles	0.0	2.5	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	75.0	3.5	0.0	0.0	3.6	0.0	90.0	5.2	0.0	9.5	3.3
Exiting Leg Total	217					24					118					0					359
Buses	0	84	0	0	84	0	0	0	0	0	0	74	0	0	74	0	0	3	0	3	161
% Buses	0.0	1.8	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0	1.3	0.0	0.0	0.9	0.0	0.8	1.5
Exiting Leg Total	77					0					84					0					161

**Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:**

	Route 1A					Hess Driveway					Route 1A					Jug Handle					Total
	North					East					South					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	
3:30 PM	0	440	0	0	440	0	0	0	0	0	1	465	0	0	466	0	0	31	0	31	937
3:45 PM	0	442	0	0	442	0	0	0	0	0	0	451	0	0	451	2	1	30	0	33	926
4:00 PM	0	379	0	0	379	0	0	0	0	0	0	481	0	0	481	0	5	37	0	42	902
4:15 PM	0	417	0	0	417	0	0	0	0	0	0	478	0	0	478	1	3	29	0	33	928
<b>Total Volume</b>	<b>0</b>	<b>1678</b>	<b>0</b>	<b>0</b>	<b>1678</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1875</b>	<b>0</b>	<b>0</b>	<b>1876</b>	<b>3</b>	<b>9</b>	<b>127</b>	<b>0</b>	<b>139</b>	<b>3693</b>
<b>% Approach Total</b>	<b>0.0</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>0.1</b>	<b>99.9</b>	<b>0.0</b>	<b>0.0</b>		<b>2.2</b>	<b>6.5</b>	<b>91.4</b>	<b>0.0</b>		
PHF	0.000	0.949	0.000	0.000	0.949	0.000	0.000	0.000	0.000	0.000	0.250	0.975	0.000	0.000	0.975	0.375	0.450	0.858	0.000	0.827	0.985
Cars	0	1596	0	0	1596	0	0	0	0	0	0	1756	0	0	1756	3	0	117	0	120	3472
Cars %	0.0	95.1	0.0	0.0	95.1	0.0	0.0	0.0	0.0	0.0	0.0	93.7	0.0	0.0	93.6	100.0	0.0	92.1	0.0	86.3	94.0
Heavy Vehicles	0	42	0	0	42	0	0	0	0	0	1	97	0	0	98	0	9	9	0	18	158
Heavy Vehicles %	0.0	2.5	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	100.0	5.2	0.0	0.0	5.2	0.0	100.0	7.1	0.0	12.9	4.3
Buses	0	40	0	0	40	0	0	0	0	0	0	22	0	0	22	0	0	1	0	1	63
Buses %	0.0	2.4	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.2	0.0	0.0	0.8	0.0	0.7	1.7
Cars Enter Leg	0	1596	0	0	1596	0	0	0	0	0	0	1756	0	0	1756	3	0	117	0	120	3472
Heavy Enter Leg	0	42	0	0	42	0	0	0	0	0	1	97	0	0	98	0	9	9	0	18	158
Bus Enter Leg	0	40	0	0	40	0	0	0	0	0	0	22	0	0	22	0	0	1	0	1	63
<b>Total Entering Leg</b>	<b>0</b>	<b>1678</b>	<b>0</b>	<b>0</b>	<b>1678</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1875</b>	<b>0</b>	<b>0</b>	<b>1876</b>	<b>3</b>	<b>9</b>	<b>127</b>	<b>0</b>	<b>139</b>	<b>3693</b>

PDI File #: **175607 (9)**  
 Location: **N: Route 1A S: Route 1A**  
 Location: **E: Hess Driveway W: Jug Handle**  
 City, State: **Boston, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



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

**Cars, Heavy Vehicles, and Buses (Combined)**

	Route 1A					Hess Driveway					Route 1A					Jug Handle					Total
	North					East					South					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	
Cars Exiting Leg					1873					0					1599					0	3472
Heavy Exiting Leg					106					10					42					0	158
Buses Exiting Leg					23					0					40					0	63
<b>Total Exiting Leg</b>					<b>2002</b>					<b>10</b>					<b>1681</b>					<b>0</b>	<b>3693</b>

PDI File #: **175607 (9)**  
 Location: **N: Route 1A S: Route 1A**  
 Location: **E: Hess Driveway W: Jug Handle**  
 City, State: **Boston, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



**Cars**

	Route 1A					Hess Driveway					Route 1A					Jug Handle					Total
	North					East					South					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	
3:30 PM	0	413	0	0	413	0	0	0	0	0	0	437	0	0	437	0	0	26	0	26	876
3:45 PM	0	425	0	0	425	0	0	0	0	0	0	420	0	0	420	2	0	30	0	32	877
<b>Total</b>	<b>0</b>	<b>838</b>	<b>0</b>	<b>0</b>	<b>838</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>857</b>	<b>0</b>	<b>0</b>	<b>857</b>	<b>2</b>	<b>0</b>	<b>56</b>	<b>0</b>	<b>58</b>	<b>1753</b>
4:00 PM	0	357	0	0	357	0	0	0	0	0	0	451	0	0	451	0	0	35	0	35	843
4:15 PM	0	401	0	0	401	0	0	0	0	0	0	448	0	0	448	1	0	26	0	27	876
4:30 PM	0	403	0	0	403	0	0	0	0	0	0	408	0	0	408	2	1	26	0	29	840
4:45 PM	0	405	0	0	405	0	0	0	0	0	0	466	0	0	466	2	0	25	0	27	898
<b>Total</b>	<b>0</b>	<b>1566</b>	<b>0</b>	<b>0</b>	<b>1566</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1773</b>	<b>0</b>	<b>0</b>	<b>1773</b>	<b>5</b>	<b>1</b>	<b>112</b>	<b>0</b>	<b>118</b>	<b>3457</b>
5:00 PM	0	372	0	0	372	0	0	0	0	0	0	431	0	0	431	1	0	39	0	40	843
5:15 PM	0	374	0	0	374	0	0	1	0	1	0	469	0	0	469	1	1	33	0	35	879
5:30 PM	1	389	0	1	391	0	0	0	0	0	0	452	0	0	452	1	0	21	0	22	865
5:45 PM	0	369	0	0	369	0	0	0	0	0	0	466	0	0	466	1	0	18	0	19	854
<b>Total</b>	<b>1</b>	<b>1504</b>	<b>0</b>	<b>1</b>	<b>1506</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1818</b>	<b>0</b>	<b>0</b>	<b>1818</b>	<b>4</b>	<b>1</b>	<b>111</b>	<b>0</b>	<b>116</b>	<b>3441</b>
6:00 PM	0	362	0	0	362	0	0	0	0	0	0	456	0	0	456	1	0	28	0	29	847
6:15 PM	0	327	0	0	327	0	0	0	0	0	2	457	0	0	459	0	0	19	0	19	805
<b>Total</b>	<b>0</b>	<b>689</b>	<b>0</b>	<b>0</b>	<b>689</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>913</b>	<b>0</b>	<b>0</b>	<b>915</b>	<b>1</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>48</b>	<b>1652</b>
<b>Grand Total</b>	<b>1</b>	<b>4597</b>	<b>0</b>	<b>1</b>	<b>4599</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>5361</b>	<b>0</b>	<b>0</b>	<b>5363</b>	<b>12</b>	<b>2</b>	<b>326</b>	<b>0</b>	<b>340</b>	<b>10303</b>
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		3.5	0.6	95.9	0.0		
Total %	0.0	44.6	0.0	0.0	44.6	0.0	0.0	0.0	0.0	0.0	0.0	52.0	0.0	0.0	52.1	0.1	0.0	3.2	0.0	3.3	
Exiting Leg Total	5688					4					4610					1					10303

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

	Route 1A					Hess Driveway					Route 1A					Jug Handle					Total
	North					East					South					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	405	0	0	405	0	0	0	0	0	0	466	0	0	466	2	0	25	0	27	898
5:00 PM	0	372	0	0	372	0	0	0	0	0	0	431	0	0	431	1	0	39	0	40	843
5:15 PM	0	374	0	0	374	0	0	1	0	1	0	469	0	0	469	1	1	33	0	35	879
5:30 PM	1	389	0	1	391	0	0	0	0	0	0	452	0	0	452	1	0	21	0	22	865
<b>Total Volume</b>	<b>1</b>	<b>1540</b>	<b>0</b>	<b>1</b>	<b>1542</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1818</b>	<b>0</b>	<b>0</b>	<b>1818</b>	<b>5</b>	<b>1</b>	<b>118</b>	<b>0</b>	<b>124</b>	<b>3485</b>
% Approach Total	0.1	99.9	0.0	0.1		0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		4.0	0.8	95.2	0.0		
PHF	0.250	0.951	0.000	0.250	0.952	0.000	0.000	0.250	0.000	0.250	0.000	0.969	0.000	0.000	0.969	0.625	0.250	0.756	0.000	0.775	0.970
Entering Leg	1	1540	0	1	1542	0	0	1	0	1	0	1818	0	0	1818	5	1	118	0	124	3485
Exiting Leg	1937					1					1546					1					3485
<b>Total</b>	<b>3479</b>					<b>2</b>					<b>3364</b>					<b>125</b>					<b>6970</b>



PDI File #: **175607 (9)**  
 Location: **N: Route 1A S: Route 1A**  
 Location: **E: Hess Driveway W: Jug Handle**  
 City, State: **Boston, MA**  
 Client: **VHB/ A. Berthoume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



**Heavy Vehicles**

	Route 1A					Hess Driveway					Route 1A					Jug Handle					Total
	North					East					South					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	
3:30 PM	0	15	0	0	15	0	0	0	0	0	1	21	0	0	22	0	0	4	0	4	41
3:45 PM	0	7	0	0	7	0	0	0	0	0	0	26	0	0	26	0	1	0	0	1	34
<b>Total</b>	0	22	0	0	22	0	0	0	0	0	1	47	0	0	48	0	1	4	0	5	75
4:00 PM	0	10	0	0	10	0	0	0	0	0	0	25	0	0	25	0	5	2	0	7	42
4:15 PM	0	10	0	0	10	0	0	0	0	0	0	25	0	0	25	0	3	3	0	6	41
4:30 PM	0	7	0	0	7	0	0	0	0	0	0	20	0	0	20	0	2	1	0	3	30
4:45 PM	0	16	0	0	16	0	0	0	0	0	0	13	0	0	13	0	4	1	0	5	34
<b>Total</b>	0	43	0	0	43	0	0	0	0	0	0	83	0	0	83	0	14	7	0	21	147
5:00 PM	0	17	0	0	17	0	0	0	0	0	0	10	0	0	10	0	0	2	0	2	29
5:15 PM	0	10	0	0	10	0	0	0	0	0	0	12	0	0	12	0	3	2	0	5	27
5:30 PM	0	6	0	0	6	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	16
5:45 PM	0	7	0	0	7	0	0	0	0	0	1	14	0	0	15	0	0	0	0	0	22
<b>Total</b>	0	40	0	0	40	0	0	0	0	0	1	46	0	0	47	0	3	4	0	7	94
6:00 PM	0	5	0	0	5	0	0	0	0	0	3	5	0	0	8	0	0	2	0	2	15
6:15 PM	0	8	0	0	8	0	0	0	0	0	1	18	0	0	19	0	0	1	0	1	28
<b>Total</b>	0	13	0	0	13	0	0	0	0	0	4	23	0	0	27	0	0	3	0	3	43
<b>Grand Total</b>	0	118	0	0	118	0	0	0	0	0	6	199	0	0	205	0	18	18	0	36	359
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		2.9	97.1	0.0	0.0		0.0	50.0	50.0	0.0		
Total %	0.0	32.9	0.0	0.0	32.9	0.0	0.0	0.0	0.0	0.0	1.7	55.4	0.0	0.0	57.1	0.0	5.0	5.0	0.0	10.0	
Exiting Leg Total	217					24					118					0					359

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

	Route 1A					Hess Driveway					Route 1A					Jug Handle					Total
	North					East					South					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	
3:30 PM	0	15	0	0	15	0	0	0	0	0	1	21	0	0	22	0	0	4	0	4	41
3:45 PM	0	7	0	0	7	0	0	0	0	0	0	26	0	0	26	0	1	0	0	1	34
4:00 PM	0	10	0	0	10	0	0	0	0	0	0	25	0	0	25	0	5	2	0	7	42
4:15 PM	0	10	0	0	10	0	0	0	0	0	0	25	0	0	25	0	3	3	0	6	41
<b>Total Volume</b>	0	42	0	0	42	0	0	0	0	0	1	97	0	0	98	0	9	9	0	18	158
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		1.0	99.0	0.0	0.0		0.0	50.0	50.0	0.0		
PHF	0.000	0.700	0.000	0.000	0.700	0.000	0.000	0.000	0.000	0.000	0.250	0.933	0.000	0.000	0.942	0.000	0.450	0.563	0.000	0.643	0.940
Entering Leg	0	42	0	0	42	0	0	0	0	0	1	97	0	0	98	0	9	9	0	18	158
Exiting Leg	106					10					42					0					158
<b>Total</b>	148					10					140					18					316

PDI File #: **175607 (9)**  
 Location: **N: Route 1A S: Route 1A**  
 Location: **E: Hess Driveway W: Jug Handle**  
 City, State: **Boston, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



**Buses**

	Route 1A					Hess Driveway					Route 1A					Jug Handle					Total
	North					East					South					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	
3:30 PM	0	12	0	0	12	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	20
3:45 PM	0	10	0	0	10	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	15
<b>Total</b>	0	22	0	0	22	0	0	0	0	0	0	12	0	0	12	0	0	1	0	1	35
4:00 PM	0	12	0	0	12	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	17
4:15 PM	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	11
4:30 PM	0	7	0	0	7	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	14
4:45 PM	0	2	0	0	2	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	11
<b>Total</b>	0	27	0	0	27	0	0	0	0	0	0	26	0	0	26	0	0	0	0	0	53
5:00 PM	0	5	0	0	5	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	13
5:15 PM	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	9
5:30 PM	0	8	0	0	8	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	17
5:45 PM	0	5	0	0	5	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	13
<b>Total</b>	0	24	0	0	24	0	0	0	0	0	0	26	0	0	26	0	0	2	0	2	52
6:00 PM	0	7	0	0	7	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	13
6:15 PM	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
<b>Total</b>	0	11	0	0	11	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	21
<b>Grand Total</b>	0	84	0	0	84	0	0	0	0	0	0	74	0	0	74	0	0	3	0	3	161
Approach %	0.0	100.0	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		
Total %	0.0	52.2	0.0	0.0	52.2	0.0	0.0	0.0	0.0	0.0	0.0	46.0	0.0	0.0	46.0	0.0	0.0	1.9	0.0	1.9	
Exiting Leg Total	77					0					84					0					161

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

	Route 1A					Hess Driveway					Route 1A					Jug Handle					Total
	North					East					South					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	
3:30 PM	0	12	0	0	12	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	20
3:45 PM	0	10	0	0	10	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	15
4:00 PM	0	12	0	0	12	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	17
4:15 PM	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	11
<b>Total Volume</b>	0	40	0	0	40	0	0	0	0	0	0	22	0	0	22	0	0	1	0	1	63
% Approach Total	0.0	100.0	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		
PHF	0.000	0.833	0.000	0.000	0.833	0.000	0.000	0.000	0.000	0.000	0.000	0.786	0.000	0.000	0.786	0.000	0.000	0.250	0.000	0.250	0.788
Entering Leg	0	40	0	0	40	0	0	0	0	0	0	22	0	0	22	0	0	1	0	1	63
Exiting Leg	23					0					40					0					63
<b>Total</b>	63					0					62					1					126

PDI File #: 175607 (9)  
 Location: N: Route 1A S: Route 1A  
 Location: E: Hess Driveway W: Jug Handle  
 City, State: Boston, MA  
 Client: VHB/ A. Berthaume  
 Site Code: 13796.00  
 Count Date: Tuesday, May 09, 2017  
 Start Time: 3:30 PM  
 End Time: 6:30 PM  
 Class:



**Bicycles (on Roadway and Crosswalks)**

	Route 1A								Hess Driveway								Route 1A								Jug Handle								Total			
	North								East								South								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					
3:30 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	
3:45 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	
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	
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	
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	
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	
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	
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	
5:00 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	
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	
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	
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	
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
6:00 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
6:15 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
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
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0								0								0								0								0			

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

3:30 PM	Route 1A								Hess Driveway								Route 1A								Jug Handle								Total			
	North								East								South								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					
3:30 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	
3:45 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
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
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
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Entering Leg	0								0								0								0								0			
Exiting Leg	0								0								0								0								0			
Total	0								0								0								0								0			

PDI File #: 175607 (9)  
 Location: N: Route 1A S: Route 1A  
 Location: E: Hess Driveway W: Jug Handle  
 City, State: Boston, MA  
 Client: VHB/ A. Berthaume  
 Site Code: 13796.00  
 Count Date: Tuesday, May 09, 2017  
 Start Time: 3:30 PM  
 End Time: 6:30 PM  
 Class:



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

**Pedestrians**

	Route 1A								Hess Driveway								Route 1A								Jug Handle								Total
	North								East								South								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		
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	2	4		0	0	0	0	1	0	1		0	0	0	0	1	0	1		6	
3:45 PM	0	0	0	0	0	1	1	0	0	0	0	1	2	3		0	0	0	0	0	1	1		0	0	0	0	0	1	1		6	
Total	0	0	0	0	0	1	1	0	0	0	0	3	4	7		0	0	0	0	1	1	2		0	0	0	0	1	1	2		12	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	0	0	0	0		0	0	0	0	0	0	0		1	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1		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	1	1		1	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	0	0	0	0		0	0	0	0	0	0	0		1	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	0	0	0	0		0	0	0	0	0	1	1		2	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	2	3		0	0	0	0	0	0	0		0	0	0	0	0	0	0		3	
6:15 PM	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		3	
Total	0	0	0	0	0	0	0	0	0	0	0	3	3	6		0	0	0	0	0	0	0		0	0	0	0	0	0	0		6	
Grand Total	0	0	0	0	0	1	1	0	0	0	0	6	9	15		0	0	0	0	1	1	2		0	0	0	0	1	2	3		21	
Approach %	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	40.0	60.0		0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	33.3	66.7						
Total %	0.0	0.0	0.0	0.0	0.0	4.8	4.8	0.0	0.0	0.0	0.0	28.6	42.9	71.4		0.0	0.0	0.0	0.0	4.8	4.8	9.5		0.0	0.0	0.0	0.0	4.8	9.5	14.3			
Exiting Leg Total	1							15							2							3							21				

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

	Route 1A								Hess Driveway								Route 1A								Jug Handle								Total
	North								East								South								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		
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	2	4		0	0	0	0	1	0	1		0	0	0	0	1	0	1		6	
3:45 PM	0	0	0	0	0	1	1	0	0	0	0	1	2	3		0	0	0	0	0	1	1		0	0	0	0	0	1	1		6	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	0	0	0	0		0	0	0	0	0	0	0		1	
4:15 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	
Total Volume	0	0	0	0	0	1	1	0	0	0	0	3	5	8		0	0	0	0	1	1	2		0	0	0	0	1	1	2		13	
% Approach Total	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	37.5	62.5		0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	50.0	50.0						
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.375	0.625	0.500		0.000	0.000	0.000	0.000	0.250	0.250	0.500		0.000	0.000	0.000	0.000	0.250	0.250	0.500		0.542	
Entering Leg	0	0	0	0	0	1	1	0	0	0	0	3	5	8		0	0	0	0	1	1	2		0	0	0	0	1	1	2		13	
Exiting Leg	1							8							2							2							13				
Total	2							16							4							4							26				

PDI File #: 175607 (11)

Location: S: Route 1 SB Onramp

Location: E: Winthrop Avenue (Route 145 W: Winthrop Avenue (Route 145 SE: Route 1 NB UTurn Ramp

City, State: Revere, MA

Client: VHB/ A. Berthoume

Site Code: 13796.00

Count Date: Tuesday, May 09, 2017

Start Time: 6:30 AM

End Time: 9:30 AM

Class:



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

### Cars, Heavy Vehicles, and Buses (Combined)

	Winthrop Avenue (Route 145)				Route 1 NB UTurn Ramp			Route 1 SB Onramp					Winthrop Avenue (Route 145)				Total
	East				Southeast			South					West				
	Thru	Left	U-Turn	Total	Hard Left	U-Turn	Total	Hard Right	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:30 AM	287	95	10	392	8	0	8	0	0	0	0	0	46	167	0	213	613
6:45 AM	251	77	7	335	11	0	11	0	0	0	0	0	56	185	0	241	587
<b>Total</b>	<b>538</b>	<b>172</b>	<b>17</b>	<b>727</b>	<b>19</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>102</b>	<b>352</b>	<b>0</b>	<b>454</b>	<b>1200</b>
7:00 AM	278	71	3	352	12	0	12	0	0	0	0	0	42	223	0	265	629
7:15 AM	338	69	9	416	15	0	15	0	1	0	0	1	37	297	1	335	767
7:30 AM	322	75	7	404	16	0	16	0	0	0	0	0	49	238	0	287	707
7:45 AM	342	53	7	402	16	0	16	0	0	0	0	0	56	265	0	321	739
<b>Total</b>	<b>1280</b>	<b>268</b>	<b>26</b>	<b>1574</b>	<b>59</b>	<b>0</b>	<b>59</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>184</b>	<b>1023</b>	<b>1</b>	<b>1208</b>	<b>2842</b>
8:00 AM	343	84	5	432	6	0	6	0	0	0	0	0	93	247	0	340	778
8:15 AM	282	91	4	377	15	0	15	0	0	0	0	0	103	226	0	329	721
8:30 AM	273	67	7	347	14	0	14	0	0	0	0	0	84	248	0	332	693
8:45 AM	230	48	6	284	13	0	13	0	0	0	0	0	60	208	0	268	565
<b>Total</b>	<b>1128</b>	<b>290</b>	<b>22</b>	<b>1440</b>	<b>48</b>	<b>0</b>	<b>48</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>340</b>	<b>929</b>	<b>0</b>	<b>1269</b>	<b>2757</b>
9:00 AM	217	41	9	267	11	0	11	0	0	1	0	1	78	169	0	247	526
9:15 AM	215	53	8	276	13	0	13	0	1	0	0	1	60	171	0	231	521
<b>Total</b>	<b>432</b>	<b>94</b>	<b>17</b>	<b>543</b>	<b>24</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>138</b>	<b>340</b>	<b>0</b>	<b>478</b>	<b>1047</b>
Grand Total	3378	824	82	4284	150	0	150	0	2	1	0	3	764	2644	1	3409	7846
Approach %	78.9	19.2	1.9		100.0	0.0		0.0	66.7	33.3	0.0		22.4	77.6	0.0		
Total %	43.1	10.5	1.0	54.6	1.9	0.0	1.9	0.0	0.0	0.0	0.0	0.0	9.7	33.7	0.0	43.4	
Exiting Leg Total	2728				0			1738					3380				7846
Cars	3283	812	79	4174	115	0	115	0	2	1	0	3	720	2552	1	3273	7565
% Cars	97.2	98.5	96.3	97.4	76.7	0.0	76.7	0.0	100.0	100.0	0.0	100.0	94.2	96.5	100.0	96.0	96.4
Exiting Leg Total	2633				0			1647					3285				7565
Heavy Vehicles	49	8	0	57	28	0	28	0	0	0	0	0	38	61	0	99	184
% Heavy Vehicles	1.5	1.0	0.0	1.3	18.7	0.0	18.7	0.0	0.0	0.0	0.0	0.0	5.0	2.3	0.0	2.9	2.3
Exiting Leg Total	61				0			74					49				184
Buses	46	4	3	53	7	0	7	0	0	0	0	0	6	31	0	37	97
% Buses	1.4	0.5	3.7	1.2	4.7	0.0	4.7	0.0	0.0	0.0	0.0	0.0	0.8	1.2	0.0	1.1	1.2
Exiting Leg Total	34				0			17					46				97

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	Winthrop Avenue (Route 145)				Route 1 NB UTurn Ramp			Route 1 SB Onramp					Winthrop Avenue (Route 145)				Total
	East				Southeast			South					West				
	Thru	Left	U-Turn	Total	Hard Left	U-Turn	Total	Hard Right	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:15 AM	338	69	9	416	15	0	15	0	1	0	0	1	37	297	1	335	767
7:30 AM	322	75	7	404	16	0	16	0	0	0	0	0	49	238	0	287	707
7:45 AM	342	53	7	402	16	0	16	0	0	0	0	0	56	265	0	321	739
8:00 AM	343	84	5	432	6	0	6	0	0	0	0	0	93	247	0	340	778
Total Volume	1345	281	28	1654	53	0	53	0	1	0	0	1	235	1047	1	1283	2991
% Approach Total	81.3	17.0	1.7		100.0	0.0		0.0	100.0	0.0	0.0		18.3	81.6	0.1		
PHF	0.980	0.836	0.778	0.957	0.828	0.000	0.828	0.000	0.250	0.000	0.000	0.250	0.632	0.881	0.250	0.943	0.961
Cars	1309	276	27	1612	39	0	39	0	1	0	0	1	220	1013	1	1234	2886
Cars %	97.3	98.2	96.4	97.5	73.6	0.0	73.6	0.0	100.0	0.0	0.0	100.0	93.6	96.8	100.0	96.2	96.5
Heavy Vehicles	17	3	0	20	12	0	12	0	0	0	0	0	14	23	0	37	69
Heavy Vehicles %	1.3	1.1	0.0	1.2	22.6	0.0	22.6	0.0	0.0	0.0	0.0	0.0	6.0	2.2	0.0	2.9	2.3
Buses	19	2	1	22	2	0	2	0	0	0	0	0	1	11	0	12	36
Buses %	1.4	0.7	3.6	1.3	3.8	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.4	1.1	0.0	0.9	1.2
Cars Enter Leg	1309	276	27	1612	39	0	39	0	1	0	0	1	220	1013	1	1234	2886
Heavy Enter Leg	17	3	0	20	12	0	12	0	0	0	0	0	14	23	0	37	69
Bus Enter Leg	19	2	1	22	2	0	2	0	0	0	0	0	1	11	0	12	36
Total Entering Leg	1345	281	28	1654	53	0	53	0	1	0	0	1	235	1047	1	1283	2991
Cars Exiting Leg	1041				0			535					1310				2886

PDI File #: 175607 (11)

Location: S: Route 1 SB Onramp

Location: E: Winthrop Avenue (Route 145 W: Winthrop Avenue (Route 145 SE: Route 1 NB UTurn Ramp

City, State: Revere, MA

Client: VHB/ A. Berthaume

Site Code: 13796.00

Count Date: Tuesday, May 09, 2017

Start Time: 6:30 AM

End Time: 9:30 AM

Class:

**Cars, Heavy Vehicles, and Buses (Combined)**



PRECISION  
D A T A  
INDUSTRIES LLC

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

	Winthrop Avenue (Route 145)				Route 1 NB UTurn Ramp			Route 1 SB Onramp					Winthrop Avenue (Route 145)				Total
	East				Southeast			South					West				
	Thru	Left	U-Turn	Total	Hard Left	U-Turn	Total	Hard Right	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
Heavy Exiting Leg				23			0					29				17	69
Buses Exiting Leg				12			0					5				19	36
Total Exiting Leg				1076			0					569				1346	2991

PDI File #: 175607 (11)

Location: S: Route 1 SB Onramp

Location: E: Winthrop Avenue (Route 145 W: Winthrop Avenue (Route 145 SE: Route 1 NB UTurn Ramp

City, State: Revere, MA

Client: VHB/ A. Berthaume

Site Code: 13796.00

Count Date: Tuesday, May 09, 2017

Start Time: 6:30 AM

End Time: 9:30 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@pdiinc.com

**Cars**

	Winthrop Avenue (Route 145)				Route 1 NB UTurn Ramp			Route 1 SB Onramp					Winthrop Avenue (Route 145)				Total
	East				Southeast			South					West				
	Thru	Left	U-Turn	Total	Hard Left	U-Turn	Total	Hard Right	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:30 AM	281	92	10	383	6	0	6	0	0	0	0	0	45	162	0	207	596
6:45 AM	250	77	7	334	6	0	6	0	0	0	0	0	55	181	0	236	576
<b>Total</b>	<b>531</b>	<b>169</b>	<b>17</b>	<b>717</b>	<b>12</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>343</b>	<b>0</b>	<b>443</b>	<b>1172</b>
7:00 AM	264	71	3	338	11	0	11	0	0	0	0	0	38	216	0	254	603
7:15 AM	325	69	9	403	6	0	6	0	1	0	0	1	35	284	1	320	730
7:30 AM	312	73	7	392	14	0	14	0	0	0	0	0	46	233	0	279	685
7:45 AM	334	51	6	391	13	0	13	0	0	0	0	0	52	256	0	308	712
<b>Total</b>	<b>1235</b>	<b>264</b>	<b>25</b>	<b>1524</b>	<b>44</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>171</b>	<b>989</b>	<b>1</b>	<b>1161</b>	<b>2730</b>
8:00 AM	338	83	5	426	6	0	6	0	0	0	0	0	87	240	0	327	759
8:15 AM	274	91	4	369	11	0	11	0	0	0	0	0	95	216	0	311	691
8:30 AM	262	66	7	335	12	0	12	0	0	0	0	0	81	240	0	321	668
8:45 AM	224	46	5	275	9	0	9	0	0	0	0	0	59	198	0	257	541
<b>Total</b>	<b>1098</b>	<b>286</b>	<b>21</b>	<b>1405</b>	<b>38</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>322</b>	<b>894</b>	<b>0</b>	<b>1216</b>	<b>2659</b>
9:00 AM	212	40	8	260	10	0	10	0	0	1	0	1	72	162	0	234	505
9:15 AM	207	53	8	268	11	0	11	0	1	0	0	1	55	164	0	219	499
<b>Total</b>	<b>419</b>	<b>93</b>	<b>16</b>	<b>528</b>	<b>21</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>127</b>	<b>326</b>	<b>0</b>	<b>453</b>	<b>1004</b>
<b>Grand Total</b>	<b>3283</b>	<b>812</b>	<b>79</b>	<b>4174</b>	<b>115</b>	<b>0</b>	<b>115</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>720</b>	<b>2552</b>	<b>1</b>	<b>3273</b>	<b>7565</b>
Approach %	78.7	19.5	1.9		100.0	0.0		0.0	66.7	33.3	0.0		22.0	78.0	0.0		
Total %	43.4	10.7	1.0	55.2	1.5	0.0	1.5	0.0	0.0	0.0	0.0	0.0	9.5	33.7	0.0	43.3	
Exiting Leg Total	2633				0			1647					3285				7565

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

7:15 AM	Winthrop Avenue (Route 145)				Route 1 NB UTurn Ramp			Route 1 SB Onramp					Winthrop Avenue (Route 145)				Total
	East				Southeast			South					West				
	Thru	Left	U-Turn	Total	Hard Left	U-Turn	Total	Hard Right	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:15 AM	325	69	9	403	6	0	6	0	1	0	0	1	35	284	1	320	730
7:30 AM	312	73	7	392	14	0	14	0	0	0	0	0	46	233	0	279	685
7:45 AM	334	51	6	391	13	0	13	0	0	0	0	0	52	256	0	308	712
8:00 AM	338	83	5	426	6	0	6	0	0	0	0	0	87	240	0	327	759
<b>Total Volume</b>	<b>1309</b>	<b>276</b>	<b>27</b>	<b>1612</b>	<b>39</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>220</b>	<b>1013</b>	<b>1</b>	<b>1234</b>	<b>2886</b>
<b>% Approach Total</b>	<b>81.2</b>	<b>17.1</b>	<b>1.7</b>		<b>100.0</b>	<b>0.0</b>		<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>		<b>17.8</b>	<b>82.1</b>	<b>0.1</b>		
PHF	0.968	0.831	0.750	0.946	0.696	0.000	0.696	0.000	0.250	0.000	0.000	0.250	0.632	0.892	0.250	0.943	0.951
Entering Leg	1309	276	27	1612	39	0	39	0	1	0	0	1	220	1013	1	1234	2886
Exiting Leg					0			535					1310				2886
<b>Total</b>	<b>2653</b>				<b>39</b>			<b>536</b>					<b>2544</b>				<b>5772</b>

PDI File #: 175607 (11)

Location: S: Route 1 SB Onramp

Location: E: Winthrop Avenue (Route 145 W: Winthrop Avenue (Route 145 SE: Route 1 NB UTurn Ramp

City, State: Revere, MA

Client: VHB/ A. Berthaume

Site Code: 13796.00

Count Date: Tuesday, May 09, 2017

Start Time: 6:30 AM

End Time: 9:30 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@pdilic.com

**Heavy Vehicles**

	Winthrop Avenue (Route 145)				Route 1 NB UTurn Ramp			Route 1 SB Onramp					Winthrop Avenue (Route 145)				Total	
	East				Southeast			South					West					
	Thru	Left	U-Turn	Total	Hard Left	U-Turn	Total	Hard Right	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
6:30 AM	3	3	0	6	2	0	2	0	0	0	0	0	1	4	0	5	13	
6:45 AM	0	0	0	0	3	0	3	0	0	0	0	0	1	2	0	3	6	
<b>Total</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>8</b>	<b>19</b>	
7:00 AM	3	0	0	3	1	0	1	0	0	0	0	0	4	3	0	7	11	
7:15 AM	4	0	0	4	8	0	8	0	0	0	0	0	2	8	0	10	22	
7:30 AM	7	2	0	9	1	0	1	0	0	0	0	0	3	3	0	6	16	
7:45 AM	2	0	0	2	3	0	3	0	0	0	0	0	4	6	0	10	15	
<b>Total</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>20</b>	<b>0</b>	<b>33</b>	<b>64</b>	
8:00 AM	4	1	0	5	0	0	0	0	0	0	0	0	5	6	0	11	16	
8:15 AM	4	0	0	4	2	0	2	0	0	0	0	0	6	6	0	12	18	
8:30 AM	7	0	0	7	1	0	1	0	0	0	0	0	2	4	0	6	14	
8:45 AM	5	1	0	6	4	0	4	0	0	0	0	0	1	8	0	9	19	
<b>Total</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>24</b>	<b>0</b>	<b>38</b>	<b>67</b>	
9:00 AM	4	1	0	5	1	0	1	0	0	0	0	0	5	5	0	10	16	
9:15 AM	6	0	0	6	2	0	2	0	0	0	0	0	4	6	0	10	18	
<b>Total</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>11</b>	<b>0</b>	<b>20</b>	<b>34</b>	
<b>Grand Total</b>	<b>49</b>	<b>8</b>	<b>0</b>	<b>57</b>	<b>28</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>61</b>	<b>0</b>	<b>99</b>	<b>184</b>	
Approach %	86.0	14.0	0.0		100.0	0.0		0.0	0.0	0.0	0.0		38.4	61.6	0.0			
Total %	26.6	4.3	0.0	31.0	15.2	0.0	15.2	0.0	0.0	0.0	0.0	0.0	20.7	33.2	0.0	53.8		
Exiting Leg Total					61			0					74				49	184

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	Winthrop Avenue (Route 145)				Route 1 NB UTurn Ramp			Route 1 SB Onramp					Winthrop Avenue (Route 145)				Total	
	East				Southeast			South					West					
	Thru	Left	U-Turn	Total	Hard Left	U-Turn	Total	Hard Right	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
7:15 AM	4	0	0	4	8	0	8	0	0	0	0	0	2	8	0	10	22	
7:30 AM	7	2	0	9	1	0	1	0	0	0	0	0	3	3	0	6	16	
7:45 AM	2	0	0	2	3	0	3	0	0	0	0	0	4	6	0	10	15	
8:00 AM	4	1	0	5	0	0	0	0	0	0	0	0	5	6	0	11	16	
<b>Total Volume</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>12</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>23</b>	<b>0</b>	<b>37</b>	<b>69</b>	
% Approach Total	85.0	15.0	0.0		100.0	0.0		0.0	0.0	0.0	0.0		37.8	62.2	0.0			
PHF	0.607	0.375	0.000	0.556	0.375	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.700	0.719	0.000	0.841	0.784	
Entering Leg	17	3	0	20	12	0	12	0	0	0	0	0	14	23	0	37	69	
Exiting Leg					23			0					29				17	69
<b>Total</b>					<b>43</b>			<b>12</b>					<b>29</b>				<b>54</b>	<b>138</b>



PDI File #: **175607 (11)**  
 Location: **S: Route 1 SB Onramp**  
 Location: **E: Winthrop Avenue (Route 145 W: Winthrop Avenue (Route 145 SE: Route 1 NB UTurn Ramp**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class: **Buses**



	Winthrop Avenue (Route 145)				Route 1 NB UTurn Ramp			Route 1 SB Onramp					Winthrop Avenue (Route 145)				Total
	East				Southeast			South					West				
	Thru	Left	U-Turn	Total	Hard Left	U-Turn	Total	Hard Right	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:30 AM	3	0	0	3	0	0	0	0	0	0	0	0	0	1	0	1	4
6:45 AM	1	0	0	1	2	0	2	0	0	0	0	0	0	2	0	2	5
<b>Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</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>9</b>
7:00 AM	11	0	0	11	0	0	0	0	0	0	0	0	0	4	0	4	15
7:15 AM	9	0	0	9	1	0	1	0	0	0	0	0	0	5	0	5	15
7:30 AM	3	0	0	3	1	0	1	0	0	0	0	0	0	2	0	2	6
7:45 AM	6	2	1	9	0	0	0	0	0	0	0	0	0	3	0	3	12
<b>Total</b>	<b>29</b>	<b>2</b>	<b>1</b>	<b>32</b>	<b>2</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>14</b>	<b>0</b>	<b>14</b>	<b>48</b>
8:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1	1	0	2	3
8:15 AM	4	0	0	4	2	0	2	0	0	0	0	0	2	4	0	6	12
8:30 AM	4	1	0	5	1	0	1	0	0	0	0	0	1	4	0	5	11
8:45 AM	1	1	1	3	0	0	0	0	0	0	0	0	0	2	0	2	5
<b>Total</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>11</b>	<b>0</b>	<b>15</b>	<b>31</b>
9:00 AM	1	0	1	2	0	0	0	0	0	0	0	0	1	2	0	3	5
9:15 AM	2	0	0	2	0	0	0	0	0	0	0	0	1	1	0	2	4
<b>Total</b>	<b>3</b>	<b>0</b>	<b>1</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>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>9</b>
<b>Grand Total</b>	<b>46</b>	<b>4</b>	<b>3</b>	<b>53</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>31</b>	<b>0</b>	<b>37</b>	<b>97</b>
Approach %	86.8	7.5	5.7		100.0	0.0		0.0	0.0	0.0	0.0		16.2	83.8	0.0		
Total %	47.4	4.1	3.1	54.6	7.2	0.0	7.2	0.0	0.0	0.0	0.0	0.0	6.2	32.0	0.0	38.1	
Exiting Leg Total				34			0					17				46	97

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	Winthrop Avenue (Route 145)				Route 1 NB UTurn Ramp			Route 1 SB Onramp					Winthrop Avenue (Route 145)				Total
	East				Southeast			South					West				
	Thru	Left	U-Turn	Total	Hard Left	U-Turn	Total	Hard Right	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	11	0	0	11	0	0	0	0	0	0	0	0	0	4	0	4	15
7:15 AM	9	0	0	9	1	0	1	0	0	0	0	0	0	5	0	5	15
7:30 AM	3	0	0	3	1	0	1	0	0	0	0	0	0	2	0	2	6
7:45 AM	6	2	1	9	0	0	0	0	0	0	0	0	0	3	0	3	12
<b>Total Volume</b>	<b>29</b>	<b>2</b>	<b>1</b>	<b>32</b>	<b>2</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>14</b>	<b>0</b>	<b>14</b>	<b>48</b>
<b>% Approach Total</b>	<b>90.6</b>	<b>6.3</b>	<b>3.1</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	0.659	0.250	0.250	0.727	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.700	0.000	0.700	0.800
Entering Leg	29	2	1	32	2	0	2	0	0	0	0	0	0	14	0	14	48
Exiting Leg				15			0					4				29	48
<b>Total</b>				<b>47</b>			<b>2</b>					<b>4</b>				<b>43</b>	<b>96</b>

PDI File #: 175607 (11)

Location: S: Route 1 SB Onramp

Location: E: Winthrop Avenue (Route 145 W: Winthrop Avenue (Route 145 SE: Route 1 NB UTurn Ramp

City, State: Revere, MA

Client: VHB/ A. Berthaume

Site Code: 13796.00

Count Date: Tuesday, May 09, 2017

Start Time: 6:30 AM

End Time: 9:30 AM

Class:



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

### Bicycles (on Roadway and Crosswalks)

	Winthrop Avenue (Route 145)						Route 1 NB UTurn Ramp					Route 1 SB Onramp							Winthrop Avenue (Route 145)						Total
	East						Southeast					South							West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Hard Left	U-Turn	CW-SWB	CW-NEB	Total	Hard Right	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
6:30 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
6:45 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
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
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	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
7:30 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	1
7:45 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	1
Total	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	3
8:00 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	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	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	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
Total	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
9:00 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
9:15 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
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
Grand Total	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	5
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	100.0		0.0	0.0	0.0	0.0	0.0			
Total %	60.0	0.0	0.0	0.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total						0					0					2							3	5	

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	Winthrop Avenue (Route 145)						Route 1 NB UTurn Ramp					Route 1 SB Onramp							Winthrop Avenue (Route 145)						Total
	East						Southeast					South							West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Hard Left	U-Turn	CW-SWB	CW-NEB	Total	Hard Right	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
7:30 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	1
7:45 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	1
8:00 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	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total Volume	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	4
% 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	100.0		0.0	0.0	0.0	0.0	0.0			
PHF	0.750	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.000
Entering Leg	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	4
Exiting Leg						0					0						1						3	4	
Total						3					0					2							3	8	

PDI File #: **175607 (11)**  
 Location: **S: Route 1 SB Onramp**  
 Location: **E: Winthrop Avenue (Route 145 W: Winthrop Avenue (Route 145 SE: Route 1 NB UTurn Ramp**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class: **Pedestrians**



	Winthrop Avenue (Route 145)						Route 1 NB UTurn Ramp					Route 1 SB Onramp							Winthrop Avenue (Route 145)						Total		
	East						Southeast					South							West								
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Hard Left	U-Turn	CW-SWB	CW-NEB	Total	Hard Right	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total			
6:30 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
6:45 AM	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	1
Total	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	1
7:00 AM	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	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
7:30 AM	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	1
7:45 AM	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	4
Total	0	0	0	2	0	2	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	6
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	0	0	0	0	4
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	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	1
8:45 AM	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	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	6	0	0	0	0	0	0	0	0	0	6
9:00 AM	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	1
9:15 AM	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	1
Total	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	2
Grand Total	0	0	0	2	0	2	0	0	0	0	0	0	0	0	5	8	13	0	0	0	0	0	0	0	0	0	15
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	38.5	61.5	0.0	0.0	0.0	0.0	0.0					
Total %	0.0	0.0	0.0	13.3	0.0	13.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	53.3	86.7	0.0	0.0	0.0	0.0	0.0	0.0				
Exiting Leg Total						2				0							13									0	15

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

7:15 AM	Winthrop Avenue (Route 145)						Route 1 NB UTurn Ramp					Route 1 SB Onramp							Winthrop Avenue (Route 145)						Total		
	East						Southeast					South							West								
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Hard Left	U-Turn	CW-SWB	CW-NEB	Total	Hard Right	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total			
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
7:30 AM	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	1
7:45 AM	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	4
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	0	0	0	0	4
Total Volume	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2	5	7	0	0	0	0	0	0	0	0	0	9
% 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	28.6	71.4	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	0.250	0.625	0.438	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.563	
Entering Leg	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2	5	7	0	0	0	0	0	0	0	0	0	9
Exiting Leg						2				0							7									0	9
Total						4				0							14									0	18

PDI File #: 175607 (11)

Location: S: Route 1 SB Onramp

Location: E: Winthrop Avenue (Route 145 W: Winthrop Avenue (Route 145 SE: Route 1 NB UTurn Ramp

City, State: Revere, MA

Client: VHB/ A. Berthaume

Site Code: 13796.00

Count Date: Tuesday, May 09, 2017

Start Time: 3:30 PM

End Time: 6:30 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@pdilk.com

**Cars, Heavy Vehicles, and Buses (Combined)**

	Winthrop Avenue (Route 145)				Route 1 NB UTurn Ramp			Route 1 SB Onramp					Winthrop Avenue (Route 145)				Total	
	East				Southeast			South					West					
	Thru	Left	U-Turn	Total	Hard Left	U-Turn	Total	Hard Right	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
3:30 PM	341	72	4	417	38	0	38	0	0	0	0	0	51	272	0	323	778	
3:45 PM	287	61	3	351	25	0	25	0	0	0	0	0	44	298	0	342	718	
<b>Total</b>	<b>628</b>	<b>133</b>	<b>7</b>	<b>768</b>	<b>63</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>570</b>	<b>0</b>	<b>665</b>	<b>1496</b>	
4:00 PM	368	55	4	427	30	0	30	0	0	0	0	0	59	331	0	390	847	
4:15 PM	325	48	7	380	32	0	32	0	0	0	0	0	64	326	0	390	802	
4:30 PM	276	55	7	338	27	0	27	0	0	0	0	0	50	328	0	378	743	
4:45 PM	317	66	4	387	26	0	26	0	0	0	0	0	49	344	0	393	806	
<b>Total</b>	<b>1286</b>	<b>224</b>	<b>22</b>	<b>1532</b>	<b>115</b>	<b>0</b>	<b>115</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>222</b>	<b>1329</b>	<b>0</b>	<b>1551</b>	<b>3198</b>	
5:00 PM	372	55	7	434	26	0	26	0	0	0	0	0	46	364	0	410	870	
5:15 PM	355	53	5	413	35	0	35	0	0	0	0	0	31	308	0	339	787	
5:30 PM	340	63	13	416	24	0	24	0	0	0	0	0	52	333	0	385	825	
5:45 PM	344	52	7	403	32	0	32	0	0	0	0	0	52	277	0	329	764	
<b>Total</b>	<b>1411</b>	<b>223</b>	<b>32</b>	<b>1666</b>	<b>117</b>	<b>0</b>	<b>117</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>181</b>	<b>1282</b>	<b>0</b>	<b>1463</b>	<b>3246</b>	
6:00 PM	296	44	2	342	35	0	35	0	0	0	0	0	48	314	0	362	739	
6:15 PM	271	46	4	321	22	0	22	0	0	0	0	0	43	268	0	311	654	
<b>Total</b>	<b>567</b>	<b>90</b>	<b>6</b>	<b>663</b>	<b>57</b>	<b>0</b>	<b>57</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>582</b>	<b>0</b>	<b>673</b>	<b>1393</b>	
<b>Grand Total</b>	<b>3892</b>	<b>670</b>	<b>67</b>	<b>4629</b>	<b>352</b>	<b>0</b>	<b>352</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>589</b>	<b>3763</b>	<b>0</b>	<b>4352</b>	<b>9333</b>	
Approach %	84.1	14.5	1.4		100.0	0.0		0.0	0.0	0.0	0.0	0.0	13.5	86.5	0.0			
Total %	41.7	7.2	0.7	49.6	3.8	0.0	3.8	0.0	0.0	0.0	0.0	0.0	6.3	40.3	0.0	46.6		
Exiting Leg Total				3830			0									1611	3892	9333
Cars	3838	629	66	4533	290	0	290	0	0	0	0	0	541	3721	0	4262	9085	
% Cars	98.6	93.9	98.5	97.9	82.4	0.0	82.4	0.0	0.0	0.0	0.0	0.0	91.9	98.9	0.0	97.9	97.3	
Exiting Leg Total				3787			0									1460	3838	9085
Heavy Vehicles	32	37	1	70	46	0	46	0	0	0	0	0	45	25	0	70	186	
% Heavy Vehicles	0.8	5.5	1.5	1.5	13.1	0.0	13.1	0.0	0.0	0.0	0.0	0.0	7.6	0.7	0.0	1.6	2.0	
Exiting Leg Total				26			0									128	32	186
Buses	22	4	0	26	16	0	16	0	0	0	0	0	3	17	0	20	62	
% Buses	0.6	0.6	0.0	0.6	4.5	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.5	0.5	0.0	0.5	0.7	
Exiting Leg Total				17			0									23	22	62

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

	Winthrop Avenue (Route 145)				Route 1 NB UTurn Ramp			Route 1 SB Onramp					Winthrop Avenue (Route 145)				Total
	East				Southeast			South					West				
	Thru	Left	U-Turn	Total	Hard Left	U-Turn	Total	Hard Right	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:45 PM	317	66	4	387	26	0	26	0	0	0	0	0	49	344	0	393	806
4:45 PM	372	55	7	434	26	0	26	0	0	0	0	0	46	364	0	410	870
5:00 PM	355	53	5	413	35	0	35	0	0	0	0	0	31	308	0	339	787
5:15 PM	340	63	13	416	24	0	24	0	0	0	0	0	52	333	0	385	825
<b>Total Volume</b>	<b>1384</b>	<b>237</b>	<b>29</b>	<b>1650</b>	<b>111</b>	<b>0</b>	<b>111</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>178</b>	<b>1349</b>	<b>0</b>	<b>1527</b>	<b>3288</b>
% Approach Total	83.9	14.4	1.8		100.0	0.0		0.0	0.0	0.0	0.0	0.0	11.7	88.3	0.0		
PHF	0.930	0.898	0.558	0.950	0.793	0.000	0.793	0.000	0.000	0.000	0.000	0.000	0.856	0.927	0.000	0.931	0.945
Cars	1374	216	28	1618	92	0	92	0	0	0	0	0	171	1339	0	1510	3220
Cars %	99.3	91.1	96.6	98.1	82.9	0.0	82.9	0.0	0.0	0.0	0.0	0.0	96.1	99.3	0.0	98.9	97.9
Heavy Vehicles	7	20	1	28	13	0	13	0	0	0	0	0	7	8	0	15	56
Heavy Vehicles %	0.5	8.4	3.4	1.7	11.7	0.0	11.7	0.0	0.0	0.0	0.0	0.0	3.9	0.6	0.0	1.0	1.7
Buses	3	1	0	4	6	0	6	0	0	0	0	0	0	2	0	2	12
Buses %	0.2	0.4	0.0	0.2	5.4	0.0	5.4	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.4
Cars Enter Leg	1374	216	28	1618	92	0	92	0	0	0	0	0	171	1339	0	1510	3220
Heavy Enter Leg	7	20	1	28	13	0	13	0	0	0	0	0	7	8	0	15	56
Bus Enter Leg	3	1	0	4	6	0	6	0	0	0	0	0	0	2	0	2	12
<b>Total Entering Leg</b>	<b>1384</b>	<b>237</b>	<b>29</b>	<b>1650</b>	<b>111</b>	<b>0</b>	<b>111</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>178</b>	<b>1349</b>	<b>0</b>	<b>1527</b>	<b>3288</b>

PDI File #: **175607 (11)**

Location: **S: Route 1 SB Onramp**

Location: **E: Winthrop Avenue (Route 145 W: Winthrop Avenue (Route 145 SE: Route 1 NB UTurn Ramp**

City, State: **Revere, MA**

Client: **VHB/ A. Berthaume**

Site Code: **13796.00**

Count Date: **Tuesday, May 09, 2017**

Start Time: **3:30 PM**

End Time: **6:30 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@pdilic.com

**Cars, Heavy Vehicles, and Buses (Combined)**

	Winthrop Avenue (Route 145)				Route 1 NB UTurn Ramp			Route 1 SB Onramp					Winthrop Avenue (Route 145)				Total
	East				Southeast			South					West				
	Thru	Left	U-Turn	Total	Hard Left	U-Turn	Total	Hard Right	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
Cars Exiting Leg				1367			0					479				1374	3220
Heavy Exiting Leg				9			0					40				7	56
Buses Exiting Leg				2			0					7				3	12
<b>Total Exiting Leg</b>				<b>1378</b>			<b>0</b>					<b>526</b>				<b>1384</b>	<b>3288</b>

PDI File #: **175607 (11)**

Location: **S: Route 1 SB Onramp**

Location: **E: Winthrop Avenue (Route 145 W: Winthrop Avenue (Route 145 SE: Route 1 NB UTurn Ramp**

City, State: **Revere, MA**

Client: **VHB/ A. Berthaume**

Site Code: **13796.00**

Count Date: **Tuesday, May 09, 2017**

Start Time: **3:30 PM**

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Class:



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Email: datarequests@pdilc.com

**Cars**

	Winthrop Avenue (Route 145)				Route 1 NB UTurn Ramp			Route 1 SB Onramp					Winthrop Avenue (Route 145)				Total
	East				Southeast			South					West				
	Thru	Left	U-Turn	Total	Hard Left	U-Turn	Total	Hard Right	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:30 PM	333	68	4	405	35	0	35	0	0	0	0	0	46	266	0	312	752
3:45 PM	282	54	3	339	23	0	23	0	0	0	0	0	38	292	0	330	692
<b>Total</b>	<b>615</b>	<b>122</b>	<b>7</b>	<b>744</b>	<b>58</b>	<b>0</b>	<b>58</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>558</b>	<b>0</b>	<b>642</b>	<b>1444</b>
4:00 PM	356	54	4	414	25	0	25	0	0	0	0	0	53	327	0	380	819
4:15 PM	321	47	7	375	25	0	25	0	0	0	0	0	60	323	0	383	783
4:30 PM	272	51	7	330	18	0	18	0	0	0	0	0	45	323	0	368	716
4:45 PM	316	58	4	378	19	0	19	0	0	0	0	0	47	340	0	387	784
<b>Total</b>	<b>1265</b>	<b>210</b>	<b>22</b>	<b>1497</b>	<b>87</b>	<b>0</b>	<b>87</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>205</b>	<b>1313</b>	<b>0</b>	<b>1518</b>	<b>3102</b>
5:00 PM	367	48	7	422	23	0	23	0	0	0	0	0	45	362	0	407	852
5:15 PM	353	49	5	407	31	0	31	0	0	0	0	0	29	307	0	336	774
5:30 PM	338	61	12	411	19	0	19	0	0	0	0	0	50	330	0	380	810
5:45 PM	338	49	7	394	25	0	25	0	0	0	0	0	48	272	0	320	739
<b>Total</b>	<b>1396</b>	<b>207</b>	<b>31</b>	<b>1634</b>	<b>98</b>	<b>0</b>	<b>98</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>172</b>	<b>1271</b>	<b>0</b>	<b>1443</b>	<b>3175</b>
6:00 PM	295	44	2	341	32	0	32	0	0	0	0	0	41	314	0	355	728
6:15 PM	267	46	4	317	15	0	15	0	0	0	0	0	39	265	0	304	636
<b>Total</b>	<b>562</b>	<b>90</b>	<b>6</b>	<b>658</b>	<b>47</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>579</b>	<b>0</b>	<b>659</b>	<b>1364</b>
<b>Grand Total</b>	<b>3838</b>	<b>629</b>	<b>66</b>	<b>4533</b>	<b>290</b>	<b>0</b>	<b>290</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>541</b>	<b>3721</b>	<b>0</b>	<b>4262</b>	<b>9085</b>
Approach %	84.7	13.9	1.5		100.0	0.0		0.0	0.0	0.0	0.0		12.7	87.3	0.0		
Total %	42.2	6.9	0.7	49.9	3.2	0.0	3.2	0.0	0.0	0.0	0.0		6.0	41.0	0.0	46.9	
Exiting Leg Total	3787				0			1460					3838				9085

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

	Winthrop Avenue (Route 145)				Route 1 NB UTurn Ramp			Route 1 SB Onramp					Winthrop Avenue (Route 145)				Total
	East				Southeast			South					West				
	Thru	Left	U-Turn	Total	Hard Left	U-Turn	Total	Hard Right	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:45 PM	316	58	4	378	19	0	19	0	0	0	0	0	47	340	0	387	784
5:00 PM	367	48	7	422	23	0	23	0	0	0	0	0	45	362	0	407	852
5:15 PM	353	49	5	407	31	0	31	0	0	0	0	0	29	307	0	336	774
5:30 PM	338	61	12	411	19	0	19	0	0	0	0	0	50	330	0	380	810
<b>Total Volume</b>	<b>1374</b>	<b>216</b>	<b>28</b>	<b>1618</b>	<b>92</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>171</b>	<b>1339</b>	<b>0</b>	<b>1510</b>	<b>3220</b>
<b>% Approach Total</b>	<b>84.9</b>	<b>13.3</b>	<b>1.7</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>11.3</b>	<b>88.7</b>	<b>0.0</b>		
PHF	0.936	0.885	0.583	0.959	0.742	0.000	0.742	0.000	0.000	0.000	0.000	0.000	0.855	0.925	0.000	0.928	0.945
Entering Leg	1374	216	28	1618	92	0	92	0	0	0	0	0	171	1339	0	1510	3220
Exiting Leg	1367				0			479					1374				3220
<b>Total</b>	<b>2985</b>				<b>92</b>			<b>479</b>					<b>2884</b>				<b>6440</b>

PDI File #: 175607 (11)

Location: S: Route 1 SB Onramp

Location: E: Winthrop Avenue (Route 145 W: Winthrop Avenue (Route 145 SE: Route 1 NB UTurn Ramp

City, State: Revere, MA

Client: VHB/ A. Berthaume

Site Code: 13796.00

Count Date: Tuesday, May 09, 2017

Start Time: 3:30 PM

End Time: 6:30 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@pdilk.com

**Heavy Vehicles**

	Winthrop Avenue (Route 145)				Route 1 NB UTurn Ramp			Route 1 SB Onramp					Winthrop Avenue (Route 145)				Total
	East				Southeast			South					West				
	Thru	Left	U-Turn	Total	Hard Left	U-Turn	Total	Hard Right	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:30 PM	4	3	0	7	2	0	2	0	0	0	0	0	5	2	0	7	16
3:45 PM	5	6	0	11	1	0	1	0	0	0	0	0	6	3	0	9	21
<b>Total</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>16</b>	<b>37</b>
4:00 PM	3	1	0	4	5	0	5	0	0	0	0	0	4	3	0	7	16
4:15 PM	1	1	0	2	6	0	6	0	0	0	0	0	4	2	0	6	14
4:30 PM	2	4	0	6	7	0	7	0	0	0	0	0	5	3	0	8	21
4:45 PM	1	8	0	9	5	0	5	0	0	0	0	0	2	3	0	5	19
<b>Total</b>	<b>7</b>	<b>14</b>	<b>0</b>	<b>21</b>	<b>23</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>11</b>	<b>0</b>	<b>26</b>	<b>70</b>
5:00 PM	3	6	0	9	3	0	3	0	0	0	0	0	1	2	0	3	15
5:15 PM	2	4	0	6	3	0	3	0	0	0	0	0	2	0	0	2	11
5:30 PM	1	2	1	4	2	0	2	0	0	0	0	0	2	3	0	5	11
5:45 PM	6	2	0	8	5	0	5	0	0	0	0	0	3	3	0	6	19
<b>Total</b>	<b>12</b>	<b>14</b>	<b>1</b>	<b>27</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>16</b>	<b>56</b>
6:00 PM	1	0	0	1	2	0	2	0	0	0	0	0	7	0	0	7	10
6:15 PM	3	0	0	3	5	0	5	0	0	0	0	0	4	1	0	5	13
<b>Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>23</b>
<b>Grand Total</b>	<b>32</b>	<b>37</b>	<b>1</b>	<b>70</b>	<b>46</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>25</b>	<b>0</b>	<b>70</b>	<b>186</b>
Approach %	45.7	52.9	1.4		100.0	0.0		0.0	0.0	0.0	0.0		64.3	35.7	0.0		
Total %	17.2	19.9	0.5	37.6	24.7	0.0	24.7	0.0	0.0	0.0	0.0		24.2	13.4	0.0	37.6	
Exiting Leg Total	26				0			128					32				186

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

	Winthrop Avenue (Route 145)				Route 1 NB UTurn Ramp			Route 1 SB Onramp					Winthrop Avenue (Route 145)				Total
	East				Southeast			South					West				
	Thru	Left	U-Turn	Total	Hard Left	U-Turn	Total	Hard Right	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:45 PM	5	6	0	11	1	0	1	0	0	0	0	0	6	3	0	9	21
4:00 PM	3	1	0	4	5	0	5	0	0	0	0	0	4	3	0	7	16
4:15 PM	1	1	0	2	6	0	6	0	0	0	0	0	4	2	0	6	14
4:30 PM	2	4	0	6	7	0	7	0	0	0	0	0	5	3	0	8	21
<b>Total Volume</b>	<b>11</b>	<b>12</b>	<b>0</b>	<b>23</b>	<b>19</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>11</b>	<b>0</b>	<b>30</b>	<b>72</b>
<b>% Approach Total</b>	<b>47.8</b>	<b>52.2</b>	<b>0.0</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>63.3</b>	<b>36.7</b>	<b>0.0</b>		
PHF	0.550	0.500	0.000	0.523	0.679	0.000	0.679	0.000	0.000	0.000	0.000	0.000	0.792	0.917	0.000	0.833	0.857
Entering Leg	11	12	0	23	19	0	19	0	0	0	0	0	19	11	0	30	72
Exiting Leg	11				0			50					11				72
<b>Total</b>	<b>34</b>				<b>19</b>			<b>50</b>					<b>41</b>				<b>144</b>

PDI File #: 175607 (11)

Location: S: Route 1 SB Onramp

Location: E: Winthrop Avenue (Route 145 W: Winthrop Avenue (Route 145 SE: Route 1 NB UTurn Ramp

City, State: Revere, MA

Client: VHB/ A. Berthaume

Site Code: 13796.00

Count Date: Tuesday, May 09, 2017

Start Time: 3:30 PM

End Time: 6:30 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@pdilic.com

**Buses**

	Winthrop Avenue (Route 145)				Route 1 NB UTurn Ramp			Route 1 SB Onramp					Winthrop Avenue (Route 145)				Total
	East				Southeast			South					West				
	Thru	Left	U-Turn	Total	Hard Left	U-Turn	Total	Hard Right	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:30 PM	4	1	0	5	1	0	1	0	0	0	0	0	0	4	0	4	10
3:45 PM	0	1	0	1	1	0	1	0	0	0	0	0	0	3	0	3	5
<b>Total</b>	4	2	0	6	2	0	2	0	0	0	0	0	0	7	0	7	15
4:00 PM	9	0	0	9	0	0	0	0	0	0	0	0	2	1	0	3	12
4:15 PM	3	0	0	3	1	0	1	0	0	0	0	0	0	1	0	1	5
4:30 PM	2	0	0	2	2	0	2	0	0	0	0	0	0	2	0	2	6
4:45 PM	0	0	0	0	2	0	2	0	0	0	0	0	0	1	0	1	3
<b>Total</b>	14	0	0	14	5	0	5	0	0	0	0	0	2	5	0	7	26
5:00 PM	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
5:15 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	1	2
5:30 PM	1	0	0	1	3	0	3	0	0	0	0	0	0	0	0	0	4
5:45 PM	0	1	0	1	2	0	2	0	0	0	0	0	1	2	0	3	6
<b>Total</b>	3	2	0	5	6	0	6	0	0	0	0	0	1	3	0	4	15
6:00 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
6:15 PM	1	0	0	1	2	0	2	0	0	0	0	0	0	2	0	2	5
<b>Total</b>	1	0	0	1	3	0	3	0	0	0	0	0	0	2	0	2	6
<b>Grand Total</b>	22	4	0	26	16	0	16	0	0	0	0	0	3	17	0	20	62
Approach %	84.6	15.4	0.0		100.0	0.0		0.0	0.0	0.0	0.0	0.0	15.0	85.0	0.0		
Total %	35.5	6.5	0.0	41.9	25.8	0.0	25.8	0.0	0.0	0.0	0.0	0.0	4.8	27.4	0.0	32.3	
Exiting Leg Total	17				0			23					22				62

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

	Winthrop Avenue (Route 145)				Route 1 NB UTurn Ramp			Route 1 SB Onramp					Winthrop Avenue (Route 145)				Total
	East				Southeast			South					West				
	Thru	Left	U-Turn	Total	Hard Left	U-Turn	Total	Hard Right	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:30 PM	4	1	0	5	1	0	1	0	0	0	0	0	0	4	0	4	10
3:45 PM	0	1	0	1	1	0	1	0	0	0	0	0	0	3	0	3	5
4:00 PM	9	0	0	9	0	0	0	0	0	0	0	0	2	1	0	3	12
4:15 PM	3	0	0	3	1	0	1	0	0	0	0	0	0	1	0	1	5
<b>Total Volume</b>	16	2	0	18	3	0	3	0	0	0	0	0	2	9	0	11	32
<b>% Approach Total</b>	88.9	11.1	0.0		100.0	0.0		0.0	0.0	0.0	0.0	0.0	18.2	81.8	0.0		
PHF	0.444	0.500	0.000	0.500	0.750	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.250	0.563	0.000	0.688	0.667
Entering Leg	16	2	0	18	3	0	3	0	0	0	0	0	2	9	0	11	32
Exiting Leg	9				0			7					16				32
<b>Total</b>	27				3			7					27				64



PDI File #: 175607 (11)

Location: S: Route 1 SB Onramp

Location: E: Winthrop Avenue (Route 145 W: Winthrop Avenue (Route 145 SE: Route 1 NB UTurn Ramp

City, State: Revere, MA

Client: VHB/ A. Berthaume

Site Code: 13796.00

Count Date: Tuesday, May 09, 2017

Start Time: 3:30 PM

End Time: 6:30 PM

Class:



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

**Bicycles (on Roadway and Crosswalks)**

	Winthrop Avenue (Route 145)						Route 1 NB UTurn Ramp						Route 1 SB Onramp						Winthrop Avenue (Route 145)						Total					
	East						Southeast						South						West											
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Hard Left	U-Turn	CW-SWB	CW-NEB	Total	Hard Right	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total						
3:30 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
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 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
4:15 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	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	2
5:45 PM	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	1
<b>Total</b>	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	3
6:00 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
6:15 PM	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	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>Grand Total</b>	1	0	0	0	0	1	1	0	0	0	1	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	5
Approach %	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	66.7	33.3		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total %	20.0	0.0	0.0	0.0	0.0	20.0	20.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	40.0	20.0	60.0	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						4						1	5										

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

3:30 PM	Winthrop Avenue (Route 145)						Route 1 NB UTurn Ramp						Route 1 SB Onramp						Winthrop Avenue (Route 145)						Total					
	East						Southeast						South						West											
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Hard Left	U-Turn	CW-SWB	CW-NEB	Total	Hard Right	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total						
3:30 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
3:45 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
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
4:15 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total Volume</b>	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>% Approach Total</b>	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		
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	0	1
Exiting Leg	0						0						0						1	1										
<b>Total</b>	1						0						0						1	2										

PDI File #: **175607 (11)**  
 Location: **S: Route 1 SB Onramp**  
 Location: **E: Winthrop Avenue (Route 145 W: Winthrop Avenue (Route 145 SE: Route 1 NB UTurn Ramp**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



**Pedestrians**

	Winthrop Avenue (Route 145)						Route 1 NB UTurn Ramp					Route 1 SB Onramp							Winthrop Avenue (Route 145)						Total
	East						Southeast					South							West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Hard Left	U-Turn	CW-SWB	CW-NEB	Total	Hard Right	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	
3:45 PM	0	0	0	0	0	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	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	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	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	5	0	0	0	0	0	0	0	5	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	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	1	1	0	0	0	0	0	0	0	1	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	0	0	0	4	
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	
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	7	0	0	0	0	0	0	0	7	
6:00 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	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	
<b>Grand Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	5	10	15	0	0	0	0	0	0	0	15	
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	33.3	66.7	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	33.3	66.7	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0						0					15							0	15					

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

	Winthrop Avenue (Route 145)						Route 1 NB UTurn Ramp					Route 1 SB Onramp							Winthrop Avenue (Route 145)						Total
	East						Southeast					South							West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Hard Left	U-Turn	CW-SWB	CW-NEB	Total	Hard Right	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	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	1	1	0	0	0	0	0	0	0	1	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	0	0	0	4	
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5	8	0	0	0	0	0	0	0	8	
<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	37.5	62.5	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	0.750	0.417	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	0	0	0	0	3	5	8	0	0	0	0	0	0	0	8	
Exiting Leg	0						0					8							0	8					
<b>Total</b>	0						0					16							0	16					

PDI File #: **175607 (12)**  
 Location: **N: American Legion Highway (Route 60) S: American Legion Highway (Route 60)**  
 Location: **E: Rotary W: Rotary**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



**Cars, Heavy Vehicles, and Buses (Combined)**

	American Legion Highway (Route 60)					Rotary					American Legion Highway (Route 60)					Rotary					Total
	North					East					South					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	
6:30 AM	32	229	0	0	261	47	329	0	0	376	0	117	0	0	117	0	0	0	0	0	754
6:45 AM	42	208	0	0	250	46	273	3	0	322	0	150	0	0	150	0	0	0	0	0	722
<b>Total</b>	<b>74</b>	<b>437</b>	<b>0</b>	<b>0</b>	<b>511</b>	<b>93</b>	<b>602</b>	<b>3</b>	<b>0</b>	<b>698</b>	<b>0</b>	<b>267</b>	<b>0</b>	<b>0</b>	<b>267</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1476</b>
7:00 AM	51	204	0	0	255	46	308	1	0	355	0	143	0	0	143	0	0	0	0	0	753
7:15 AM	72	218	0	0	290	70	268	1	0	339	0	174	0	0	174	0	0	0	0	0	803
7:30 AM	107	201	0	0	308	78	238	2	0	318	0	158	0	0	158	0	0	0	0	0	784
7:45 AM	84	174	0	0	258	68	250	0	0	318	0	140	0	0	140	0	0	0	0	0	716
<b>Total</b>	<b>314</b>	<b>797</b>	<b>0</b>	<b>0</b>	<b>1111</b>	<b>262</b>	<b>1064</b>	<b>4</b>	<b>0</b>	<b>1330</b>	<b>0</b>	<b>615</b>	<b>0</b>	<b>0</b>	<b>615</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3056</b>
8:00 AM	72	211	0	0	283	58	235	0	0	293	0	149	0	0	149	0	0	0	0	0	725
8:15 AM	62	217	0	0	279	78	303	0	0	381	0	159	0	0	159	0	0	0	0	0	819
8:30 AM	65	223	0	0	288	86	276	1	0	363	0	137	0	0	137	0	0	0	0	0	788
8:45 AM	53	218	0	0	271	57	292	0	0	349	0	127	0	0	127	0	0	0	0	0	747
<b>Total</b>	<b>252</b>	<b>869</b>	<b>0</b>	<b>0</b>	<b>1121</b>	<b>279</b>	<b>1106</b>	<b>1</b>	<b>0</b>	<b>1386</b>	<b>0</b>	<b>572</b>	<b>0</b>	<b>0</b>	<b>572</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3079</b>
9:00 AM	53	200	0	0	253	64	258	2	0	324	0	158	0	0	158	0	0	0	0	0	735
9:15 AM	56	204	0	0	260	58	298	0	0	356	0	147	0	0	147	0	0	0	0	0	763
<b>Total</b>	<b>109</b>	<b>404</b>	<b>0</b>	<b>0</b>	<b>513</b>	<b>122</b>	<b>556</b>	<b>2</b>	<b>0</b>	<b>680</b>	<b>0</b>	<b>305</b>	<b>0</b>	<b>0</b>	<b>305</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1498</b>
Grand Total	749	2507	0	0	3256	756	3328	10	0	4094	0	1759	0	0	1759	0	0	0	0	0	9109
Approach %	23.0	77.0	0.0	0.0		18.5	81.3	0.2	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	8.2	27.5	0.0	0.0	35.7	8.3	36.5	0.1	0.0	44.9	0.0	19.3	0.0	0.0	19.3	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	2515					0					2517					4077					9109
Cars	702	2281	0	0	2983	706	3141	10	0	3857	0	1571	0	0	1571	0	0	0	0	0	8411
% Cars	93.7	91.0	0.0	0.0	91.6	93.4	94.4	100.0	0.0	94.2	0.0	89.3	0.0	0.0	89.3	0.0	0.0	0.0	0.0	0.0	92.3
Exiting Leg Total	2277					0					2291					3843					8411
Heavy Vehicles	27	197	0	0	224	39	135	0	0	174	0	155	0	0	155	0	0	0	0	0	553
% Heavy Vehicles	3.6	7.9	0.0	0.0	6.9	5.2	4.1	0.0	0.0	4.3	0.0	8.8	0.0	0.0	8.8	0.0	0.0	0.0	0.0	0.0	6.1
Exiting Leg Total	194					0					197					162					553
Buses	20	29	0	0	49	11	52	0	0	63	0	33	0	0	33	0	0	0	0	0	145
% Buses	2.7	1.2	0.0	0.0	1.5	1.5	1.6	0.0	0.0	1.5	0.0	1.9	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	1.6
Exiting Leg Total	44					0					29					72					145

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	American Legion Highway (Route 60)					Rotary					American Legion Highway (Route 60)					Rotary					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:15 AM	62	217	0	0	279	78	303	0	0	381	0	159	0	0	159	0	0	0	0	0	819
8:30 AM	65	223	0	0	288	86	276	1	0	363	0	137	0	0	137	0	0	0	0	0	788
8:45 AM	53	218	0	0	271	57	292	0	0	349	0	127	0	0	127	0	0	0	0	0	747
9:00 AM	53	200	0	0	253	64	258	2	0	324	0	158	0	0	158	0	0	0	0	0	735
<b>Total Volume</b>	<b>233</b>	<b>858</b>	<b>0</b>	<b>0</b>	<b>1091</b>	<b>285</b>	<b>1129</b>	<b>3</b>	<b>0</b>	<b>1417</b>	<b>0</b>	<b>581</b>	<b>0</b>	<b>0</b>	<b>581</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3089</b>
% Approach Total	21.4	78.6	0.0	0.0		20.1	79.7	0.2	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.896	0.962	0.000	0.000	0.947	0.828	0.932	0.375	0.000	0.930	0.000	0.914	0.000	0.000	0.914	0.000	0.000	0.000	0.000	0.000	0.943
Cars	212	764	0	0	976	265	1069	3	0	1337	0	511	0	0	511	0	0	0	0	0	2824
Cars %	91.0	89.0	0.0	0.0	89.5	93.0	94.7	100.0	0.0	94.4	0.0	88.0	0.0	0.0	88.0	0.0	0.0	0.0	0.0	0.0	91.4
Heavy Vehicles	16	82	0	0	98	18	38	0	0	56	0	57	0	0	57	0	0	0	0	0	211
Heavy Vehicles %	6.9	9.6	0.0	0.0	9.0	6.3	3.4	0.0	0.0	4.0	0.0	9.8	0.0	0.0	9.8	0.0	0.0	0.0	0.0	0.0	6.8
Buses	5	12	0	0	17	2	22	0	0	24	0	13	0	0	13	0	0	0	0	0	54
Buses %	2.1	1.4	0.0	0.0	1.6	0.7	1.9	0.0	0.0	1.7	0.0	2.2	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	1.7
Cars Enter Leg	212	764	0	0	976	265	1069	3	0	1337	0	511	0	0	511	0	0	0	0	0	2824
Heavy Enter Leg	16	82	0	0	98	18	38	0	0	56	0	57	0	0	57	0	0	0	0	0	211
Bus Enter Leg	5	12	0	0	17	2	22	0	0	24	0	13	0	0	13	0	0	0	0	0	54
<b>Total Entering Leg</b>	<b>233</b>	<b>858</b>	<b>0</b>	<b>0</b>	<b>1091</b>	<b>285</b>	<b>1129</b>	<b>3</b>	<b>0</b>	<b>1417</b>	<b>0</b>	<b>581</b>	<b>0</b>	<b>0</b>	<b>581</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3089</b>
Cars Exiting Leg	776					0					767					1281					2824

PDI File #: **175607 (12)**  
 Location: **N: American Legion Highway (Route 60) S: American Legion Highway (Route 60)**  
 Location: **E: Rotary W: Rotary**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 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@pdilk.com

**Cars, Heavy Vehicles, and Buses (Combined)**

	American Legion Highway (Route 60)					Rotary					American Legion Highway (Route 60)					Rotary					Total
	North					East					South					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	
Heavy Exiting Leg					75					0					82					54	211
Buses Exiting Leg					15					0					12					27	54
<b>Total Exiting Leg</b>					<b>866</b>					<b>0</b>					<b>861</b>					<b>1362</b>	<b>3089</b>

PDI File #: **175607 (12)**  
 Location: **N: American Legion Highway (Route 60) S: American Legion Highway (Route 60)**  
 Location: **E: Rotary W: Rotary**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



**Cars**

	American Legion Highway (Route 60)					Rotary					American Legion Highway (Route 60)					Rotary					Total					
	North					East					South					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						
6:30 AM	32	215	0	0	247	44	304	0	0	348	0	105	0	0	105	0	0	0	0	0	700					
6:45 AM	42	192	0	0	234	40	255	3	0	298	0	136	0	0	136	0	0	0	0	0	668					
<b>Total</b>	<b>74</b>	<b>407</b>	<b>0</b>	<b>0</b>	<b>481</b>	<b>84</b>	<b>559</b>	<b>3</b>	<b>0</b>	<b>646</b>	<b>0</b>	<b>241</b>	<b>0</b>	<b>0</b>	<b>241</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1368</b>					
7:00 AM	47	186	0	0	233	44	297	1	0	342	0	131	0	0	131	0	0	0	0	0	706					
7:15 AM	67	201	0	0	268	67	252	1	0	320	0	153	0	0	153	0	0	0	0	0	741					
7:30 AM	102	189	0	0	291	75	221	2	0	298	0	146	0	0	146	0	0	0	0	0	735					
7:45 AM	78	159	0	0	237	65	237	0	0	302	0	130	0	0	130	0	0	0	0	0	669					
<b>Total</b>	<b>294</b>	<b>735</b>	<b>0</b>	<b>0</b>	<b>1029</b>	<b>251</b>	<b>1007</b>	<b>4</b>	<b>0</b>	<b>1262</b>	<b>0</b>	<b>560</b>	<b>0</b>	<b>0</b>	<b>560</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2851</b>					
8:00 AM	69	194	0	0	263	54	225	0	0	279	0	132	0	0	132	0	0	0	0	0	674					
8:15 AM	59	198	0	0	257	72	290	0	0	362	0	147	0	0	147	0	0	0	0	0	766					
8:30 AM	61	204	0	0	265	81	263	1	0	345	0	118	0	0	118	0	0	0	0	0	728					
8:45 AM	44	197	0	0	241	55	277	0	0	332	0	110	0	0	110	0	0	0	0	0	683					
<b>Total</b>	<b>233</b>	<b>793</b>	<b>0</b>	<b>0</b>	<b>1026</b>	<b>262</b>	<b>1055</b>	<b>1</b>	<b>0</b>	<b>1318</b>	<b>0</b>	<b>507</b>	<b>0</b>	<b>0</b>	<b>507</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2851</b>					
9:00 AM	48	165	0	0	213	57	239	2	0	298	0	136	0	0	136	0	0	0	0	0	647					
9:15 AM	53	181	0	0	234	52	281	0	0	333	0	127	0	0	127	0	0	0	0	0	694					
<b>Total</b>	<b>101</b>	<b>346</b>	<b>0</b>	<b>0</b>	<b>447</b>	<b>109</b>	<b>520</b>	<b>2</b>	<b>0</b>	<b>631</b>	<b>0</b>	<b>263</b>	<b>0</b>	<b>0</b>	<b>263</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1341</b>					
Grand Total	702	2281	0	0	2983	706	3141	10	0	3857	0	1571	0	0	1571	0	0	0	0	0	8411					
Approach %	23.5	76.5	0.0	0.0		18.3	81.4	0.3	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0						
Total %	8.3	27.1	0.0	0.0	35.5	8.4	37.3	0.1	0.0	45.9	0.0	18.7	0.0	0.0	18.7	0.0	0.0	0.0	0.0	0.0						
Exiting Leg Total						2277					0					2291					3843					8411

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	American Legion Highway (Route 60)					Rotary					American Legion Highway (Route 60)					Rotary					Total					
	North					East					South					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	47	186	0	0	233	44	297	1	0	342	0	131	0	0	131	0	0	0	0	0	706					
7:15 AM	67	201	0	0	268	67	252	1	0	320	0	153	0	0	153	0	0	0	0	0	741					
7:30 AM	102	189	0	0	291	75	221	2	0	298	0	146	0	0	146	0	0	0	0	0	735					
7:45 AM	78	159	0	0	237	65	237	0	0	302	0	130	0	0	130	0	0	0	0	0	669					
<b>Total Volume</b>	<b>294</b>	<b>735</b>	<b>0</b>	<b>0</b>	<b>1029</b>	<b>251</b>	<b>1007</b>	<b>4</b>	<b>0</b>	<b>1262</b>	<b>0</b>	<b>560</b>	<b>0</b>	<b>0</b>	<b>560</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2851</b>					
<b>% Approach Total</b>	<b>28.6</b>	<b>71.4</b>	<b>0.0</b>	<b>0.0</b>		<b>19.9</b>	<b>79.8</b>	<b>0.3</b>	<b>0.0</b>		<b>0.0</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>							
PHF	0.721	0.914	0.000	0.000	0.884	0.837	0.848	0.500	0.000	0.923	0.000	0.915	0.000	0.000	0.915	0.000	0.000	0.000	0.000	0.000	0.962					
Entering Leg	294	735	0	0	1029	251	1007	4	0	1262	0	560	0	0	560	0	0	0	0	0	2851					
Exiting Leg						811					0					739					1301					2851
<b>Total</b>						<b>1840</b>										<b>1299</b>					<b>1301</b>					<b>5702</b>

PDI File #: **175607 (12)**  
 Location: **N: American Legion Highway (Route 60) S: American Legion Highway (Route 60)**  
 Location: **E: Rotary W: Rotary**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



**Heavy Vehicles**

	American Legion Highway (Route 60)					Rotary					American Legion Highway (Route 60)					Rotary					Total	
	North					East					South					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		
6:30 AM	0	14	0	0	14	2	22	0	0	24	0	9	0	0	9	0	0	0	0	0	47	
6:45 AM	0	12	0	0	12	6	13	0	0	19	0	13	0	0	13	0	0	0	0	0	44	
<b>Total</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>8</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>91</b>	
7:00 AM	2	17	0	0	19	1	7	0	0	8	0	10	0	0	10	0	0	0	0	0	37	
7:15 AM	0	15	0	0	15	2	12	0	0	14	0	17	0	0	17	0	0	0	0	0	46	
7:30 AM	1	11	0	0	12	2	13	0	0	15	0	10	0	0	10	0	0	0	0	0	37	
7:45 AM	3	14	0	0	17	2	11	0	0	13	0	8	0	0	8	0	0	0	0	0	38	
<b>Total</b>	<b>6</b>	<b>57</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>7</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>158</b>	
8:00 AM	2	13	0	0	15	3	7	0	0	10	0	13	0	0	13	0	0	0	0	0	38	
8:15 AM	2	18	0	0	20	6	9	0	0	15	0	9	0	0	9	0	0	0	0	0	44	
8:30 AM	2	17	0	0	19	4	9	0	0	13	0	17	0	0	17	0	0	0	0	0	49	
8:45 AM	7	20	0	0	27	1	9	0	0	10	0	15	0	0	15	0	0	0	0	0	52	
<b>Total</b>	<b>13</b>	<b>68</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>14</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>0</b>	<b>54</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>183</b>	
9:00 AM	5	27	0	0	32	7	11	0	0	18	0	16	0	0	16	0	0	0	0	0	66	
9:15 AM	3	19	0	0	22	3	12	0	0	15	0	18	0	0	18	0	0	0	0	0	55	
<b>Total</b>	<b>8</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>10</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>121</b>	
<b>Grand Total</b>	<b>27</b>	<b>197</b>	<b>0</b>	<b>0</b>	<b>224</b>	<b>39</b>	<b>135</b>	<b>0</b>	<b>0</b>	<b>174</b>	<b>0</b>	<b>155</b>	<b>0</b>	<b>0</b>	<b>155</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>553</b>	
Approach %	12.1	87.9	0.0	0.0		22.4	77.6	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0			
Total %	4.9	35.6	0.0	0.0	40.5	7.1	24.4	0.0	0.0	31.5	0.0	28.0	0.0	0.0	28.0	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total						194					0					197					162	553

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	American Legion Highway (Route 60)					Rotary					American Legion Highway (Route 60)					Rotary					Total	
	North					East					South					West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
8:30 AM	2	17	0	0	19	4	9	0	0	13	0	17	0	0	17	0	0	0	0	0	49	
8:45 AM	7	20	0	0	27	1	9	0	0	10	0	15	0	0	15	0	0	0	0	0	52	
9:00 AM	5	27	0	0	32	7	11	0	0	18	0	16	0	0	16	0	0	0	0	0	66	
9:15 AM	3	19	0	0	22	3	12	0	0	15	0	18	0	0	18	0	0	0	0	0	55	
<b>Total Volume</b>	<b>17</b>	<b>83</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>15</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>0</b>	<b>66</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>222</b>	
% Approach Total	17.0	83.0	0.0	0.0		26.8	73.2	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0			
PHF	0.607	0.769	0.000	0.000	0.781	0.536	0.854	0.000	0.000	0.778	0.000	0.917	0.000	0.000	0.917	0.000	0.000	0.000	0.000	0.000	0.841	
Entering Leg	17	83	0	0	100	15	41	0	0	56	0	66	0	0	66	0	0	0	0	0	222	
Exiting Leg						81					0					83					58	222
<b>Total</b>						181					56					149					58	444

PDI File #: **175607 (12)**  
 Location: **N: American Legion Highway (Route 60) S: American Legion Highway (Route 60)**  
 Location: **E: Rotary W: Rotary**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class: **Buses**



	American Legion Highway (Route 60)					Rotary					American Legion Highway (Route 60)					Rotary					Total	
	North					East					South					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		
6:30 AM	0	0	0	0	0	1	3	0	0	4	0	3	0	0	3	0	0	0	0	0	7	
6:45 AM	0	4	0	0	4	0	5	0	0	5	0	1	0	0	1	0	0	0	0	0	10	
<b>Total</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</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>17</b>	
7:00 AM	2	1	0	0	3	1	4	0	0	5	0	2	0	0	2	0	0	0	0	0	10	
7:15 AM	5	2	0	0	7	1	4	0	0	5	0	4	0	0	4	0	0	0	0	0	16	
7:30 AM	4	1	0	0	5	1	4	0	0	5	0	2	0	0	2	0	0	0	0	0	12	
7:45 AM	3	1	0	0	4	1	2	0	0	3	0	2	0	0	2	0	0	0	0	0	9	
<b>Total</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>4</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</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>47</b>	
8:00 AM	1	4	0	0	5	1	3	0	0	4	0	4	0	0	4	0	0	0	0	0	13	
8:15 AM	1	1	0	0	2	0	4	0	0	4	0	3	0	0	3	0	0	0	0	0	9	
8:30 AM	2	2	0	0	4	1	4	0	0	5	0	2	0	0	2	0	0	0	0	0	11	
8:45 AM	2	1	0	0	3	1	6	0	0	7	0	2	0	0	2	0	0	0	0	0	12	
<b>Total</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>3</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>45</b>	
9:00 AM	0	8	0	0	8	0	8	0	0	8	0	6	0	0	6	0	0	0	0	0	22	
9:15 AM	0	4	0	0	4	3	5	0	0	8	0	2	0	0	2	0	0	0	0	0	14	
<b>Total</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>3</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</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>36</b>	
<b>Grand Total</b>	<b>20</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>11</b>	<b>52</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</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>145</b>	
Approach %	40.8	59.2	0.0	0.0		17.5	82.5	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0			
Total %	13.8	20.0	0.0	0.0	33.8	7.6	35.9	0.0	0.0	43.4	0.0	22.8	0.0	0.0	22.8	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total						44					0					29					72	145

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	American Legion Highway (Route 60)					Rotary					American Legion Highway (Route 60)					Rotary					Total	
	North					East					South					West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
8:30 AM	2	2	0	0	4	1	4	0	0	5	0	2	0	0	2	0	0	0	0	0	11	
8:45 AM	2	1	0	0	3	1	6	0	0	7	0	2	0	0	2	0	0	0	0	0	12	
9:00 AM	0	8	0	0	8	0	8	0	0	8	0	6	0	0	6	0	0	0	0	0	22	
9:15 AM	0	4	0	0	4	3	5	0	0	8	0	2	0	0	2	0	0	0	0	0	14	
<b>Total Volume</b>	<b>4</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>5</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>59</b>	
% Approach Total	21.1	78.9	0.0	0.0		17.9	82.1	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0			
PHF	0.500	0.469	0.000	0.000	0.594	0.417	0.719	0.000	0.000	0.875	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.670	
Entering Leg	4	15	0	0	19	5	23	0	0	28	0	12	0	0	12	0	0	0	0	0	59	
Exiting Leg						17					0					15					27	59
<b>Total</b>						36					28					27					72	118

PDI File #: 175607 (12)

Location: N: American Legion Highway (Route 60) S: American Legion Highway (Route 60)

Location: E: Rotary W: Rotary

City, State: Revere, MA

Client: VHB/ A. Berthaume

Site Code: 13796.00

Count Date: Tuesday, May 09, 2017

Start Time: 6:30 AM

End Time: 9:30 AM

Class:



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

**Bicycles (on Roadway and Crosswalks)**

	American Legion Highway (Route 60)								Rotary								American Legion Highway (Route 60)								Rotary								Total							
	North								East								South								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									
6:30 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	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	0	0	0	0	0	1
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	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	1
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
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
9:00 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
9:15 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	2
Total	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	2
Grand Total	0	0	0	0	1	1	2	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	4	
Approach %	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	100.0	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	25.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	25.0	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	0.0	0.0	0.0	0.0	0.0	0.0	25.0				
Exiting Leg Total	2							1							0							1							4											

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	American Legion Highway (Route 60)								Rotary								American Legion Highway (Route 60)								Rotary								Total							
	North								East								South								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									
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
9:00 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
9:15 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	2
Total Volume	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	2
% Approach Total	0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	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				
PHF	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.250									
Entering Leg	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	2
Exiting Leg	1							1							0							0							2											
Total	2							1							0							1							4											



PDI File #: 175607 (12)  
 Location: N: American Legion Highway (Route 60) S: American Legion Highway (Route 60)  
 Location: E: Rotary W: Rotary  
 City, State: Revere, MA  
 Client: VHB/ A. Berthaume  
 Site Code: 13796.00  
 Count Date: Tuesday, May 09, 2017  
 Start Time: 6:30 AM  
 End Time: 9:30 AM  
 Class: Pedestrians



	American Legion Highway (Route 60)								Rotary								American Legion Highway (Route 60)								Rotary								Total
	North								East								South								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		
6:30 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
6:45 AM	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3			
Total	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	4				
7:00 AM	0	0	0	0	1	9	10	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	13				
7:15 AM	0	0	0	0	1	8	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9				
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	2	6	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8				
Total	0	0	0	0	4	23	27	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	30				
8:00 AM	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	2				
8:15 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
8:30 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
8:45 AM	0	0	0	0	3	1	4	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	3	5	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8				
9:00 AM	0	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	3				
9:15 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
Total	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4				
Grand Total	0	0	0	0	9	34	43	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	46				
Approach %	0.0	0.0	0.0	0.0	20.9	79.1		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						
Total %	0.0	0.0	0.0	0.0	19.6	73.9	93.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.5	0.0	6.5	0.0	0.0	0.0	0.0	0.0	0.0						
Exiting Leg Total	43							0							3							0							46				

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	American Legion Highway (Route 60)								Rotary								American Legion Highway (Route 60)								Rotary								Total
	North								East								South								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	1	9	10	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	13				
7:15 AM	0	0	0	0	1	8	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9				
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	2	6	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8				
Total Volume	0	0	0	0	4	23	27	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	30				
% Approach Total	0.0	0.0	0.0	0.0	14.8	85.2		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						
PHF	0.000	0.000	0.000	0.000	0.500	0.639	0.675	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.577					
Entering Leg	0	0	0	0	4	23	27	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	30					
Exiting Leg								27	0							3							0							30			
Total	54							0							6							0							60				

PDI File #: 175607 (12)

Location: N: American Legion Highway (Route 60) S: American Legion Highway (Route 60)

Location: E: Rotary W: Rotary

City, State: Revere, MA

Client: VHB/ A. Berthaume

Site Code: 13796.00

Count Date: Tuesday, May 09, 2017

Start Time: 3:30 PM

End Time: 6:30 PM

Class:



Cars, Heavy Vehicles, and Buses (Combined)

Table with columns for American Legion Highway (Route 60) and Rotary, subdivided into North, East, South, and West directions. Rows include time intervals from 3:30 PM to 6:30 PM, Grand Total, and vehicle type breakdowns (Cars, Heavy Vehicles, Buses).

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

Table showing peak hour analysis starting at 4:15 PM. Columns and structure are similar to the main table, showing volume and approach percentages for the peak period.

PDI File #: **175607 (12)**  
 Location: **N: American Legion Highway (Route 60) S: American Legion Highway (Route 60)**  
 Location: **E: Rotary W: Rotary**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



**Cars, Heavy Vehicles, and Buses (Combined)**

	American Legion Highway (Route 60)					Rotary					American Legion Highway (Route 60)					Rotary					Total
	North					East					South					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	
Cars Exiting Leg					1161					0					716					1444	3321
Heavy Exiting Leg					51					0					37					23	111
Buses Exiting Leg					20					0					14					23	57
<b>Total Exiting Leg</b>					<b>1232</b>					<b>0</b>					<b>767</b>					<b>1490</b>	<b>3489</b>

PDI File #: 175607 (12)

Location: N: American Legion Highway (Route 60) S: American Legion Highway (Route 60)

Location: E: Rotary W: Rotary

City, State: Revere, MA

Client: VHB/ A. Berthaume

Site Code: 13796.00

Count Date: Tuesday, May 09, 2017

Start Time: 3:30 PM

End Time: 6:30 PM

Class:



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

**Cars**

	American Legion Highway (Route 60)					Rotary					American Legion Highway (Route 60)					Rotary					Total
	North					East					South					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	
3:30 PM	77	190	0	0	267	64	303	0	0	367	0	183	0	0	183	0	0	0	0	0	817
3:45 PM	86	206	0	0	292	57	263	0	0	320	0	214	0	0	214	0	0	0	0	0	826
<b>Total</b>	163	396	0	0	559	121	566	0	0	687	0	397	0	0	397	0	0	0	0	0	1643
4:00 PM	103	153	0	0	256	85	251	0	0	336	0	222	0	0	222	0	0	0	0	0	814
4:15 PM	83	171	0	0	254	81	285	0	0	366	0	205	0	0	205	0	0	0	0	0	825
4:30 PM	68	190	0	0	258	83	308	0	0	391	0	177	0	0	177	0	0	0	0	0	826
4:45 PM	72	186	0	0	258	67	273	0	0	340	0	217	0	0	217	0	0	0	0	0	815
<b>Total</b>	326	700	0	0	1026	316	1117	0	0	1433	0	821	0	0	821	0	0	0	0	0	3280
5:00 PM	66	169	0	0	235	95	289	0	0	384	0	236	0	0	236	0	0	0	0	0	855
5:15 PM	68	184	0	0	252	86	276	0	0	362	0	185	0	0	185	0	0	0	0	0	799
5:30 PM	73	170	0	0	243	88	294	0	0	382	0	206	0	0	206	0	0	0	0	0	831
5:45 PM	87	184	0	0	271	76	259	0	0	335	0	207	0	0	207	0	0	0	0	0	813
<b>Total</b>	294	707	0	0	1001	345	1118	0	0	1463	0	834	0	0	834	0	0	0	0	0	3298
6:00 PM	93	148	0	0	241	87	286	0	0	373	0	206	0	0	206	0	0	0	0	0	820
6:15 PM	73	141	0	0	214	88	257	0	0	345	0	201	0	0	201	0	0	0	0	0	760
<b>Total</b>	166	289	0	0	455	175	543	0	0	718	0	407	0	0	407	0	0	0	0	0	1580
<b>Grand Total</b>	949	2092	0	0	3041	957	3344	0	0	4301	0	2459	0	0	2459	0	0	0	0	0	9801
Approach %	31.2	68.8	0.0	0.0		22.3	77.7	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total %	9.7	21.3	0.0	0.0	31.0	9.8	34.1	0.0	0.0	43.9	0.0	25.1	0.0	0.0	25.1	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	3416					0					2092					4293					9801

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

	American Legion Highway (Route 60)					Rotary					American Legion Highway (Route 60)					Rotary					Total
	North					East					South					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	83	171	0	0	254	81	285	0	0	366	0	205	0	0	205	0	0	0	0	0	825
4:30 PM	68	190	0	0	258	83	308	0	0	391	0	177	0	0	177	0	0	0	0	0	826
4:45 PM	72	186	0	0	258	67	273	0	0	340	0	217	0	0	217	0	0	0	0	0	815
5:00 PM	66	169	0	0	235	95	289	0	0	384	0	236	0	0	236	0	0	0	0	0	855
<b>Total Volume</b>	289	716	0	0	1005	326	1155	0	0	1481	0	835	0	0	835	0	0	0	0	0	3321
<b>% Approach Total</b>	28.8	71.2	0.0	0.0		22.0	78.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
PHF	0.870	0.942	0.000	0.000	0.974	0.858	0.938	0.000	0.000	0.947	0.000	0.885	0.000	0.000	0.885	0.000	0.000	0.000	0.000	0.000	0.971
Entering Leg	289	716	0	0	1005	326	1155	0	0	1481	0	835	0	0	835	0	0	0	0	0	3321
Exiting Leg	1161					0					716					1444					3321
<b>Total</b>	2166					1481					1551					1444					6642

PDI File #: **175607 (12)**  
 Location: **N: American Legion Highway (Route 60) S: American Legion Highway (Route 60)**  
 Location: **E: Rotary W: Rotary**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



**Heavy Vehicles**

	American Legion Highway (Route 60)					Rotary					American Legion Highway (Route 60)					Rotary					Total
	North					East					South					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	
3:30 PM	1	10	0	0	11	0	5	0	0	5	0	8	0	0	8	0	0	0	0	0	24
3:45 PM	3	5	0	0	8	2	4	0	0	6	0	9	0	0	9	0	0	0	0	0	23
<b>Total</b>	<b>4</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47</b>
4:00 PM	3	11	0	0	14	0	5	0	0	5	0	7	0	0	7	0	0	0	0	0	26
4:15 PM	4	8	0	0	12	3	7	0	0	10	0	11	0	0	11	0	0	0	0	0	33
4:30 PM	2	9	0	0	11	5	1	0	0	6	0	10	0	0	10	0	0	0	0	0	27
4:45 PM	1	11	0	0	12	3	4	0	0	7	0	15	0	0	15	0	0	0	0	0	34
<b>Total</b>	<b>10</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>11</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>120</b>
5:00 PM	0	9	0	0	9	1	4	0	0	5	0	3	0	0	3	0	0	0	0	0	17
5:15 PM	2	10	0	0	12	2	3	0	0	5	0	11	0	0	11	0	0	0	0	0	28
5:30 PM	0	9	0	0	9	0	2	0	0	2	0	7	0	0	7	0	0	0	0	0	18
5:45 PM	1	9	0	0	10	1	7	0	0	8	0	7	0	0	7	0	0	0	0	0	25
<b>Total</b>	<b>3</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>4</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</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>88</b>
6:00 PM	0	6	0	0	6	2	1	0	0	3	0	6	0	0	6	0	0	0	0	0	15
6:15 PM	1	9	0	0	10	1	1	0	0	2	0	8	0	0	8	0	0	0	0	0	20
<b>Total</b>	<b>1</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</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>35</b>
<b>Grand Total</b>	<b>18</b>	<b>106</b>	<b>0</b>	<b>0</b>	<b>124</b>	<b>20</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>0</b>	<b>102</b>	<b>0</b>	<b>0</b>	<b>102</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>290</b>
Approach %	14.5	85.5	0.0	0.0		31.3	68.8	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	6.2	36.6	0.0	0.0	42.8	6.9	15.2	0.0	0.0	22.1	0.0	35.2	0.0	0.0	35.2	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	122					0					106					62					290

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

	American Legion Highway (Route 60)					Rotary					American Legion Highway (Route 60)					Rotary					Total
	North					East					South					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	3	11	0	0	14	0	5	0	0	5	0	7	0	0	7	0	0	0	0	0	26
4:15 PM	4	8	0	0	12	3	7	0	0	10	0	11	0	0	11	0	0	0	0	0	33
4:30 PM	2	9	0	0	11	5	1	0	0	6	0	10	0	0	10	0	0	0	0	0	27
4:45 PM	1	11	0	0	12	3	4	0	0	7	0	15	0	0	15	0	0	0	0	0	34
<b>Total Volume</b>	<b>10</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>11</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>120</b>
% Approach Total	20.4	79.6	0.0	0.0		39.3	60.7	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.625	0.886	0.000	0.000	0.875	0.550	0.607	0.000	0.000	0.700	0.000	0.717	0.000	0.000	0.717	0.000	0.000	0.000	0.000	0.000	0.882
Entering Leg	10	39	0	0	49	11	17	0	0	28	0	43	0	0	43	0	0	0	0	0	120
Exiting Leg	54					0					39					27					120
<b>Total</b>	<b>103</b>					<b>28</b>					<b>82</b>					<b>27</b>					<b>240</b>

PDI File #: 175607 (12)

Location: N: American Legion Highway (Route 60) S: American Legion Highway (Route 60)

Location: E: Rotary W: Rotary

City, State: Revere, MA

Client: VHB/ A. Berthaume

Site Code: 13796.00

Count Date: Tuesday, May 09, 2017

Start Time: 3:30 PM

End Time: 6:30 PM

Class:



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

**Buses**

	American Legion Highway (Route 60)					Rotary					American Legion Highway (Route 60)					Rotary					Total
	North					East					South					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	
3:30 PM	0	5	0	0	5	0	5	0	0	5	0	3	0	0	3	0	0	0	0	0	13
3:45 PM	0	3	0	0	3	1	6	0	0	7	0	2	0	0	2	0	0	0	0	0	12
<b>Total</b>	0	8	0	0	8	1	11	0	0	12	0	5	0	0	5	0	0	0	0	0	25
4:00 PM	4	7	0	0	11	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	17
4:15 PM	1	3	0	0	4	0	8	0	0	8	0	2	0	0	2	0	0	0	0	0	14
4:30 PM	1	5	0	0	6	2	5	0	0	7	0	4	0	0	4	0	0	0	0	0	17
4:45 PM	1	2	0	0	3	0	4	0	0	4	0	6	0	0	6	0	0	0	0	0	13
<b>Total</b>	7	17	0	0	24	2	19	0	0	21	0	16	0	0	16	0	0	0	0	0	61
5:00 PM	0	4	0	0	4	1	3	0	0	4	0	5	0	0	5	0	0	0	0	0	13
5:15 PM	3	3	0	0	6	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	10
5:30 PM	0	4	0	0	4	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	9
5:45 PM	0	1	0	0	1	1	4	0	0	5	0	7	0	0	7	0	0	0	0	0	13
<b>Total</b>	3	12	0	0	15	2	14	0	0	16	0	14	0	0	14	0	0	0	0	0	45
6:00 PM	0	5	0	0	5	0	4	0	0	4	0	3	0	0	3	0	0	0	0	0	12
6:15 PM	2	1	0	0	3	1	1	0	0	2	0	3	0	0	3	0	0	0	0	0	8
<b>Total</b>	2	6	0	0	8	1	5	0	0	6	0	6	0	0	6	0	0	0	0	0	20
<b>Grand Total</b>	12	43	0	0	55	6	49	0	0	55	0	41	0	0	41	0	0	0	0	0	151
Approach %	21.8	78.2	0.0	0.0		10.9	89.1	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	7.9	28.5	0.0	0.0	36.4	4.0	32.5	0.0	0.0	36.4	0.0	27.2	0.0	0.0	27.2	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	47					0					43					61					151

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

	American Legion Highway (Route 60)					Rotary					American Legion Highway (Route 60)					Rotary					Total
	North					East					South					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	4	7	0	0	11	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	17
4:15 PM	1	3	0	0	4	0	8	0	0	8	0	2	0	0	2	0	0	0	0	0	14
4:30 PM	1	5	0	0	6	2	5	0	0	7	0	4	0	0	4	0	0	0	0	0	17
4:45 PM	1	2	0	0	3	0	4	0	0	4	0	6	0	0	6	0	0	0	0	0	13
<b>Total Volume</b>	7	17	0	0	24	2	19	0	0	21	0	16	0	0	16	0	0	0	0	0	61
% Approach Total	29.2	70.8	0.0	0.0		9.5	90.5	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.438	0.607	0.000	0.000	0.545	0.250	0.594	0.000	0.000	0.656	0.000	0.667	0.000	0.000	0.667	0.000	0.000	0.000	0.000	0.000	0.897
Entering Leg	7	17	0	0	24	2	19	0	0	21	0	16	0	0	16	0	0	0	0	0	61
Exiting Leg	18					0					17					26					61
<b>Total</b>	42					21					33					26					122

PDI File #: 175607 (12)

Location: N: American Legion Highway (Route 60) S: American Legion Highway (Route 60)

Location: E: Rotary W: Rotary

City, State: Revere, MA

Client: VHB/ A. Berthaume

Site Code: 13796.00

Count Date: Tuesday, May 09, 2017

Start Time: 3:30 PM

End Time: 6:30 PM

Class:



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

**Bicycles (on Roadway and Crosswalks)**

	American Legion Highway (Route 60)								Rotary								American Legion Highway (Route 60)								Rotary								Total						
	North								East								South								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								
3:30 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
3:45 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
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
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	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	0	0
4:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	1	2	
Total	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	1	2		
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	1	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	2		
6:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:15 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
Total	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	1		
Grand Total	0	0	0	0	0	1	1	0	2	0	0	0	2	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	1	5			
Approach %	0.0	0.0	0.0	0.0	0.0	100.0		0.0	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0	0.0							
Total %	0.0	0.0	0.0	0.0	0.0	20.0	20.0	0.0	40.0	0.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	20.0						
Exiting Leg Total	3							0							0							2							5										

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

4:45 PM	American Legion Highway (Route 60)								Rotary								American Legion Highway (Route 60)								Rotary								Total						
	North								East								South								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								
4:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	1	2	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	1	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	1	3			
% Approach Total	0.0	0.0	0.0	0.0	0.0	100.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0	0.0							
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.250	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	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.375					
Entering Leg	0	0	0	0	0	1	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	1	3					
Exiting Leg	2							0							0							1							3										
Total	3							1							0							2							6										

PDI File #: 175607 (12)  
 Location: N: American Legion Highway (Route 60) S: American Legion Highway (Route 60)  
 Location: E: Rotary W: Rotary  
 City, State: Revere, MA  
 Client: VHB/ A. Berthaume  
 Site Code: 13796.00  
 Count Date: Tuesday, May 09, 2017  
 Start Time: 3:30 PM  
 End Time: 6:30 PM  
 Class:



**Pedestrians**

	American Legion Highway (Route 60)								Rotary								American Legion Highway (Route 60)								Rotary								Total
	North								East								South								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		
3:30 PM	0	0	0	0	7	2	9		0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0		9
3:45 PM	0	0	0	0	1	4	5		0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0		5
Total	0	0	0	0	8	6	14		0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0		14
4:00 PM	0	0	0	0	5	6	11		0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0		11
4:15 PM	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	0	0		2
4:30 PM	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		4
4:45 PM	0	0	0	0	4	0	4		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	13	8	21		0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0		21
5:00 PM	0	0	0	0	1	8	9		0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0		9
5:15 PM	0	0	0	0	1	3	4		0	0	0	0	0	0	0		0	0	0	0	1	0	1		0	0	0	0	0	0	0		5
5:30 PM	0	0	0	0	3	1	4		0	0	0	0	1	0	1		0	0	0	0	0	0	0		0	0	0	0	0	0	0		5
5:45 PM	0	0	0	0	2	4	6		0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0		6
Total	0	0	0	0	7	16	23		0	0	0	0	1	0	1		0	0	0	0	1	0	1		0	0	0	0	0	0	0		25
6:00 PM	0	0	0	0	4	0	4		0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0		4
6:15 PM	0	0	0	0	0	4	4		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	4	4	8		0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0		8
Grand Total	0	0	0	0	32	34	66		0	0	0	0	1	0	1		0	0	0	0	1	0	1		0	0	0	0	0	0	0		68
Approach %	0.0	0.0	0.0	0.0	48.5	51.5		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						
Total %	0.0	0.0	0.0	0.0	47.1	50.0	97.1		0.0	0.0	0.0	0.0	1.5	0.0	1.5		0.0	0.0	0.0	0.0	1.5	0.0	1.5		0.0	0.0	0.0	0.0	0.0	0.0			
Exiting Leg Total	66								1								1								68								

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

3:30 PM	American Legion Highway (Route 60)								Rotary								American Legion Highway (Route 60)								Rotary								Total
	North								East								South								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		
3:30 PM	0	0	0	0	7	2	9		0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0		9
3:45 PM	0	0	0	0	1	4	5		0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0		5
4:00 PM	0	0	0	0	5	6	11		0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0		11
4:15 PM	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	0	0		2
Total Volume	0	0	0	0	15	12	27		0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0		27
% Approach Total	0.0	0.0	0.0	0.0	55.6	44.4		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	0.0	0.0	0.0						
PHF	0.000	0.000	0.000	0.000	0.536	0.500	0.614		0.000	0.000	0.000	0.000	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000		0.614	
Entering Leg	0	0	0	0	15	12	27		0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0		27
Exiting Leg								27									0									0		27					
Total								54									0									0		54					



PDI File #: **175607 (13)**  
 Location: **N: America Legion Hwy (Rt 60) S: Route 60/1A/16**  
 Location: **E: Rotary W: Rotary**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



**Cars, Heavy Vehicles, and Buses (Combined)**

	America Legion Hwy (Rt 60)					Rotary					Route 60/1A/16					Rotary					Total
	North					East					South					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	
6:30 AM	0	240	0	0	240	0	0	0	0	0	2	117	0	0	119	316	64	2	0	382	741
6:45 AM	0	223	0	0	223	0	0	0	0	0	0	149	0	0	149	278	62	0	0	340	712
<b>Total</b>	0	463	0	0	463	0	0	0	0	0	2	266	0	0	268	594	126	2	0	722	1453
7:00 AM	0	204	1	0	205	0	0	0	0	0	0	144	0	0	144	282	101	1	0	384	733
7:15 AM	0	233	0	0	233	1	0	0	0	1	1	172	0	0	173	216	124	0	0	340	747
7:30 AM	0	205	0	0	205	0	0	0	0	0	0	146	0	0	146	208	139	7	0	354	705
7:45 AM	0	180	0	0	180	0	0	0	0	0	0	137	0	0	137	212	127	4	0	343	660
<b>Total</b>	0	822	1	0	823	1	0	0	0	1	1	599	0	0	600	918	491	12	0	1421	2845
8:00 AM	0	213	0	0	213	0	0	0	0	0	0	149	0	0	149	222	115	2	0	339	701
8:15 AM	0	215	0	0	215	0	0	0	0	0	0	160	0	0	160	268	139	1	0	408	783
8:30 AM	0	238	0	0	238	0	0	0	0	0	0	129	0	0	129	277	109	3	0	389	756
8:45 AM	0	206	0	0	206	0	0	0	0	0	0	126	0	0	126	308	92	1	0	401	733
<b>Total</b>	0	872	0	0	872	0	0	0	0	0	0	564	0	0	564	1075	455	7	0	1537	2973
9:00 AM	0	217	0	0	217	0	0	0	0	0	0	150	0	0	150	228	86	1	0	315	682
9:15 AM	0	203	0	0	203	0	0	0	0	0	0	146	0	0	146	269	105	1	0	375	724
<b>Total</b>	0	420	0	0	420	0	0	0	0	0	0	296	0	0	296	497	191	2	0	690	1406
Grand Total	0	2577	1	0	2578	1	0	0	0	1	3	1725	0	0	1728	3084	1263	23	0	4370	8677
Approach %	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.2	99.8	0.0	0.0		70.6	28.9	0.5	0.0		
Total %	0.0	29.7	0.0	0.0	29.7	0.0	0.0	0.0	0.0	0.0	0.0	19.9	0.0	0.0	19.9	35.5	14.6	0.3	0.0	50.4	
Exiting Leg Total	1749					1267					5661					0					8677
Cars	0	2338	1	0	2339	1	0	0	0	1	3	1529	0	0	1532	2934	1181	23	0	4138	8010
% Cars	0.0	90.7	100.0	0.0	90.7	100.0	0.0	0.0	0.0	100.0	100.0	88.6	0.0	0.0	88.7	95.1	93.5	100.0	0.0	94.7	92.3
Exiting Leg Total	1553					1185					5272					0					8010
Heavy Vehicles	0	211	0	0	211	0	0	0	0	0	0	156	0	0	156	122	33	0	0	155	522
% Heavy Vehicles	0.0	8.2	0.0	0.0	8.2	0.0	0.0	0.0	0.0	0.0	0.0	9.0	0.0	0.0	9.0	4.0	2.6	0.0	0.0	3.5	6.0
Exiting Leg Total	156					33					333					0					522
Buses	0	28	0	0	28	0	0	0	0	0	0	40	0	0	40	28	49	0	0	77	145
% Buses	0.0	1.1	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0	2.3	0.9	3.9	0.0	0.0	1.8	1.7
Exiting Leg Total	40					49					56					0					145

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	America Legion Hwy (Rt 60)					Rotary					Route 60/1A/16					Rotary					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	0	213	0	0	213	0	0	0	0	0	0	149	0	0	149	222	115	2	0	339	701
8:15 AM	0	215	0	0	215	0	0	0	0	0	0	160	0	0	160	268	139	1	0	408	783
8:30 AM	0	238	0	0	238	0	0	0	0	0	0	129	0	0	129	277	109	3	0	389	756
8:45 AM	0	206	0	0	206	0	0	0	0	0	0	126	0	0	126	308	92	1	0	401	733
<b>Total Volume</b>	0	872	0	0	872	0	0	0	0	0	0	564	0	0	564	1075	455	7	0	1537	2973
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		69.9	29.6	0.5	0.0		
PHF	0.000	0.916	0.000	0.000	0.916	0.000	0.000	0.000	0.000	0.000	0.000	0.881	0.000	0.000	0.881	0.873	0.818	0.583	0.000	0.942	0.949
Cars	0	797	0	0	797	0	0	0	0	0	0	496	0	0	496	1035	429	7	0	1471	2764
Cars %	0.0	91.4	0.0	0.0	91.4	0.0	0.0	0.0	0.0	0.0	0.0	87.9	0.0	0.0	87.9	96.3	94.3	100.0	0.0	95.7	93.0
Heavy Vehicles	0	67	0	0	67	0	0	0	0	0	0	51	0	0	51	31	15	0	0	46	164
Heavy Vehicles %	0.0	7.7	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	9.0	0.0	0.0	9.0	2.9	3.3	0.0	0.0	3.0	5.5
Buses	0	8	0	0	8	0	0	0	0	0	0	17	0	0	17	9	11	0	0	20	45
Buses %	0.0	0.9	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.8	2.4	0.0	0.0	1.3	1.5
Cars Enter Leg	0	797	0	0	797	0	0	0	0	0	0	496	0	0	496	1035	429	7	0	1471	2764
Heavy Enter Leg	0	67	0	0	67	0	0	0	0	0	0	51	0	0	51	31	15	0	0	46	164
Bus Enter Leg	0	8	0	0	8	0	0	0	0	0	0	17	0	0	17	9	11	0	0	20	45
<b>Total Entering Leg</b>	0	872	0	0	872	0	0	0	0	0	0	564	0	0	564	1075	455	7	0	1537	2973
Cars Exiting Leg	503					429					1832					0					2764

PDI File #: **175607 (13)**  
 Location: **N: America Legion Hwy (Rt 60) S: Route 60/1A/16**  
 Location: **E: Rotary W: Rotary**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



**Cars, Heavy Vehicles, and Buses (Combined)**

	America Legion Hwy (Rt 60)					Rotary					Route 60/1A/16					Rotary					Total
	North					East					South					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	
Heavy Exiting Leg					51					15					98					0	164
Buses Exiting Leg					17					11					17					0	45
<b>Total Exiting Leg</b>					<b>571</b>					<b>455</b>					<b>1947</b>					<b>0</b>	<b>2973</b>

PDI File #: **175607 (13)**  
 Location: **N: America Legion Hwy (Rt 60) S: Route 60/1A/16**  
 Location: **E: Rotary W: Rotary**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthoume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



**Cars**

	America Legion Hwy (Rt 60)					Rotary					Route 60/1A/16					Rotary					Total	
	North					East					South					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		
6:30 AM	0	225	0	0	225	0	0	0	0	0	2	105	0	0	107	296	63	2	0	361	693	
6:45 AM	0	204	0	0	204	0	0	0	0	0	0	135	0	0	135	255	58	0	0	313	652	
<b>Total</b>	0	429	0	0	429	0	0	0	0	0	2	240	0	0	242	551	121	2	0	674	1345	
7:00 AM	0	184	1	0	185	0	0	0	0	0	0	132	0	0	132	275	93	1	0	369	686	
7:15 AM	0	211	0	0	211	1	0	0	0	1	1	151	0	0	152	205	116	0	0	321	685	
7:30 AM	0	194	0	0	194	0	0	0	0	0	0	128	0	0	128	195	130	7	0	332	654	
7:45 AM	0	164	0	0	164	0	0	0	0	0	0	127	0	0	127	204	117	4	0	325	616	
<b>Total</b>	0	753	1	0	754	1	0	0	0	1	1	538	0	0	539	879	456	12	0	1347	2641	
8:00 AM	0	196	0	0	196	0	0	0	0	0	0	129	0	0	129	213	110	2	0	325	650	
8:15 AM	0	197	0	0	197	0	0	0	0	0	0	146	0	0	146	259	133	1	0	393	736	
8:30 AM	0	219	0	0	219	0	0	0	0	0	0	112	0	0	112	267	99	3	0	369	700	
8:45 AM	0	185	0	0	185	0	0	0	0	0	0	109	0	0	109	296	87	1	0	384	678	
<b>Total</b>	0	797	0	0	797	0	0	0	0	0	0	496	0	0	496	1035	429	7	0	1471	2764	
9:00 AM	0	182	0	0	182	0	0	0	0	0	0	129	0	0	129	212	77	1	0	290	601	
9:15 AM	0	177	0	0	177	0	0	0	0	0	0	126	0	0	126	257	98	1	0	356	659	
<b>Total</b>	0	359	0	0	359	0	0	0	0	0	0	255	0	0	255	469	175	2	0	646	1260	
Grand Total	0	2338	1	0	2339	1	0	0	0	1	3	1529	0	0	1532	2934	1181	23	0	4138	8010	
Approach %	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.2	99.8	0.0	0.0		70.9	28.5	0.6	0.0			
Total %	0.0	29.2	0.0	0.0	29.2	0.0	0.0	0.0	0.0	0.0	0.0	19.1	0.0	0.0	19.1	36.6	14.7	0.3	0.0	51.7		
Exiting Leg Total					1553					1185					5272						0	8010

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	America Legion Hwy (Rt 60)					Rotary					Route 60/1A/16					Rotary					Total	
	North					East					South					West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
8:00 AM	0	196	0	0	196	0	0	0	0	0	0	129	0	0	129	213	110	2	0	325	650	
8:15 AM	0	197	0	0	197	0	0	0	0	0	0	146	0	0	146	259	133	1	0	393	736	
8:30 AM	0	219	0	0	219	0	0	0	0	0	0	112	0	0	112	267	99	3	0	369	700	
8:45 AM	0	185	0	0	185	0	0	0	0	0	0	109	0	0	109	296	87	1	0	384	678	
Total Volume	0	797	0	0	797	0	0	0	0	0	0	496	0	0	496	1035	429	7	0	1471	2764	
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		70.4	29.2	0.5	0.0			
PHF	0.000	0.910	0.000	0.000	0.910	0.000	0.000	0.000	0.000	0.000	0.000	0.849	0.000	0.000	0.849	0.874	0.806	0.583	0.000	0.936	0.939	
Entering Leg	0	797	0	0	797	0	0	0	0	0	0	496	0	0	496	1035	429	7	0	1471	2764	
Exiting Leg					503					429					1832						0	2764
<b>Total</b>					1300					429					2328					1471	5528	

PDI File #: **175607 (13)**  
 Location: **N: America Legion Hwy (Rt 60) S: Route 60/1A/16**  
 Location: **E: Rotary W: Rotary**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



**Heavy Vehicles**

	America Legion Hwy (Rt 60)					Rotary					Route 60/1A/16					Rotary					Total
	North					East					South					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	
6:30 AM	0	15	0	0	15	0	0	0	0	0	0	9	0	0	9	17	0	0	0	17	41
6:45 AM	0	15	0	0	15	0	0	0	0	0	0	13	0	0	13	19	1	0	0	20	48
<b>Total</b>	0	30	0	0	30	0	0	0	0	0	0	22	0	0	22	36	1	0	0	37	89
7:00 AM	0	19	0	0	19	0	0	0	0	0	0	11	0	0	11	5	3	0	0	8	38
7:15 AM	0	20	0	0	20	0	0	0	0	0	0	18	0	0	18	9	1	0	0	10	48
7:30 AM	0	10	0	0	10	0	0	0	0	0	0	13	0	0	13	11	2	0	0	13	36
7:45 AM	0	15	0	0	15	0	0	0	0	0	0	8	0	0	8	7	4	0	0	11	34
<b>Total</b>	0	64	0	0	64	0	0	0	0	0	0	50	0	0	50	32	10	0	0	42	156
8:00 AM	0	13	0	0	13	0	0	0	0	0	0	14	0	0	14	7	4	0	0	11	38
8:15 AM	0	17	0	0	17	0	0	0	0	0	0	8	0	0	8	7	4	0	0	11	36
8:30 AM	0	17	0	0	17	0	0	0	0	0	0	15	0	0	15	8	4	0	0	12	44
8:45 AM	0	20	0	0	20	0	0	0	0	0	0	14	0	0	14	9	3	0	0	12	46
<b>Total</b>	0	67	0	0	67	0	0	0	0	0	0	51	0	0	51	31	15	0	0	46	164
9:00 AM	0	28	0	0	28	0	0	0	0	0	0	15	0	0	15	12	4	0	0	16	59
9:15 AM	0	22	0	0	22	0	0	0	0	0	0	18	0	0	18	11	3	0	0	14	54
<b>Total</b>	0	50	0	0	50	0	0	0	0	0	0	33	0	0	33	23	7	0	0	30	113
<b>Grand Total</b>	0	211	0	0	211	0	0	0	0	0	0	156	0	0	156	122	33	0	0	155	522
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		78.7	21.3	0.0	0.0		
Total %	0.0	40.4	0.0	0.0	40.4	0.0	0.0	0.0	0.0	0.0	0.0	29.9	0.0	0.0	29.9	23.4	6.3	0.0	0.0	29.7	
Exiting Leg Total	156					33					333					0					522

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	America Legion Hwy (Rt 60)					Rotary					Route 60/1A/16					Rotary					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:30 AM	0	17	0	0	17	0	0	0	0	0	0	15	0	0	15	8	4	0	0	12	44
8:45 AM	0	20	0	0	20	0	0	0	0	0	0	14	0	0	14	9	3	0	0	12	46
9:00 AM	0	28	0	0	28	0	0	0	0	0	0	15	0	0	15	12	4	0	0	16	59
9:15 AM	0	22	0	0	22	0	0	0	0	0	0	18	0	0	18	11	3	0	0	14	54
<b>Total Volume</b>	0	87	0	0	87	0	0	0	0	0	0	62	0	0	62	40	14	0	0	54	203
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		74.1	25.9	0.0	0.0		
PHF	0.000	0.777	0.000	0.000	0.777	0.000	0.000	0.000	0.000	0.000	0.000	0.861	0.000	0.000	0.861	0.833	0.875	0.000	0.000	0.844	0.860
Entering Leg	0	87	0	0	87	0	0	0	0	0	0	62	0	0	62	40	14	0	0	54	203
Exiting Leg	62					14					127					0					203
<b>Total</b>	149					14					189					54					406

PDI File #: **175607 (13)**  
 Location: **N: America Legion Hwy (Rt 60) S: Route 60/1A/16**  
 Location: **E: Rotary W: Rotary**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



**Buses**

	America Legion Hwy (Rt 60)					Rotary					Route 60/1A/16					Rotary					Total
	North					East					South					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	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	1	0	0	4	7
6:45 AM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	4	3	0	0	7	12
<b>Total</b>	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	7	4	0	0	11	19
7:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	5	0	0	7	9
7:15 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	2	7	0	0	9	14
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	2	7	0	0	9	15
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	1	6	0	0	7	10
<b>Total</b>	0	5	0	0	5	0	0	0	0	0	0	11	0	0	11	7	25	0	0	32	48
8:00 AM	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	2	1	0	0	3	13
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	2	2	0	0	4	11
8:30 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	2	6	0	0	8	12
8:45 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	3	2	0	0	5	9
<b>Total</b>	0	8	0	0	8	0	0	0	0	0	0	17	0	0	17	9	11	0	0	20	45
9:00 AM	0	7	0	0	7	0	0	0	0	0	0	6	0	0	6	4	5	0	0	9	22
9:15 AM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	1	4	0	0	5	11
<b>Total</b>	0	11	0	0	11	0	0	0	0	0	0	8	0	0	8	5	9	0	0	14	33
<b>Grand Total</b>	0	28	0	0	28	0	0	0	0	0	0	40	0	0	40	28	49	0	0	77	145
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		36.4	63.6	0.0	0.0		
Total %	0.0	19.3	0.0	0.0	19.3	0.0	0.0	0.0	0.0	0.0	0.0	27.6	0.0	0.0	27.6	19.3	33.8	0.0	0.0	53.1	
Exiting Leg Total	40					49					56					0					145

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	America Legion Hwy (Rt 60)					Rotary					Route 60/1A/16					Rotary					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	2	2	0	0	4	11
8:30 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	2	6	0	0	8	12
8:45 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	3	2	0	0	5	9
9:00 AM	0	7	0	0	7	0	0	0	0	0	0	6	0	0	6	4	5	0	0	9	22
<b>Total Volume</b>	0	11	0	0	11	0	0	0	0	0	0	17	0	0	17	11	15	0	0	26	54
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		42.3	57.7	0.0	0.0		
PHF	0.000	0.393	0.000	0.000	0.393	0.000	0.000	0.000	0.000	0.000	0.000	0.708	0.000	0.000	0.708	0.688	0.625	0.000	0.000	0.722	0.614
Entering Leg	0	11	0	0	11	0	0	0	0	0	0	17	0	0	17	11	15	0	0	26	54
Exiting Leg	17					15					22					0					54
<b>Total</b>	28					15					39					26					108

PDI File #: 175607 (13)

Location: N: America Legion Hwy (Rt 60) S: Route 60/1A/16

Location: E: Rotary W: Rotary

City, State: Revere, MA

Client: VHB/ A. Berthaume

Site Code: 13796.00

Count Date: Tuesday, May 09, 2017

Start Time: 6:30 AM

End Time: 9:30 AM

Class:



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

**Bicycles (on Roadway and Crosswalks)**

	America Legion Hwy (Rt 60)								Rotary								Route 60/1A/16								Rotary								Total
	North								East								South								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		
6:30 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	
6:45 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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
9:00 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	
9:15 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	
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	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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						
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Exiting Leg Total	0							0							0							0											

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

6:30 AM	America Legion Hwy (Rt 60)								Rotary								Route 60/1A/16								Rotary								Total
	North								East								South								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		
6:30 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	
6:45 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	
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	
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	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% 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						
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000			
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Exiting Leg	0							0							0							0											
Total	0							0							0							0											

PDI File #: 175607 (13)

Location: N: America Legion Hwy (Rt 60) S: Route 60/1A/16

Location: E: Rotary W: Rotary

City, State: Revere, MA

Client: VHB/ A. Berthoume

Site Code: 13796.00

Count Date: Tuesday, May 09, 2017

Start Time: 6:30 AM

End Time: 9:30 AM

Class:



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

Pedestrians

	America Legion Hwy (Rt 60)								Rotary								Route 60/1A/16								Rotary								Total															
	North								East								South								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																	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
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					
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
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			
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 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	
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	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0								0								0								0								0															

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	America Legion Hwy (Rt 60)								Rotary								Route 60/1A/16								Rotary								Total																	
	North								East								South								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																			
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000			
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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 #: **175607 (13)**  
 Location: **N: America Legion Hwy (Rt 60) S: Route 60/1A/16**  
 Location: **E: Rotary W: Rotary**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



**Cars, Heavy Vehicles, and Buses (Combined)**

	America Legion Hwy (Rt 60)					Rotary					Route 60/1A/16					Rotary					Total
	North					East					South					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	
3:30 PM	0	211	0	0	211	0	0	0	0	0	2	195	0	0	197	262	118	1	0	381	789
3:45 PM	0	218	0	0	218	0	0	0	0	0	0	220	0	0	220	224	109	2	0	335	773
<b>Total</b>	0	429	0	0	429	0	0	0	0	0	2	415	0	0	417	486	227	3	0	716	1562
4:00 PM	0	179	0	0	179	0	0	0	0	0	0	226	0	0	226	213	163	7	0	383	788
4:15 PM	0	189	0	0	189	0	0	0	0	0	0	218	0	0	218	223	153	3	0	379	786
4:30 PM	0	204	0	0	204	0	0	0	0	0	3	188	0	0	191	229	132	0	0	361	756
4:45 PM	0	205	0	0	205	0	0	0	0	0	2	233	0	0	235	210	143	4	0	357	797
<b>Total</b>	0	777	0	0	777	0	0	0	0	0	5	865	0	0	870	875	591	14	0	1480	3127
5:00 PM	0	182	0	0	182	0	0	0	0	0	2	236	0	0	238	224	121	1	0	346	766
5:15 PM	0	187	0	0	187	0	0	0	0	0	2	204	0	0	206	215	121	0	0	336	729
5:30 PM	0	187	0	0	187	0	0	0	0	0	1	200	0	0	201	206	122	0	0	328	716
5:45 PM	0	193	0	0	193	0	0	0	0	0	1	215	0	0	216	191	142	1	0	334	743
<b>Total</b>	0	749	0	0	749	0	0	0	0	0	6	855	0	0	861	836	506	2	0	1344	2954
6:00 PM	0	168	0	0	168	0	0	0	0	0	1	207	0	0	208	221	137	0	0	358	734
6:15 PM	0	150	0	0	150	0	0	0	0	0	0	217	0	0	217	212	132	0	0	344	711
<b>Total</b>	0	318	0	0	318	0	0	0	0	0	1	424	0	0	425	433	269	0	0	702	1445
Grand Total	0	2273	0	0	2273	0	0	0	0	0	14	2559	0	0	2573	2630	1593	19	0	4242	9088
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.5	99.5	0.0	0.0		62.0	37.6	0.4	0.0		
Total %	0.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.2	28.2	0.0	0.0	28.3	28.9	17.5	0.2	0.0	46.7	
Exiting Leg Total	2578					1607					4903					0					9088
Cars	0	2132	0	0	2132	0	0	0	0	0	14	2416	0	0	2430	2566	1527	16	0	4109	8671
% Cars	0.0	93.8	0.0	0.0	93.8	0.0	0.0	0.0	0.0	0.0	100.0	94.4	0.0	0.0	94.4	97.6	95.9	84.2	0.0	96.9	95.4
Exiting Leg Total	2432					1541					4698					0					8671
Heavy Vehicles	0	98	0	0	98	0	0	0	0	0	0	97	0	0	97	43	25	3	0	71	266
% Heavy Vehicles	0.0	4.3	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	3.8	0.0	0.0	3.8	1.6	1.6	15.8	0.0	1.7	2.9
Exiting Leg Total	100					25					141					0					266
Buses	0	43	0	0	43	0	0	0	0	0	0	46	0	0	46	21	41	0	0	62	151
% Buses	0.0	1.9	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.8	0.8	2.6	0.0	0.0	1.5	1.7
Exiting Leg Total	46					41					64					0					151

**Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:**

3:30 PM	America Legion Hwy (Rt 60)					Rotary					Route 60/1A/16					Rotary					Total
	North					East					South					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	
3:30 PM	0	211	0	0	211	0	0	0	0	0	2	195	0	0	197	262	118	1	0	381	789
3:45 PM	0	218	0	0	218	0	0	0	0	0	0	220	0	0	220	224	109	2	0	335	773
4:00 PM	0	179	0	0	179	0	0	0	0	0	0	226	0	0	226	213	163	7	0	383	788
4:15 PM	0	189	0	0	189	0	0	0	0	0	0	218	0	0	218	223	153	3	0	379	786
<b>Total Volume</b>	0	797	0	0	797	0	0	0	0	0	2	859	0	0	861	922	543	13	0	1478	3136
<b>% Approach Total</b>	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.2	99.8	0.0	0.0		62.4	36.7	0.9	0.0		
PHF	0.000	0.914	0.000	0.000	0.914	0.000	0.000	0.000	0.000	0.000	0.250	0.950	0.000	0.000	0.952	0.880	0.833	0.464	0.000	0.965	0.994
Cars	0	749	0	0	749	0	0	0	0	0	2	812	0	0	814	895	513	11	0	1419	2982
Cars %	0.0	94.0	0.0	0.0	94.0	0.0	0.0	0.0	0.0	0.0	100.0	94.5	0.0	0.0	94.5	97.1	94.5	84.6	0.0	96.0	95.1
Heavy Vehicles	0	29	0	0	29	0	0	0	0	0	0	37	0	0	37	18	11	2	0	31	97
Heavy Vehicles %	0.0	3.6	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	4.3	0.0	0.0	4.3	2.0	2.0	15.4	0.0	2.1	3.1
Buses	0	19	0	0	19	0	0	0	0	0	0	10	0	0	10	9	19	0	0	28	57
Buses %	0.0	2.4	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.2	1.0	3.5	0.0	0.0	1.9	1.8
Cars Enter Leg	0	749	0	0	749	0	0	0	0	0	2	812	0	0	814	895	513	11	0	1419	2982
Heavy Enter Leg	0	29	0	0	29	0	0	0	0	0	0	37	0	0	37	18	11	2	0	31	97
Bus Enter Leg	0	19	0	0	19	0	0	0	0	0	0	10	0	0	10	9	19	0	0	28	57
<b>Total Entering Leg</b>	0	797	0	0	797	0	0	0	0	0	2	859	0	0	861	922	543	13	0	1478	3136



PDI File #: **175607 (13)**  
 Location: **N: America Legion Hwy (Rt 60) S: Route 60/1A/16**  
 Location: **E: Rotary W: Rotary**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



**Cars, Heavy Vehicles, and Buses (Combined)**

	America Legion Hwy (Rt 60)					Rotary					Route 60/1A/16					Rotary					Total
	North					East					South					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	
Cars Exiting Leg					823					515					1644					0	2982
Heavy Exiting Leg					39					11					47					0	97
Buses Exiting Leg					10					19					28					0	57
<b>Total Exiting Leg</b>					<b>872</b>					<b>545</b>					<b>1719</b>					<b>0</b>	<b>3136</b>

PDI File #: **175607 (13)**  
 Location: **N: America Legion Hwy (Rt 60) S: Route 60/1A/16**  
 Location: **E: Rotary W: Rotary**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



**Cars**

	America Legion Hwy (Rt 60)					Rotary					Route 60/1A/16					Rotary					Total
	North					East					South					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	
3:30 PM	0	197	0	0	197	0	0	0	0	0	2	184	0	0	186	253	116	1	0	370	753
3:45 PM	0	211	0	0	211	0	0	0	0	0	0	209	0	0	209	217	104	2	0	323	743
Total	0	408	0	0	408	0	0	0	0	0	2	393	0	0	395	470	220	3	0	693	1496
4:00 PM	0	163	0	0	163	0	0	0	0	0	0	215	0	0	215	209	151	6	0	366	744
4:15 PM	0	178	0	0	178	0	0	0	0	0	0	204	0	0	204	216	142	2	0	360	742
4:30 PM	0	190	0	0	190	0	0	0	0	0	3	172	0	0	175	225	127	0	0	352	717
4:45 PM	0	192	0	0	192	0	0	0	0	0	2	216	0	0	218	206	138	3	0	347	757
Total	0	723	0	0	723	0	0	0	0	0	5	807	0	0	812	856	558	11	0	1425	2960
5:00 PM	0	170	0	0	170	0	0	0	0	0	2	228	0	0	230	218	119	1	0	338	738
5:15 PM	0	176	0	0	176	0	0	0	0	0	2	193	0	0	195	208	117	0	0	325	696
5:30 PM	0	174	0	0	174	0	0	0	0	0	1	190	0	0	191	202	114	0	0	316	681
5:45 PM	0	184	0	0	184	0	0	0	0	0	1	202	0	0	203	183	138	1	0	322	709
Total	0	704	0	0	704	0	0	0	0	0	6	813	0	0	819	811	488	2	0	1301	2824
6:00 PM	0	156	0	0	156	0	0	0	0	0	1	199	0	0	200	219	132	0	0	351	707
6:15 PM	0	141	0	0	141	0	0	0	0	0	0	204	0	0	204	210	129	0	0	339	684
Total	0	297	0	0	297	0	0	0	0	0	1	403	0	0	404	429	261	0	0	690	1391
Grand Total	0	2132	0	0	2132	0	0	0	0	0	14	2416	0	0	2430	2566	1527	16	0	4109	8671
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.6	99.4	0.0	0.0		62.4	37.2	0.4	0.0		
Total %	0.0	24.6	0.0	0.0	24.6	0.0	0.0	0.0	0.0	0.0	0.2	27.9	0.0	0.0	28.0	29.6	17.6	0.2	0.0	47.4	
Exiting Leg Total	2432					1541					4698					0					8671

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

	America Legion Hwy (Rt 60)					Rotary					Route 60/1A/16					Rotary					Total
	North					East					South					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	
3:30 PM	0	197	0	0	197	0	0	0	0	0	2	184	0	0	186	253	116	1	0	370	753
3:45 PM	0	211	0	0	211	0	0	0	0	0	0	209	0	0	209	217	104	2	0	323	743
4:00 PM	0	163	0	0	163	0	0	0	0	0	0	215	0	0	215	209	151	6	0	366	744
4:15 PM	0	178	0	0	178	0	0	0	0	0	0	204	0	0	204	216	142	2	0	360	742
Total Volume	0	749	0	0	749	0	0	0	0	0	2	812	0	0	814	895	513	11	0	1419	2982
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.2	99.8	0.0	0.0		63.1	36.2	0.8	0.0		
PHF	0.000	0.887	0.000	0.000	0.887	0.000	0.000	0.000	0.000	0.000	0.250	0.944	0.000	0.000	0.947	0.884	0.849	0.458	0.000	0.959	0.990
Entering Leg	0	749	0	0	749	0	0	0	0	0	2	812	0	0	814	895	513	11	0	1419	2982
Exiting Leg	823					515					1644					0					2982
Total	1572					515					2458					1419					5964

PDI File #: **175607 (13)**  
 Location: **N: America Legion Hwy (Rt 60) S: Route 60/1A/16**  
 Location: **E: Rotary W: Rotary**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



**Heavy Vehicles**

	America Legion Hwy (Rt 60)					Rotary					Route 60/1A/16					Rotary					Total
	North					East					South					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	
3:30 PM	0	9	0	0	9	0	0	0	0	0	0	7	0	0	7	6	1	0	0	7	23
3:45 PM	0	4	0	0	4	0	0	0	0	0	0	9	0	0	9	4	4	0	0	8	21
<b>Total</b>	0	13	0	0	13	0	0	0	0	0	0	16	0	0	16	10	5	0	0	15	44
4:00 PM	0	8	0	0	8	0	0	0	0	0	0	8	0	0	8	3	2	1	0	6	22
4:15 PM	0	8	0	0	8	0	0	0	0	0	0	13	0	0	13	5	4	1	0	10	31
4:30 PM	0	9	0	0	9	0	0	0	0	0	0	10	0	0	10	3	1	0	0	4	23
4:45 PM	0	11	0	0	11	0	0	0	0	0	0	12	0	0	12	4	2	1	0	7	30
<b>Total</b>	0	36	0	0	36	0	0	0	0	0	0	43	0	0	43	15	9	3	0	27	106
5:00 PM	0	8	0	0	8	0	0	0	0	0	0	3	0	0	3	4	2	0	0	6	17
5:15 PM	0	9	0	0	9	0	0	0	0	0	0	10	0	0	10	3	1	0	0	4	23
5:30 PM	0	9	0	0	9	0	0	0	0	0	0	6	0	0	6	3	4	0	0	7	22
5:45 PM	0	8	0	0	8	0	0	0	0	0	0	5	0	0	5	6	3	0	0	9	22
<b>Total</b>	0	34	0	0	34	0	0	0	0	0	0	24	0	0	24	16	10	0	0	26	84
6:00 PM	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	1	1	0	0	2	13
6:15 PM	0	8	0	0	8	0	0	0	0	0	0	10	0	0	10	1	0	0	0	1	19
<b>Total</b>	0	15	0	0	15	0	0	0	0	0	0	14	0	0	14	2	1	0	0	3	32
<b>Grand Total</b>	0	98	0	0	98	0	0	0	0	0	0	97	0	0	97	43	25	3	0	71	266
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		60.6	35.2	4.2	0.0		
Total %	0.0	36.8	0.0	0.0	36.8	0.0	0.0	0.0	0.0	0.0	0.0	36.5	0.0	0.0	36.5	16.2	9.4	1.1	0.0	26.7	
Exiting Leg Total	100					25					141					0					266

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

	America Legion Hwy (Rt 60)					Rotary					Route 60/1A/16					Rotary					Total
	North					East					South					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	8	0	0	8	0	0	0	0	0	0	8	0	0	8	3	2	1	0	6	22
4:15 PM	0	8	0	0	8	0	0	0	0	0	0	13	0	0	13	5	4	1	0	10	31
4:30 PM	0	9	0	0	9	0	0	0	0	0	0	10	0	0	10	3	1	0	0	4	23
4:45 PM	0	11	0	0	11	0	0	0	0	0	0	12	0	0	12	4	2	1	0	7	30
<b>Total Volume</b>	0	36	0	0	36	0	0	0	0	0	0	43	0	0	43	15	9	3	0	27	106
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		55.6	33.3	11.1	0.0		
PHF	0.000	0.818	0.000	0.000	0.818	0.000	0.000	0.000	0.000	0.000	0.000	0.827	0.000	0.000	0.827	0.750	0.563	0.750	0.000	0.675	0.855
Entering Leg	0	36	0	0	36	0	0	0	0	0	0	43	0	0	43	15	9	3	0	27	106
Exiting Leg	46					9					51					0					106
<b>Total</b>	82					9					94					27					212

PDI File #: **175607 (13)**  
 Location: **N: America Legion Hwy (Rt 60) S: Route 60/1A/16**  
 Location: **E: Rotary W: Rotary**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



**Buses**

	America Legion Hwy (Rt 60)					Rotary					Route 60/1A/16					Rotary					Total
	North					East					South					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	
3:30 PM	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	3	1	0	0	4	13
3:45 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	3	1	0	0	4	9
<b>Total</b>	<b>0</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>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>22</b>
4:00 PM	0	8	0	0	8	0	0	0	0	0	0	3	0	0	3	1	10	0	0	11	22
4:15 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	2	7	0	0	9	13
4:30 PM	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	1	4	0	0	5	16
4:45 PM	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	3	0	0	3	10
<b>Total</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>4</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>61</b>
5:00 PM	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	2	0	0	0	2	11
5:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	4	3	0	0	7	10
5:30 PM	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	1	4	0	0	5	13
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	8	0	0	8	2	1	0	0	3	12
<b>Total</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>9</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>46</b>
6:00 PM	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	1	4	0	0	5	14
6:15 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	1	3	0	0	4	8
<b>Total</b>	<b>0</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>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>22</b>
<b>Grand Total</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>21</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>151</b>
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		33.9	66.1	0.0	0.0		
Total %	0.0	28.5	0.0	0.0	28.5	0.0	0.0	0.0	0.0	0.0	0.0	30.5	0.0	0.0	30.5	13.9	27.2	0.0	0.0	41.1	
Exiting Leg Total	46					41					64					0					151

**Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:**

	America Legion Hwy (Rt 60)					Rotary					Route 60/1A/16					Rotary					Total
	North					East					South					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	8	0	0	8	0	0	0	0	0	0	3	0	0	3	1	10	0	0	11	22
4:15 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	2	7	0	0	9	13
4:30 PM	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	1	4	0	0	5	16
4:45 PM	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	3	0	0	3	10
<b>Total Volume</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>4</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>61</b>
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		14.3	85.7	0.0	0.0		
PHF	0.000	0.563	0.000	0.000	0.563	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.000	0.625	0.500	0.600	0.000	0.000	0.636	0.693
Entering Leg	0	18	0	0	18	0	0	0	0	0	0	15	0	0	15	4	24	0	0	28	61
Exiting Leg	15					24					22					0					61
<b>Total</b>	<b>33</b>					<b>24</b>					<b>37</b>					<b>28</b>					<b>122</b>



PDI File #: 175607 (13)

Location: N: America Legion Hwy (Rt 60) S: Route 60/1A/16

Location: E: Rotary W: Rotary

City, State: Revere, MA

Client: VHB/ A. Berthaume

Site Code: 13796.00

Count Date: Tuesday, May 09, 2017

Start Time: 3:30 PM

End Time: 6:30 PM

Class:



PRECISION DATA INDUSTRIES LLC

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

Pedestrians

Table with columns for location (America Legion Hwy, Rotary, Route 60/1A/16, Rotary) and movement types (Right, Thru, Left, U-Turn, CW-EB, CW-WB, Total) for various time intervals from 3:30 PM to 6:15 PM, including Grand Total and Exitting Leg Total.

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

Table showing peak hour analysis for the 3:30 PM interval, including Total Volume, % Approach Total, PHF, and Entering/Exiting Leg data for all locations and movements.

PDI File #: 175607 (14)  
 Location: N: Rotary S: Route 1A  
 Location: E: Beach Street (1A) W: Rotary SE: Revere Beach Pkwy (Rt 16)  
 City, State: Revere, MA  
 Client: VHB/ A. Berthume  
 Site Code: 13796.00  
 Count Date: Tuesday, May 09, 2017  
 Start Time: 6:30 AM  
 End Time: 9:30 AM  
 Class:



**Cars, Heavy Vehicles, and Buses (Combined)**

	Rotary					Beach Street (1A)					Revere Beach Pkwy (Rt 16)				Route 1A				Rotary				Total
	North					East					Southeast				South				West				
	Right	Thru	Bear Left	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
6:30 AM	0	0	0	0	0	0	0	0	0	0	58	35	0	93	49	14	0	63	51	12	0	63	219
6:45 AM	0	0	0	0	0	0	0	0	0	0	79	29	0	108	51	19	0	70	56	7	0	63	241
Total	0	0	0	0	0	0	0	0	0	0	137	64	0	201	100	33	0	133	107	19	0	126	460
7:00 AM	0	0	0	0	0	0	0	0	0	0	81	25	0	106	56	27	0	83	92	10	0	102	291
7:15 AM	0	0	0	0	0	0	0	0	0	0	83	48	0	131	65	17	0	82	106	15	0	121	334
7:30 AM	0	0	0	0	0	0	0	0	0	0	93	33	0	126	67	21	0	88	114	28	0	142	356
7:45 AM	0	0	0	0	0	0	0	0	0	0	131	57	0	188	63	24	0	87	100	24	0	124	399
Total	0	0	0	0	0	0	0	0	0	0	388	163	0	551	251	89	0	340	412	77	0	489	1380
8:00 AM	0	0	0	0	0	0	0	0	0	0	115	38	0	153	81	26	0	107	102	18	0	120	380
8:15 AM	0	0	0	0	0	0	0	0	0	0	92	40	0	132	76	32	0	108	114	23	0	137	377
8:30 AM	0	0	0	0	0	0	0	0	0	0	108	53	0	161	67	21	0	88	83	20	0	103	352
8:45 AM	0	0	0	0	0	0	0	0	0	0	104	47	0	151	65	17	0	82	71	25	0	96	329
Total	0	0	0	0	0	0	0	0	0	0	419	178	0	597	289	96	0	385	370	86	0	456	1438
9:00 AM	0	0	0	0	0	0	0	0	0	0	94	47	0	141	60	27	0	87	65	20	0	85	313
9:15 AM	0	0	0	0	0	0	0	0	0	0	65	39	0	104	60	29	0	89	87	16	0	103	296
Total	0	0	0	0	0	0	0	0	0	0	159	86	0	245	120	56	0	176	152	36	0	188	609
Grand Total	0	0	0	0	0	0	0	0	0	0	1103	491	0	1594	760	274	0	1034	1041	218	0	1259	3887
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	69.2	30.8	0.0	94.4	73.5	26.5	0.0	92.1	82.7	17.3	0.0	94.0	93.6
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.4	12.6	0.0	41.0	19.6	7.0	0.0	26.6	26.8	5.6	0.0	32.4	32.4
Exiting Leg Total	983					2904					0				0				3887				
Cars	0	0	0	0	0	0	0	0	0	0	1045	460	0	1505	705	247	0	952	971	212	0	1183	3640
% Cars	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	94.7	93.7	0.0	94.4	92.8	90.1	0.0	92.1	93.3	97.2	0.0	94.0	93.6
Exiting Leg Total	919					2721					0				0				3640				
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	48	28	0	76	40	27	0	67	24	4	0	28	171
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.4	5.7	0.0	4.8	5.3	9.9	0.0	6.5	2.3	1.8	0.0	2.2	4.4
Exiting Leg Total	59					112					0				0				171				
Buses	0	0	0	0	0	0	0	0	0	0	10	3	0	13	15	0	0	15	46	2	0	48	76
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.6	0.0	0.8	2.0	0.0	0.0	1.5	4.4	0.9	0.0	3.8	2.0
Exiting Leg Total	5					71					0				0				76				

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	Rotary					Beach Street (1A)					Revere Beach Pkwy (Rt 16)				Route 1A				Rotary				Total
	North					East					Southeast				South				West				
	Right	Thru	Bear Left	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:30 AM	0	0	0	0	0	0	0	0	0	0	93	33	0	126	67	21	0	88	114	28	0	142	356
7:45 AM	0	0	0	0	0	0	0	0	0	0	131	57	0	188	63	24	0	87	100	24	0	124	399
8:00 AM	0	0	0	0	0	0	0	0	0	0	115	38	0	153	81	26	0	107	102	18	0	120	380
8:15 AM	0	0	0	0	0	0	0	0	0	0	92	40	0	132	76	32	0	108	114	23	0	137	377
Total Volume	0	0	0	0	0	0	0	0	0	0	431	168	0	599	287	103	0	390	430	93	0	523	1512
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	72.0	28.0	0.0	94.4	73.6	26.4	0.0	92.1	82.2	17.8	0.0	94.0	93.6

PDI File #: **175607 (14)**  
 Location: **N: Rotary S: Route 1A**  
 Location: **E: Beach Street (1A) W: Rotary SE: Revere Beach Pkwy (Rt 16)**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**



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

**Cars, Heavy Vehicles, and Buses (Combined)**

	Rotary					Beach Street (1A)					Revere Beach Pkwy (Rt 16)				Route 1A				Rotary				Total	
	North					East					Southeast				South				West					
	Right	Thru	Bear Left	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.823	0.737	0.000	0.797	0.886	0.805	0.000	0.903	0.943	0.830	0.000	0.921	0.947	
Cars	0	0	0	0	0	0	0	0	0	0	409	161	0	570	267	93	0	360	404	89	0	493	1423	
Cars %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	94.9	95.8	0.0	95.2	93.0	90.3	0.0	92.3	94.0	95.7	0.0	94.3	94.1	
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	17	7	0	24	14	10	0	24	12	2	0	14	62	
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.9	4.2	0.0	4.0	4.9	9.7	0.0	6.2	2.8	2.2	0.0	2.7	4.1	
Buses	0	0	0	0	0	0	0	0	0	0	5	0	0	5	6	0	0	6	14	2	0	16	27	
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	0.8	2.1	0.0	0.0	1.5	3.3	2.2	0.0	3.1	1.8	
Cars Enter Leg	0	0	0	0	0	0	0	0	0	0	409	161	0	570	267	93	0	360	404	89	0	493	1423	
Heavy Enter Leg	0	0	0	0	0	0	0	0	0	0	17	7	0	24	14	10	0	24	12	2	0	14	62	
Bus Enter Leg	0	0	0	0	0	0	0	0	0	0	5	0	0	5	6	0	0	6	14	2	0	16	27	
Total Entering Leg	0	0	0	0	0	0	0	0	0	0	431	168	0	599	287	103	0	390	430	93	0	523	1512	
Cars Exiting Leg					343									1080				0					0	1423
Heavy Exiting Leg					19									43				0					0	62
Buses Exiting Leg					2									25				0					0	27
Total Exiting Leg					364									1148				0					0	1512



PDI File #: 175607 (14)  
 Location: N: Rotary S: Route 1A  
 Location: E: Beach Street (1A) W: Rotary SE: Revere Beach Pkwy (Rt 16)  
 City, State: Revere, MA  
 Client: VHB/ A. Berthoume  
 Site Code: 13796.00  
 Count Date: Tuesday, May 09, 2017  
 Start Time: 6:30 AM  
 End Time: 9:30 AM  
 Class:



**Cars**

	Rotary					Beach Street (1A)					Revere Beach Pkwy (Rt 16)				Route 1A				Rotary				Total
	North					East					Southeast				South				West				
	Right	Thru	Bear Left	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
6:30 AM	0	0	0	0	0	0	0	0	0	0	57	31	0	88	45	11	0	56	50	12	0	62	206
6:45 AM	0	0	0	0	0	0	0	0	0	0	74	27	0	101	48	17	0	65	54	7	0	61	227
Total	0	0	0	0	0	0	0	0	0	0	131	58	0	189	93	28	0	121	104	19	0	123	433
7:00 AM	0	0	0	0	0	0	0	0	0	0	75	25	0	100	53	24	0	77	85	10	0	95	272
7:15 AM	0	0	0	0	0	0	0	0	0	0	83	46	0	129	59	16	0	75	99	15	0	114	318
7:30 AM	0	0	0	0	0	0	0	0	0	0	88	33	0	121	62	19	0	81	106	27	0	133	335
7:45 AM	0	0	0	0	0	0	0	0	0	0	125	55	0	180	55	20	0	75	91	23	0	114	369
Total	0	0	0	0	0	0	0	0	0	0	371	159	0	530	229	79	0	308	381	75	0	456	1294
8:00 AM	0	0	0	0	0	0	0	0	0	0	110	37	0	147	78	24	0	102	99	16	0	115	364
8:15 AM	0	0	0	0	0	0	0	0	0	0	86	36	0	122	72	30	0	102	108	23	0	131	355
8:30 AM	0	0	0	0	0	0	0	0	0	0	103	47	0	150	62	20	0	82	73	20	0	93	325
8:45 AM	0	0	0	0	0	0	0	0	0	0	100	47	0	147	62	17	0	79	66	25	0	91	317
Total	0	0	0	0	0	0	0	0	0	0	399	167	0	566	274	91	0	365	346	84	0	430	1361
9:00 AM	0	0	0	0	0	0	0	0	0	0	82	41	0	123	54	23	0	77	57	19	0	76	276
9:15 AM	0	0	0	0	0	0	0	0	0	0	62	35	0	97	55	26	0	81	83	15	0	98	276
Total	0	0	0	0	0	0	0	0	0	0	144	76	0	220	109	49	0	158	140	34	0	174	552
Grand Total	0	0	0	0	0	0	0	0	0	0	1045	460	0	1505	705	247	0	952	971	212	0	1183	3640
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		69.4	30.6	0.0		74.1	25.9	0.0		82.1	17.9	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.7	12.6	0.0	41.3	19.4	6.8	0.0	26.2	26.7	5.8	0.0	32.5	
Exiting Leg Total	919					2721					0				0				0				3640

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	Rotary					Beach Street (1A)					Revere Beach Pkwy (Rt 16)				Route 1A				Rotary				Total
	North					East					Southeast				South				West				
	Right	Thru	Bear Left	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:30 AM	0	0	0	0	0	0	0	0	0	0	88	33	0	121	62	19	0	81	106	27	0	133	335
7:45 AM	0	0	0	0	0	0	0	0	0	0	125	55	0	180	55	20	0	75	91	23	0	114	369
8:00 AM	0	0	0	0	0	0	0	0	0	0	110	37	0	147	78	24	0	102	99	16	0	115	364
8:15 AM	0	0	0	0	0	0	0	0	0	0	86	36	0	122	72	30	0	102	108	23	0	131	355
Total Volume	0	0	0	0	0	0	0	0	0	0	409	161	0	570	267	93	0	360	404	89	0	493	1423
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		71.8	28.2	0.0		74.2	25.8	0.0		81.9	18.1	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.818	0.732	0.000	0.792	0.856	0.775	0.000	0.882	0.935	0.824	0.000	0.927	0.964
Entering Leg	0	0	0	0	0	0	0	0	0	0	409	161	0	570	267	93	0	360	404	89	0	493	1423
Exiting Leg	343					1080					0				0				0				1423
Total	343					1080					570				360				493				2846

PDI File #: 175607 (14)  
 Location: N: Rotary S: Route 1A  
 Location: E: Beach Street (1A) W: Rotary SE: Revere Beach Pkwy (Rt 16)  
 City, State: Revere, MA  
 Client: VHB/ A. Berthume  
 Site Code: 13796.00  
 Count Date: Tuesday, May 09, 2017  
 Start Time: 6:30 AM  
 End Time: 9:30 AM  
 Class:



**Heavy Vehicles**

	Rotary					Beach Street (1A)					Revere Beach Pkwy (Rt 16)				Route 1A				Rotary				Total
	North					East					Southeast				South				West				
	Right	Thru	Bear Left	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
6:30 AM	0	0	0	0	0	0	0	0	0	0	1	3	0	4	2	3	0	5	0	0	0	0	9
6:45 AM	0	0	0	0	0	0	0	0	0	0	4	2	0	6	3	2	0	5	0	0	0	0	11
Total	0	0	0	0	0	0	0	0	0	0	5	5	0	10	5	5	0	10	0	0	0	0	20
7:00 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	4	1	3	0	4	2	0	0	2	10
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3	1	0	4	0	0	0	0	5
7:30 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	4	3	2	0	5	2	0	0	2	11
7:45 AM	0	0	0	0	0	0	0	0	0	0	3	2	0	5	6	4	0	10	4	0	0	4	19
Total	0	0	0	0	0	0	0	0	0	0	11	3	0	14	13	10	0	23	8	0	0	8	45
8:00 AM	0	0	0	0	0	0	0	0	0	0	4	1	0	5	2	2	0	4	2	2	0	4	13
8:15 AM	0	0	0	0	0	0	0	0	0	0	6	4	0	10	3	2	0	5	4	0	0	4	19
8:30 AM	0	0	0	0	0	0	0	0	0	0	5	5	0	10	5	1	0	6	4	0	0	4	20
8:45 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	4	3	0	0	3	3	0	0	3	10
Total	0	0	0	0	0	0	0	0	0	0	19	10	0	29	13	5	0	18	13	2	0	15	62
9:00 AM	0	0	0	0	0	0	0	0	0	0	10	6	0	16	5	4	0	9	3	1	0	4	29
9:15 AM	0	0	0	0	0	0	0	0	0	0	3	4	0	7	4	3	0	7	0	1	0	1	15
Total	0	0	0	0	0	0	0	0	0	0	13	10	0	23	9	7	0	16	3	2	0	5	44
Grand Total	0	0	0	0	0	0	0	0	0	0	48	28	0	76	40	27	0	67	24	4	0	28	171
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		63.2	36.8	0.0		59.7	40.3	0.0		85.7	14.3	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.1	16.4	0.0	44.4	23.4	15.8	0.0	39.2	14.0	2.3	0.0	16.4	
Exiting Leg Total						59					112				0				0				171

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	Rotary					Beach Street (1A)					Revere Beach Pkwy (Rt 16)				Route 1A				Rotary				Total				
	North					East					Southeast				South				West								
	Right	Thru	Bear Left	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total					
8:15 AM	0	0	0	0	0	0	0	0	0	0	6	4	0	10	3	2	0	5	4	0	0	4	19				
8:30 AM	0	0	0	0	0	0	0	0	0	0	5	5	0	10	5	1	0	6	4	0	0	4	20				
8:45 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	4	3	0	0	3	3	0	0	3	10				
9:00 AM	0	0	0	0	0	0	0	0	0	0	10	6	0	16	5	4	0	9	3	1	0	4	29				
Total Volume	0	0	0	0	0	0	0	0	0	0	25	15	0	40	16	7	0	23	14	1	0	15	78				
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		62.5	37.5	0.0		69.6	30.4	0.0		93.3	6.7	0.0						
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.625	0.000	0.625	0.800	0.438	0.000	0.639	0.875	0.250	0.000	0.938	0.672				
Entering Leg	0	0	0	0	0	0	0	0	0	0	25	15	0	40	16	7	0	23	14	1	0	15	78				
Exiting Leg						23					55				0				0				78				
Total						23					55				40				23				15				156

PDI File #: 175607 (14)  
 Location: N: Rotary S: Route 1A  
 Location: E: Beach Street (1A) W: Rotary SE: Revere Beach Pkwy (Rt 16)  
 City, State: Revere, MA  
 Client: VHB/ A. Berthume  
 Site Code: 13796.00  
 Count Date: Tuesday, May 09, 2017  
 Start Time: 6:30 AM  
 End Time: 9:30 AM  
 Class:



**Buses**

	Rotary					Beach Street (1A)					Revere Beach Pkwy (Rt 16)				Route 1A				Rotary				Total
	North					East					Southeast				South				West				
	Right	Thru	Bear Left	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	2	1	0	0	1	4
6:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	2	3
Total	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2	0	0	2	3	0	0	3	7
7:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	0	0	2	5	0	0	5	9
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3	0	0	3	7	0	0	7	11
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	2	6	1	0	7	10
7:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	3	2	0	0	2	5	1	0	6	11
Total	0	0	0	0	0	0	0	0	0	0	6	1	0	7	9	0	0	9	23	2	0	25	41
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	1	0	0	1	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	2	3
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	6	0	0	6	7
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2	0	0	2	11	0	0	11	15
9:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	1	5	0	0	5	8
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4	0	0	4	5
Total	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	0	0	2	9	0	0	9	13
Grand Total	0	0	0	0	0	0	0	0	0	0	10	3	0	13	15	0	0	15	46	2	0	48	76
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		76.9	23.1	0.0		100.0	0.0	0.0		95.8	4.2	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.2	3.9	0.0	17.1	19.7	0.0	0.0	19.7	60.5	2.6	0.0	63.2	
Exiting Leg Total						5					71				0				0				76

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	Rotary					Beach Street (1A)					Revere Beach Pkwy (Rt 16)				Route 1A				Rotary				Total
	North					East					Southeast				South				West				
	Right	Thru	Bear Left	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	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	0	2	0	0	2	2	0	0	2	5	0	0	5	9
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3	0	0	3	7	0	0	7	11
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	2	6	1	0	7	10
7:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	3	2	0	0	2	5	1	0	6	11
Total Volume	0	0	0	0	0	0	0	0	0	0	6	1	0	7	9	0	0	9	23	2	0	25	41
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		85.7	14.3	0.0		100.0	0.0	0.0		92.0	8.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.250	0.000	0.583	0.750	0.000	0.000	0.750	0.821	0.500	0.000	0.893	0.932
Entering Leg	0					0					6				9				23				41
Exiting Leg	3					38					0				0				0				41
Total	3					38					7				9				25				82

PDI File #: **175607 (14)**  
 Location: **N: Rotary S: Route 1A**  
 Location: **E: Beach Street (1A) W: Rotary SE: Revere Beach Pkwy (Rt 16)**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthoume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**



**Bicycles (on Roadway and Crosswalks)**

	Rotary							Beach Street (1A)					Revere Beach Pkwy (Rt 16)					Route 1A					Rotary					Total										
	North							East					Southeast					South					West															
	Right	Thru	Bear Left	U-Turn	CW-EB	CW-WB	Total	Thru	Left	Hard Left	U-Turn	CW-SB	CW-NB	Total	Hard Right	Bear Right	U-Turn	CW-SWB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	Thru		Left	U-Turn	CW-NB	CW-SB	Total					
6:30 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
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 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	
9:15 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	
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
Grand Total	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	1	0	0	0	0	0	0	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	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			
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	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		
Exiting Leg Total	0							1					0					0					0					1										

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	Rotary							Beach Street (1A)					Revere Beach Pkwy (Rt 16)					Route 1A					Rotary					Total									
	North							East					Southeast					South					West														
	Right	Thru	Bear Left	U-Turn	CW-EB	CW-WB	Total	Thru	Left	Hard Left	U-Turn	CW-SB	CW-NB	Total	Hard Right	Bear Right	U-Turn	CW-SWB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	Thru		Left	U-Turn	CW-NB	CW-SB	Total				
6:30 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	
6:45 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
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	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	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	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	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		
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	0.250	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	0.250	
Entering Leg	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	0	0	0	0	0	0	0	0	0	0	1	
Exiting Leg	0							1					0					0					0					1									
Total	0							1					0					1					0					2									

PDI File #: 175607 (14)  
 Location: N: Rotary S: Route 1A  
 Location: E: Beach Street (1A) W: Rotary SE: Revere Beach Pkwy (Rt 16)  
 City, State: Revere, MA  
 Client: VHB/ A. Berthume  
 Site Code: 13796.00  
 Count Date: Tuesday, May 09, 2017  
 Start Time: 6:30 AM  
 End Time: 9:30 AM



**Pedestrians**

	Rotary							Beach Street (1A)							Revere Beach Pkwy (Rt 16)							Route 1A							Rotary							Total							
	North							East							Southeast							South							West														
	Right	Thru	Bear Left	U-Turn	CW-EB	CW-WB	Total	Thru	Left	Hard Left	U-Turn	CW-SB	CW-NB	Total	Hard Right	Bear Right	U-Turn	CW-SWB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total											
6:30 AM	0	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	0	0	0	0	0	3
6:45 AM	0	0	0	0	0	4	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	0	0	0	0	0	4
Total	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
7:00 AM	0	0	0	0	1	3	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	0	0	0	0	0	4
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
7:30 AM	0	0	0	0	2	3	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	0	0	0	0	0	0	0	0	0	5
7:45 AM	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	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	4	6	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
8:00 AM	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	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	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	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	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	0	0	0	6	3	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	0	0	0	0	0	0	0	0	0	9
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	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	0	0	0	0	0	0	0	0	0	0	0	1
Total	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	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	11	16	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27
Approach %	0.0	0.0	0.0	0.0	40.7	59.3		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	0.0		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	40.7	59.3	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Exiting Leg Total	27							0							0							0							27														

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	Rotary							Beach Street (1A)							Revere Beach Pkwy (Rt 16)							Route 1A							Rotary							Total							
	North							East							Southeast							South							West														
	Right	Thru	Bear Left	U-Turn	CW-EB	CW-WB	Total	Thru	Left	Hard Left	U-Turn	CW-SB	CW-NB	Total	Hard Right	Bear Right	U-Turn	CW-SWB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total											
6:45 AM	0	0	0	0	0	4	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	0	0	0	0	0	4
7:00 AM	0	0	0	0	1	3	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	0	0	0	0	0	4
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
7:30 AM	0	0	0	0	2	3	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	0	0	0	0	0	0	0	0	0	5
Total Volume	0	0	0	0	3	10	13	0	0	0	0	0	0	0	0	0	0	0	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
% Approach Total	0.0	0.0	0.0	0.0	23.1	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	0.0	0.0	0.0		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	0.375	0.625	0.650	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.650			
Entering Leg	0	0	0	0	3	10	13	0	0	0	0	0	0	0	0	0	0	0	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
Exiting Leg	13							0							0							0							13														
Total	26							0							0							0							26														

PDI File #: **175607 (14)**  
 Location: **N: Rotary S: Route 1A**  
 Location: **E: Beach Street (1A) W: Rotary SE: Revere Beach Pkwy (Rt 16)**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



**Cars, Heavy Vehicles, and Buses (Combined)**

	Rotary					Beach Street (1A)					Revere Beach Pkwy (Rt 16)				Route 1A				Rotary				Total
	North					East					Southeast				South				West				
	Right	Thru	Bear Left	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:30 PM	0	0	0	0	0	0	0	0	0	0	161	67	0	228	89	34	0	123	113	19	0	132	483
3:45 PM	0	0	0	0	0	0	0	0	0	0	196	49	0	245	102	20	0	122	92	16	0	108	475
Total	0	0	0	0	0	0	0	0	0	0	357	116	0	473	191	54	0	245	205	35	0	240	958
4:00 PM	0	0	0	0	0	0	0	0	0	0	209	57	0	266	90	21	0	111	133	37	0	170	547
4:15 PM	0	0	0	0	0	0	0	0	0	0	173	56	0	229	110	28	0	138	132	27	0	159	526
4:30 PM	0	0	0	0	0	0	0	0	0	0	191	56	0	247	92	23	0	115	107	21	0	128	490
4:45 PM	0	0	0	0	0	0	0	0	0	0	191	65	0	256	91	20	0	111	127	15	0	142	509
Total	0	0	0	0	0	0	0	0	0	0	764	234	0	998	383	92	0	475	499	100	0	599	2072
5:00 PM	0	0	0	0	0	0	0	0	0	0	217	74	0	291	125	21	0	146	103	19	0	122	559
5:15 PM	0	0	0	0	0	0	0	0	0	0	185	70	0	255	82	26	0	108	109	9	0	118	481
5:30 PM	0	0	0	0	0	0	0	0	0	0	199	63	0	262	69	26	0	95	105	15	0	120	477
5:45 PM	0	0	0	0	0	0	0	0	0	0	177	65	0	242	79	18	0	97	112	22	0	134	473
Total	0	0	0	0	0	0	0	0	0	0	778	272	0	1050	355	91	0	446	429	65	0	494	1990
6:00 PM	0	0	0	0	0	0	0	0	0	0	163	54	0	217	106	16	0	122	123	15	0	138	477
6:15 PM	0	0	0	0	0	0	0	0	0	0	154	53	0	207	107	19	0	126	114	16	0	130	463
Total	0	0	0	0	0	0	0	0	0	0	317	107	0	424	213	35	0	248	237	31	0	268	940
Grand Total	0	0	0	0	0	0	0	0	0	0	2216	729	0	2945	1142	272	0	1414	1370	231	0	1601	5960
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	75.2	24.8	0.0		80.8	19.2	0.0		85.6	14.4	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	37.2	12.2	0.0	49.4	19.2	4.6	0.0	23.7	23.0	3.9	0.0	26.9	
Exiting Leg Total	1232					4728					0				0				0				5960
Cars	0	0	0	0	0	0	0	0	0	0	2171	719	0	2890	1080	267	0	1347	1316	226	0	1542	5779
% Cars	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.0	98.6	0.0	98.1	94.6	98.2	0.0	95.3	96.1	97.8	0.0	96.3	97.0
Exiting Leg Total	1212					4567					0				0				0				5779
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	37	9	0	46	52	5	0	57	14	5	0	19	122
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7	1.2	0.0	1.6	4.6	1.8	0.0	4.0	1.0	2.2	0.0	1.2	2.0
Exiting Leg Total	19					103					0				0				0				122
Buses	0	0	0	0	0	0	0	0	0	0	8	1	0	9	10	0	0	10	40	0	0	40	59
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.1	0.0	0.3	0.9	0.0	0.0	0.7	2.9	0.0	0.0	2.5	1.0
Exiting Leg Total	1					58					0				0				0				59

**Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:**

	Rotary					Beach Street (1A)					Revere Beach Pkwy (Rt 16)				Route 1A				Rotary				Total
	North					East					Southeast				South				West				
	Right	Thru	Bear Left	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	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	173	56	0	229	110	28	0	138	132	27	0	159	526
4:30 PM	0	0	0	0	0	0	0	0	0	0	191	56	0	247	92	23	0	115	107	21	0	128	490
4:45 PM	0	0	0	0	0	0	0	0	0	0	191	65	0	256	91	20	0	111	127	15	0	142	509
5:00 PM	0	0	0	0	0	0	0	0	0	0	217	74	0	291	125	21	0	146	103	19	0	122	559
Total Volume	0	0	0	0	0	0	0	0	0	0	772	251	0	1023	418	92	0	510	469	82	0	551	2084
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	75.5	24.5	0.0		82.0	18.0	0.0		85.1	14.9	0.0		

PDI File #: 175607 (14)  
 Location: N: Rotary S: Route 1A  
 Location: E: Beach Street (1A) W: Rotary SE: Revere Beach Pkwy (Rt 16)  
 City, State: Revere, MA  
 Client: VHB/ A. Berthume  
 Site Code: 13796.00  
 Count Date: Tuesday, May 09, 2017  
 Start Time: 3:30 PM  
 End Time: 6:30 PM



**Cars, Heavy Vehicles, and Buses (Combined)**

	Rotary					Beach Street (1A)					Revere Beach Pkwy (Rt 16)				Route 1A				Rotary				Total
	North					East					Southeast				South				West				
	Right	Thru	Bear Left	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.889	0.848	0.000	0.879	0.836	0.821	0.000	0.873	0.888	0.759	0.000	0.866	0.932
Cars	0	0	0	0	0	0	0	0	0	0	759	245	0	1004	398	91	0	489	450	81	0	531	2024
Cars %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.3	97.6	0.0	98.1	95.2	98.9	0.0	95.9	95.9	98.8	0.0	96.4	97.1
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	11	6	0	17	19	1	0	20	6	1	0	7	44
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4	2.4	0.0	1.7	4.5	1.1	0.0	3.9	1.3	1.2	0.0	1.3	2.1
Buses	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	1	13	0	0	13	16
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.2	0.2	0.0	0.0	0.2	2.8	0.0	0.0	2.4	0.8
Cars Enter Leg	0	0	0	0	0	0	0	0	0	0	759	245	0	1004	398	91	0	489	450	81	0	531	2024
Heavy Enter Leg	0	0	0	0	0	0	0	0	0	0	11	6	0	17	19	1	0	20	6	1	0	7	44
Bus Enter Leg	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	1	13	0	0	13	16
Total Entering Leg	0	0	0	0	0	0	0	0	0	0	772	251	0	1023	418	92	0	510	469	82	0	551	2084
Cars Exiting Leg					417					1607				0				0				0	2024
Heavy Exiting Leg					8					36				0				0				0	44
Buses Exiting Leg					0					16				0				0				0	16
Total Exiting Leg					425					1659				0				0				0	2084

PDI File #: 175607 (14)  
 Location: N: Rotary S: Route 1A  
 Location: E: Beach Street (1A) W: Rotary SE: Revere Beach Pkwy (Rt 16)  
 City, State: Revere, MA  
 Client: VHB/ A. Berthume  
 Site Code: 13796.00  
 Count Date: Tuesday, May 09, 2017  
 Start Time: 3:30 PM  
 End Time: 6:30 PM  
 Class:



**Cars**

	Rotary					Beach Street (1A)					Revere Beach Pkwy (Rt 16)				Route 1A				Rotary				Total
	North					East					Southeast				South				West				
	Right	Thru	Bear Left	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:30 PM	0	0	0	0	0	0	0	0	0	0	155	67	0	222	83	34	0	117	111	19	0	130	469
3:45 PM	0	0	0	0	0	0	0	0	0	0	190	48	0	238	92	18	0	110	87	16	0	103	451
Total	0	0	0	0	0	0	0	0	0	0	345	115	0	460	175	52	0	227	198	35	0	233	920
4:00 PM	0	0	0	0	0	0	0	0	0	0	203	55	0	258	81	20	0	101	124	36	0	160	519
4:15 PM	0	0	0	0	0	0	0	0	0	0	169	54	0	223	100	27	0	127	123	27	0	150	500
4:30 PM	0	0	0	0	0	0	0	0	0	0	186	55	0	241	88	23	0	111	103	20	0	123	475
4:45 PM	0	0	0	0	0	0	0	0	0	0	188	63	0	251	90	20	0	110	122	15	0	137	498
Total	0	0	0	0	0	0	0	0	0	0	746	227	0	973	359	90	0	449	472	98	0	570	1992
5:00 PM	0	0	0	0	0	0	0	0	0	0	216	73	0	289	120	21	0	141	102	19	0	121	551
5:15 PM	0	0	0	0	0	0	0	0	0	0	183	70	0	253	78	26	0	104	105	9	0	114	471
5:30 PM	0	0	0	0	0	0	0	0	0	0	194	63	0	257	66	26	0	92	99	14	0	113	462
5:45 PM	0	0	0	0	0	0	0	0	0	0	175	65	0	240	75	17	0	92	111	20	0	131	463
Total	0	0	0	0	0	0	0	0	0	0	768	271	0	1039	339	90	0	429	417	62	0	479	1947
6:00 PM	0	0	0	0	0	0	0	0	0	0	160	54	0	214	102	16	0	118	118	15	0	133	465
6:15 PM	0	0	0	0	0	0	0	0	0	0	152	52	0	204	105	19	0	124	111	16	0	127	455
Total	0	0	0	0	0	0	0	0	0	0	312	106	0	418	207	35	0	242	229	31	0	260	920
Grand Total	0	0	0	0	0	0	0	0	0	0	2171	719	0	2890	1080	267	0	1347	1316	226	0	1542	5779
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	75.1	24.9	0.0	80.2	19.8	0.0	85.3	14.7	0.0				
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	37.6	12.4	0.0	50.0	18.7	4.6	0.0	23.3	22.8	3.9	0.0	26.7	
Exiting Leg Total	1212					4567					0				0				0	5779			

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

4:15 PM	Rotary					Beach Street (1A)					Revere Beach Pkwy (Rt 16)				Route 1A				Rotary				Total
	North					East					Southeast				South				West				
	Right	Thru	Bear Left	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	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	169	54	0	223	100	27	0	127	123	27	0	150	500
4:30 PM	0	0	0	0	0	0	0	0	0	0	186	55	0	241	88	23	0	111	103	20	0	123	475
4:45 PM	0	0	0	0	0	0	0	0	0	0	188	63	0	251	90	20	0	110	122	15	0	137	498
5:00 PM	0	0	0	0	0	0	0	0	0	0	216	73	0	289	120	21	0	141	102	19	0	121	551
Total Volume	0	0	0	0	0	0	0	0	0	0	759	245	0	1004	398	91	0	489	450	81	0	531	2024
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	75.6	24.4	0.0	81.4	18.6	0.0	84.7	15.3	0.0				
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.878	0.839	0.000	0.869	0.829	0.843	0.000	0.867	0.915	0.750	0.000	0.885	0.918
Entering Leg	0	0	0	0	0	0	0	0	0	0	759	245	0	1004	398	91	0	489	450	81	0	531	2024
Exiting Leg	417					1607					0				0				0	2024			
Total	417					1607					1004				489				531				4048



PDI File #: 175607 (14)  
 Location: N: Rotary S: Route 1A  
 Location: E: Beach Street (1A) W: Rotary SE: Revere Beach Pkwy (Rt 16)  
 City, State: Revere, MA  
 Client: VHB/ A. Berthume  
 Site Code: 13796.00  
 Count Date: Tuesday, May 09, 2017  
 Start Time: 3:30 PM  
 End Time: 6:30 PM  
 Class:



**Heavy Vehicles**

	Rotary					Beach Street (1A)					Revere Beach Pkwy (Rt 16)				Route 1A				Rotary				Total
	North					East					Southeast				South				West				
	Right	Thru	Bear Left	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:30 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	6	5	0	0	5	1	0	0	1	12
3:45 PM	0	0	0	0	0	0	0	0	0	0	3	1	0	4	10	2	0	12	4	0	0	4	20
Total	0	0	0	0	0	0	0	0	0	0	9	1	0	10	15	2	0	17	5	0	0	5	32
4:00 PM	0	0	0	0	0	0	0	0	0	0	5	1	0	6	9	1	0	10	0	1	0	1	17
4:15 PM	0	0	0	0	0	0	0	0	0	0	4	2	0	6	9	1	0	10	2	0	0	2	18
4:30 PM	0	0	0	0	0	0	0	0	0	0	4	1	0	5	4	0	0	4	1	1	0	2	11
4:45 PM	0	0	0	0	0	0	0	0	0	0	2	2	0	4	1	0	0	1	2	0	0	2	7
Total	0	0	0	0	0	0	0	0	0	0	15	6	0	21	23	2	0	25	5	2	0	7	53
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	2	5	0	0	5	1	0	0	1	8
5:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	0	0	2	1	0	0	1	5
5:30 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	4	3	0	0	3	1	1	0	2	9
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	1	0	3	0	2	0	2	6
Total	0	0	0	0	0	0	0	0	0	0	8	1	0	9	12	1	0	13	3	3	0	6	28
6:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	3	2	0	0	2	1	0	0	1	6
6:15 PM	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	0	0	5	1	0	6	2	0	0	2	1	0	0	1	9
Grand Total	0	0	0	0	0	0	0	0	0	0	37	9	0	46	52	5	0	57	14	5	0	19	122
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	80.4	19.6	0.0	91.2	8.8	0.0	73.7	26.3	0.0				
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.3	7.4	0.0	37.7	42.6	4.1	0.0	46.7	11.5	4.1	0.0	15.6	
Exiting Leg Total						19						103					0					0	122

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

3:30 PM	Rotary					Beach Street (1A)					Revere Beach Pkwy (Rt 16)				Route 1A				Rotary				Total					
	North					East					Southeast				South				West									
	Right	Thru	Bear Left	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total						
3:30 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	6	5	0	0	5	1	0	0	1	12					
3:45 PM	0	0	0	0	0	0	0	0	0	0	3	1	0	4	10	2	0	12	4	0	0	4	20					
4:00 PM	0	0	0	0	0	0	0	0	0	0	5	1	0	6	9	1	0	10	0	1	0	1	17					
4:15 PM	0	0	0	0	0	0	0	0	0	0	4	2	0	6	9	1	0	10	2	0	0	2	18					
Total Volume	0	0	0	0	0	0	0	0	0	0	18	4	0	22	33	4	0	37	7	1	0	8	67					
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	81.8	18.2	0.0	89.2	10.8	0.0	87.5	12.5	0.0									
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.500	0.000	0.917	0.825	0.500	0.000	0.771	0.438	0.250	0.000	0.500	0.838					
Entering Leg	0	0	0	0	0	0	0	0	0	0	18	4	0	22	33	4	0	37	7	1	0	8	67					
Exiting Leg						9						58					0					0	67					
Total						9						58					22					37					8	134

PDI File #: 175607 (14)  
 Location: N: Rotary S: Route 1A  
 Location: E: Beach Street (1A) W: Rotary SE: Revere Beach Pkwy (Rt 16)  
 City, State: Revere, MA  
 Client: VHB/ A. Berthume  
 Site Code: 13796.00  
 Count Date: Tuesday, May 09, 2017  
 Start Time: 3:30 PM  
 End Time: 6:30 PM  
 Class:



**Buses**

	Rotary					Beach Street (1A)					Revere Beach Pkwy (Rt 16)				Route 1A				Rotary				Total
	North					East					Southeast				South				West				
	Right	Thru	Bear Left	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	2
3:45 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	1	0	0	1	4
Total	0	0	0	0	0	0	0	0	0	0	3	0	0	3	1	0	0	1	2	0	0	2	6
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	9	0	0	9	11
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	7	0	0	7	8
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	3	0	0	3	4
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	3	0	0	3	4
Total	0	0	0	0	0	0	0	0	0	0	3	1	0	4	1	0	0	1	22	0	0	22	27
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
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3	0	0	3	5
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	5	0	0	5	6
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	2	1	0	0	1	4
Total	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4	0	0	4	9	0	0	9	15
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4	0	0	4	6
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3	0	0	3	5
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	7	0	0	7	11
Grand Total	0	0	0	0	0	0	0	0	0	0	8	1	0	9	10	0	0	10	40	0	0	40	59
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	88.9	11.1	0.0		100.0	0.0	0.0		100.0	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	13.6	1.7	0.0	15.3	16.9	0.0	0.0	16.9	67.8	0.0	0.0	67.8	
Exiting Leg Total						1						58					0					0	59

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

3:30 PM	Rotary					Beach Street (1A)					Revere Beach Pkwy (Rt 16)				Route 1A				Rotary				Total
	North					East					Southeast				South				West				
	Right	Thru	Bear Left	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	2
3:45 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	1	0	0	1	4
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	9	0	0	9	11
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	7	0	0	7	8
Total Volume	0	0	0	0	0	0	0	0	0	0	4	1	0	5	2	0	0	2	18	0	0	18	25
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	80.0	20.0	0.0		100.0	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	0.000	0.000	0.000	0.333	0.250	0.000	0.417	0.500	0.000	0.000	0.500	0.500	0.000	0.000	0.500	0.568
Entering Leg	0	0	0	0	0	0	0	0	0	0	4	1	0	5	2	0	0	2	18	0	0	18	25
Exiting Leg						1						24					0					25	
Total						1						24					2					18	50





PDI File #: **175607 (15)**  
 Location: **N: Everett Street S: Rotary**  
 Location: **E: Beach Street (1A) W: Rotary**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



**Cars, Heavy Vehicles, and Buses (Combined)**

	Everett Street					Beach Street (1A)					Rotary					Rotary					Total
	North					East					South					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	
6:30 AM	14	0	0	0	14	2	318	0	0	320	0	15	46	0	61	0	0	0	0	0	395
6:45 AM	12	0	0	0	12	1	260	0	0	261	0	12	44	0	56	0	0	0	0	0	329
<b>Total</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>3</b>	<b>578</b>	<b>0</b>	<b>0</b>	<b>581</b>	<b>0</b>	<b>27</b>	<b>90</b>	<b>0</b>	<b>117</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>724</b>
7:00 AM	6	0	0	0	6	5	287	0	0	292	0	10	53	0	63	0	0	0	0	0	361
7:15 AM	4	0	0	0	4	1	263	0	0	264	0	13	62	0	75	1	0	0	0	1	344
7:30 AM	9	0	0	0	9	6	244	0	0	250	0	21	64	0	85	0	0	0	0	0	344
7:45 AM	15	0	0	0	15	5	226	0	0	231	0	25	77	0	102	0	0	0	0	0	348
<b>Total</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>17</b>	<b>1020</b>	<b>0</b>	<b>0</b>	<b>1037</b>	<b>0</b>	<b>69</b>	<b>256</b>	<b>0</b>	<b>325</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1397</b>
8:00 AM	17	0	0	0	17	8	214	0	0	222	0	27	65	0	92	0	0	0	0	0	331
8:15 AM	26	0	0	0	26	6	282	0	0	288	0	29	66	0	95	0	0	0	0	0	409
8:30 AM	24	0	0	0	24	4	269	0	0	273	0	21	72	0	93	0	0	0	0	0	390
8:45 AM	30	0	0	0	30	11	272	0	0	283	0	43	46	0	89	0	0	0	0	0	402
<b>Total</b>	<b>97</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>29</b>	<b>1037</b>	<b>0</b>	<b>0</b>	<b>1066</b>	<b>0</b>	<b>120</b>	<b>249</b>	<b>0</b>	<b>369</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1532</b>
9:00 AM	51	0	0	0	51	10	215	0	0	225	0	34	59	0	93	0	0	0	0	0	369
9:15 AM	46	0	0	0	46	9	253	0	0	262	0	35	52	0	87	0	0	0	0	0	395
<b>Total</b>	<b>97</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>19</b>	<b>468</b>	<b>0</b>	<b>0</b>	<b>487</b>	<b>0</b>	<b>69</b>	<b>111</b>	<b>0</b>	<b>180</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>764</b>
Grand Total	254	0	0	0	254	68	3103	0	0	3171	0	285	706	0	991	1	0	0	0	1	4417
Approach %	100.0	0.0	0.0	0.0		2.1	97.9	0.0	0.0		0.0	28.8	71.2	0.0		100.0	0.0	0.0	0.0		
Total %	5.8	0.0	0.0	0.0	5.8	1.5	70.3	0.0	0.0	71.8	0.0	6.5	16.0	0.0	22.4	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	353					0					1					4063					4417
Cars	239	0	0	0	239	67	2939	0	0	3006	0	278	644	0	922	1	0	0	0	1	4168
% Cars	94.1	0.0	0.0	0.0	94.1	98.5	94.7	0.0	0.0	94.8	0.0	97.5	91.2	0.0	93.0	100.0	0.0	0.0	0.0	100.0	94.4
Exiting Leg Total	345					0					1					3822					4168
Heavy Vehicles	4	0	0	0	4	1	114	0	0	115	0	7	56	0	63	0	0	0	0	0	182
% Heavy Vehicles	1.6	0.0	0.0	0.0	1.6	1.5	3.7	0.0	0.0	3.6	0.0	2.5	7.9	0.0	6.4	0.0	0.0	0.0	0.0	0.0	4.1
Exiting Leg Total	8					0					0					174					182
Buses	11	0	0	0	11	0	50	0	0	50	0	0	6	0	6	0	0	0	0	0	67
% Buses	4.3	0.0	0.0	0.0	4.3	0.0	1.6	0.0	0.0	1.6	0.0	0.0	0.8	0.0	0.6	0.0	0.0	0.0	0.0	0.0	1.5
Exiting Leg Total	0					0					0					67					67

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	Everett Street					Beach Street (1A)					Rotary					Rotary					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:15 AM	26	0	0	0	26	6	282	0	0	288	0	29	66	0	95	0	0	0	0	0	409
8:30 AM	24	0	0	0	24	4	269	0	0	273	0	21	72	0	93	0	0	0	0	0	390
8:45 AM	30	0	0	0	30	11	272	0	0	283	0	43	46	0	89	0	0	0	0	0	402
9:00 AM	51	0	0	0	51	10	215	0	0	225	0	34	59	0	93	0	0	0	0	0	369
Total Volume	131	0	0	0	131	31	1038	0	0	1069	0	127	243	0	370	0	0	0	0	0	1570
% Approach Total	100.0	0.0	0.0	0.0		2.9	97.1	0.0	0.0		0.0	34.3	65.7	0.0		0.0	0.0	0.0	0.0		
PHF	0.642	0.000	0.000	0.000	0.642	0.705	0.920	0.000	0.000	0.928	0.000	0.738	0.844	0.000	0.974	0.000	0.000	0.000	0.000	0.000	0.960
Cars	125	0	0	0	125	31	991	0	0	1022	0	127	219	0	346	0	0	0	0	0	1493
Cars %	95.4	0.0	0.0	0.0	95.4	100.0	95.5	0.0	0.0	95.6	0.0	100.0	90.1	0.0	93.5	0.0	0.0	0.0	0.0	0.0	95.1
Heavy Vehicles	2	0	0	0	2	0	28	0	0	28	0	0	23	0	23	0	0	0	0	0	53
Heavy Vehicles %	1.5	0.0	0.0	0.0	1.5	0.0	2.7	0.0	0.0	2.6	0.0	0.0	9.5	0.0	6.2	0.0	0.0	0.0	0.0	0.0	3.4
Buses	4	0	0	0	4	0	19	0	0	19	0	0	1	0	1	0	0	0	0	0	24
Buses %	3.1	0.0	0.0	0.0	3.1	0.0	1.8	0.0	0.0	1.8	0.0	0.0	0.4	0.0	0.3	0.0	0.0	0.0	0.0	0.0	1.5
Cars Enter Leg	125	0	0	0	125	31	991	0	0	1022	0	127	219	0	346	0	0	0	0	0	1493
Heavy Enter Leg	2	0	0	0	2	0	28	0	0	28	0	0	23	0	23	0	0	0	0	0	53
Bus Enter Leg	4	0	0	0	4	0	19	0	0	19	0	0	1	0	1	0	0	0	0	0	24
Total Entering Leg	131	0	0	0	131	31	1038	0	0	1069	0	127	243	0	370	0	0	0	0	0	1570
Cars Exiting Leg	158					0					0					1335					1493

PDI File #: **175607 (15)**  
 Location: **N: Everett Street S: Rotary**  
 Location: **E: Beach Street (1A) W: Rotary**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 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@pdilk.com

**Cars, Heavy Vehicles, and Buses (Combined)**

	Everett Street					Beach Street (1A)					Rotary					Rotary					Total
	North					East					South					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	
Heavy Exiting Leg	0					0					0					53					53
Buses Exiting Leg	0					0					0					24					24
<b>Total Exiting Leg</b>	<b>158</b>					<b>0</b>					<b>0</b>					<b>1412</b>					<b>1570</b>

PDI File #: **175607 (15)**  
 Location: **N: Everett Street S: Rotary**  
 Location: **E: Beach Street (1A) W: Rotary**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



**Cars**

	Everett Street					Beach Street (1A)					Rotary					Rotary					Total	
	North					East					South					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		
6:30 AM	13	0	0	0	13	2	298	0	0	300	0	13	40	0	53	0	0	0	0	0	366	
6:45 AM	10	0	0	0	10	1	241	0	0	242	0	12	40	0	52	0	0	0	0	0	304	
<b>Total</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>3</b>	<b>539</b>	<b>0</b>	<b>0</b>	<b>542</b>	<b>0</b>	<b>25</b>	<b>80</b>	<b>0</b>	<b>105</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>670</b>	
7:00 AM	5	0	0	0	5	5	276	0	0	281	0	10	49	0	59	0	0	0	0	0	345	
7:15 AM	4	0	0	0	4	1	244	0	0	245	0	12	59	0	71	1	0	0	0	1	321	
7:30 AM	8	0	0	0	8	6	228	0	0	234	0	21	61	0	82	0	0	0	0	0	324	
7:45 AM	13	0	0	0	13	5	218	0	0	223	0	25	69	0	94	0	0	0	0	0	330	
<b>Total</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>17</b>	<b>966</b>	<b>0</b>	<b>0</b>	<b>983</b>	<b>0</b>	<b>68</b>	<b>238</b>	<b>0</b>	<b>306</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1320</b>	
8:00 AM	15	0	0	0	15	7	205	0	0	212	0	24	62	0	86	0	0	0	0	0	313	
8:15 AM	24	0	0	0	24	6	271	0	0	277	0	29	60	0	89	0	0	0	0	0	390	
8:30 AM	23	0	0	0	23	4	259	0	0	263	0	21	65	0	86	0	0	0	0	0	372	
8:45 AM	29	0	0	0	29	11	257	0	0	268	0	43	46	0	89	0	0	0	0	0	386	
<b>Total</b>	<b>91</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>28</b>	<b>992</b>	<b>0</b>	<b>0</b>	<b>1020</b>	<b>0</b>	<b>117</b>	<b>233</b>	<b>0</b>	<b>350</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1461</b>	
9:00 AM	49	0	0	0	49	10	204	0	0	214	0	34	48	0	82	0	0	0	0	0	345	
9:15 AM	46	0	0	0	46	9	238	0	0	247	0	34	45	0	79	0	0	0	0	0	372	
<b>Total</b>	<b>95</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>19</b>	<b>442</b>	<b>0</b>	<b>0</b>	<b>461</b>	<b>0</b>	<b>68</b>	<b>93</b>	<b>0</b>	<b>161</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>717</b>	
Grand Total	239	0	0	0	239	67	2939	0	0	3006	0	278	644	0	922	1	0	0	0	1	4168	
Approach %	100.0	0.0	0.0	0.0		2.2	97.8	0.0	0.0		0.0	30.2	69.8	0.0		100.0	0.0	0.0	0.0			
Total %	5.7	0.0	0.0	0.0	5.7	1.6	70.5	0.0	0.0	72.1	0.0	6.7	15.5	0.0	22.1	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total					345					0					1						3822	4168

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	Everett Street					Beach Street (1A)					Rotary					Rotary					Total	
	North					East					South					West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
8:15 AM	24	0	0	0	24	6	271	0	0	277	0	29	60	0	89	0	0	0	0	0	390	
8:30 AM	23	0	0	0	23	4	259	0	0	263	0	21	65	0	86	0	0	0	0	0	372	
8:45 AM	29	0	0	0	29	11	257	0	0	268	0	43	46	0	89	0	0	0	0	0	386	
9:00 AM	49	0	0	0	49	10	204	0	0	214	0	34	48	0	82	0	0	0	0	0	345	
Total Volume	125	0	0	0	125	31	991	0	0	1022	0	127	219	0	346	0	0	0	0	0	1493	
% Approach Total	100.0	0.0	0.0	0.0		3.0	97.0	0.0	0.0		0.0	36.7	63.3	0.0		0.0	0.0	0.0	0.0			
PHF	0.638	0.000	0.000	0.000	0.638	0.705	0.914	0.000	0.000	0.922	0.000	0.738	0.842	0.000	0.972	0.000	0.000	0.000	0.000	0.000	0.957	
Entering Leg	125	0	0	0	125	31	991	0	0	1022	0	127	219	0	346	0	0	0	0	0	1493	
Exiting Leg					158					0					0						1335	1493
<b>Total</b>					<b>283</b>					<b>1022</b>					<b>346</b>						<b>1335</b>	<b>2986</b>

PDI File #: **175607 (15)**  
 Location: **N: Everett Street S: Rotary**  
 Location: **E: Beach Street (1A) W: Rotary**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
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 Class:



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

**Heavy Vehicles**

	Everett Street					Beach Street (1A)					Rotary					Rotary					Total
	North					East					South					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	
6:30 AM	0	0	0	0	0	0	15	0	0	15	0	2	5	0	7	0	0	0	0	0	22
6:45 AM	1	0	0	0	1	0	16	0	0	16	0	0	4	0	4	0	0	0	0	0	21
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>43</b>
7:00 AM	0	0	0	0	0	0	7	0	0	7	0	0	4	0	4	0	0	0	0	0	11
7:15 AM	0	0	0	0	0	0	14	0	0	14	0	1	2	0	3	0	0	0	0	0	17
7:30 AM	0	0	0	0	0	0	12	0	0	12	0	0	2	0	2	0	0	0	0	0	14
7:45 AM	1	0	0	0	1	0	6	0	0	6	0	0	6	0	6	0	0	0	0	0	13
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>1</b>	<b>14</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>55</b>
8:00 AM	0	0	0	0	0	1	7	0	0	8	0	3	3	0	6	0	0	0	0	0	14
8:15 AM	1	0	0	0	1	0	7	0	0	7	0	0	6	0	6	0	0	0	0	0	14
8:30 AM	0	0	0	0	0	0	7	0	0	7	0	0	6	0	6	0	0	0	0	0	13
8:45 AM	1	0	0	0	1	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	9
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>3</b>	<b>15</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>
9:00 AM	0	0	0	0	0	0	6	0	0	6	0	0	11	0	11	0	0	0	0	0	17
9:15 AM	0	0	0	0	0	0	9	0	0	9	0	1	7	0	8	0	0	0	0	0	17
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>1</b>	<b>18</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>
<b>Grand Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>114</b>	<b>0</b>	<b>0</b>	<b>115</b>	<b>0</b>	<b>7</b>	<b>56</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>182</b>
Approach %	100.0	0.0	0.0	0.0		0.9	99.1	0.0	0.0		0.0	11.1	88.9	0.0		0.0	0.0	0.0	0.0		
Total %	2.2	0.0	0.0	0.0	2.2	0.5	62.6	0.0	0.0	63.2	0.0	3.8	30.8	0.0	34.6	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						8					0					174					182

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	Everett Street					Beach Street (1A)					Rotary					Rotary					Total					
	North					East					South					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						
6:30 AM	0	0	0	0	0	0	15	0	0	15	0	2	5	0	7	0	0	0	0	0	22					
6:45 AM	1	0	0	0	1	0	16	0	0	16	0	0	4	0	4	0	0	0	0	0	21					
7:00 AM	0	0	0	0	0	0	7	0	0	7	0	0	4	0	4	0	0	0	0	0	11					
7:15 AM	0	0	0	0	0	0	14	0	0	14	0	1	2	0	3	0	0	0	0	0	17					
<b>Total Volume</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>52</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>0</b>	<b>3</b>	<b>15</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>71</b>					
% Approach Total	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	16.7	83.3	0.0		0.0	0.0	0.0	0.0							
PHF	0.250	0.000	0.000	0.000	0.250	0.000	0.813	0.000	0.000	0.813	0.000	0.375	0.750	0.000	0.643	0.000	0.000	0.000	0.000	0.000	0.807					
Entering Leg	1	0	0	0	1	0	52	0	0	52	0	3	15	0	18	0	0	0	0	0	71					
Exiting Leg						3					0					68					71					
<b>Total</b>						4					52					18					68					142



PDI File #: **175607 (15)**  
 Location: **N: Everett Street S: Rotary**  
 Location: **E: Beach Street (1A) W: Rotary**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



**Buses**

	Everett Street					Beach Street (1A)					Rotary					Rotary					Total
	North					East					South					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	
6:30 AM	1	0	0	0	1	0	5	0	0	5	0	0	1	0	1	0	0	0	0	0	7
6:45 AM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</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>0</b>	<b>0</b>	<b>11</b>
7:00 AM	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	5
7:15 AM	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	0	0	0	0	0	6
7:30 AM	1	0	0	0	1	0	4	0	0	4	0	0	1	0	1	0	0	0	0	0	6
7:45 AM	1	0	0	0	1	0	2	0	0	2	0	0	2	0	2	0	0	0	0	0	5
<b>Total</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>
8:00 AM	2	0	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
8:15 AM	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	5
8:30 AM	1	0	0	0	1	0	3	0	0	3	0	0	1	0	1	0	0	0	0	0	5
8:45 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	7
<b>Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>16</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>0</b>	<b>0</b>	<b>21</b>
9:00 AM	2	0	0	0	2	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	7
9:15 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	6
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</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>13</b>
<b>Grand Total</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>67</b>
Approach %	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		
Total %	16.4	0.0	0.0	0.0	16.4	0.0	74.6	0.0	0.0	74.6	0.0	0.0	9.0	0.0	9.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					0					0					67					67

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	Everett Street					Beach Street (1A)					Rotary					Rotary					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:30 AM	1	0	0	0	1	0	3	0	0	3	0	0	1	0	1	0	0	0	0	0	5
8:45 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	7
9:00 AM	2	0	0	0	2	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	7
9:15 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	6
<b>Total Volume</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>21</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>0</b>	<b>0</b>	<b>25</b>
% Approach Total	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		
PHF	0.375	0.000	0.000	0.000	0.375	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.893
Entering Leg	3	0	0	0	3	0	21	0	0	21	0	0	1	0	1	0	0	0	0	0	25
Exiting Leg	0					0					0					25					25
<b>Total</b>	<b>3</b>					<b>21</b>					<b>1</b>					<b>25</b>					<b>50</b>

PDI File #: **175607 (15)**  
 Location: **N: Everett Street S: Rotary**  
 Location: **E: Beach Street (1A) W: Rotary**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



**Bicycles (on Roadway and Crosswalks)**

	Everett Street								Beach Street (1A)								Rotary								Rotary								Total
	North								East								South								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		
6:30 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	1			
6:45 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			
Total	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	1			
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			
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30 AM	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
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			
Total	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
8:00 AM	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
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			
8:30 AM	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	1			
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			
Total	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2			
9:00 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			
9:15 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			
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			
Grand Total	2	0	0	0	0	0	0	2	0	1	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	4			
Approach %	100.0	0.0	0.0	0.0	0.0	0.0			0.0	100.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0					
Total %	50.0	0.0	0.0	0.0	0.0	0.0	50.0		0.0	25.0	0.0	0.0	0.0	0.0	25.0		0.0	0.0	0.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0					
Exiting Leg Total	0								0								1								3								4

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	Everett Street								Beach Street (1A)								Rotary								Rotary								Total
	North								East								South								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		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30 AM	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	1				
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 AM	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	1				
Total Volume	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	0	0	2				
% 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					
PHF	0.500	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		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500				
Entering Leg	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	0	2					
Exiting Leg	0								0								0								2								2
Total	2								0								0								2								4

PDI File #: 175607 (15)  
 Location: N: Everett Street S: Rotary  
 Location: E: Beach Street (1A) W: Rotary  
 City, State: Revere, MA  
 Client: VHB/ A. Berthaume  
 Site Code: 13796.00  
 Count Date: Tuesday, May 09, 2017  
 Start Time: 6:30 AM  
 End Time: 9:30 AM  
 Class:



**Pedestrians**

	Everett Street								Beach Street (1A)								Rotary								Rotary								Total			
	North								East								South								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					
6:30 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
6:45 AM	0	0	0	0	1	3	4	0	0	0	0	2	1	3	0	0	0	0	4	5	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
Total	0	0	0	0	1	4	5	0	0	0	0	2	1	3	0	0	0	0	7	6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
7:00 AM	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	7	3	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
7:15 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	0	1	0	1	3
7:30 AM	0	0	0	0	0	2	2	0	0	0	0	0	1	1	0	0	0	0	2	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
7:45 AM	0	0	0	0	0	2	2	0	0	0	0	2	0	2	0	0	0	0	2	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Total	0	0	0	0	0	7	7	0	0	0	0	2	1	3	0	0	0	0	11	11	22	0	0	0	0	1	0	1	0	0	0	0	1	0	1	33
8:00 AM	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	3	2	5	0	0	0	0	3	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	2	6	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Total	0	0	0	0	0	5	5	0	0	0	0	4	3	7	0	0	0	0	5	21	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	1	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	1	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Total	0	0	0	0	0	0	0	0	0	0	0	2	3	5	0	0	0	0	2	9	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
Grand Total	0	0	0	0	1	16	17	0	0	0	0	10	8	18	0	0	0	0	25	47	72	0	0	0	0	1	0	1	0	0	0	0	1	0	1	108
Approach %	0.0	0.0	0.0	0.0	5.9	94.1		0.0	0.0	0.0	0.0	55.6	44.4		0.0	0.0	0.0	0.0	34.7	65.3		0.0	0.0	0.0	0.0	100.0	0.0									
Total %	0.0	0.0	0.0	0.0	0.9	14.8	15.7	0.0	0.0	0.0	0.0	9.3	7.4	16.7	0.0	0.0	0.0	0.0	23.1	43.5	66.7	0.0	0.0	0.0	0.0	0.9	0.0	0.9								
Exiting Leg Total	17							18							72							1							108							

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	Everett Street								Beach Street (1A)								Rotary								Rotary								Total			
	North								East								South								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					
6:45 AM	0	0	0	0	1	3	4	0	0	0	0	2	1	3	0	0	0	0	4	5	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
7:00 AM	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	7	3	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
7:15 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	0	1	0	1	3
7:30 AM	0	0	0	0	0	2	2	0	0	0	0	0	1	1	0	0	0	0	2	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Total Volume	0	0	0	0	1	8	9	0	0	0	0	2	2	4	0	0	0	0	13	13	26	0	0	0	0	1	0	1	0	0	0	0	1	0	1	40
% Approach Total	0.0	0.0	0.0	0.0	11.1	88.9		0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	100.0	0.0									
PHF	0.000	0.000	0.000	0.000	0.250	0.667	0.563	0.000	0.000	0.000	0.000	0.250	0.500	0.333	0.000	0.000	0.000	0.000	0.464	0.650	0.650	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.625							
Entering Leg	0	0	0	0	1	8	9	0	0	0	0	2	2	4	0	0	0	0	13	13	26	0	0	0	0	1	0	1	0	0	0	0	1	0	1	40
Exiting Leg	9							4							26							1							40							
Total	18							8							52							2							80							



PDI File #: **175607 (15)**  
 Location: **N: Everett Street S: Rotary**  
 Location: **E: Beach Street (1A) W: Rotary**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



**Cars, Heavy Vehicles, and Buses (Combined)**

	Everett Street					Beach Street (1A)					Rotary					Rotary					Total
	North					East					South					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	
Cars Exiting Leg					120					0					0					1466	1586
Heavy Exiting Leg					0					0					0					30	30
Buses Exiting Leg					0					0					0					23	23
<b>Total Exiting Leg</b>					<b>120</b>					<b>0</b>					<b>0</b>					<b>1519</b>	<b>1639</b>

PDI File #: **175607 (15)**  
 Location: **N: Everett Street S: Rotary**  
 Location: **E: Beach Street (1A) W: Rotary**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



**Cars**

	Everett Street					Beach Street (1A)					Rotary					Rotary					Total	
	North					East					South					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		
3:30 PM	59	0	0	0	59	8	239	0	0	247	0	44	77	0	121	0	0	0	0	0	427	
3:45 PM	49	0	0	0	49	1	221	0	0	222	0	27	53	0	80	0	0	0	0	0	351	
<b>Total</b>	<b>108</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>108</b>	<b>9</b>	<b>460</b>	<b>0</b>	<b>0</b>	<b>469</b>	<b>0</b>	<b>71</b>	<b>130</b>	<b>0</b>	<b>201</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>778</b>	
4:00 PM	52	0	0	0	52	3	218	0	0	221	0	47	68	0	115	0	0	0	0	0	388	
4:15 PM	49	0	0	0	49	7	240	0	0	247	0	26	75	0	101	0	0	0	0	0	397	
4:30 PM	55	0	0	0	55	1	252	0	0	253	0	22	73	0	95	0	0	0	0	0	403	
4:45 PM	44	0	0	0	44	6	237	0	0	243	0	30	60	0	90	0	0	0	0	0	377	
<b>Total</b>	<b>200</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>200</b>	<b>17</b>	<b>947</b>	<b>0</b>	<b>0</b>	<b>964</b>	<b>0</b>	<b>125</b>	<b>276</b>	<b>0</b>	<b>401</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1565</b>	
5:00 PM	36	0	0	0	36	4	257	0	0	261	0	24	88	0	112	0	0	0	0	0	409	
5:15 PM	36	0	0	0	36	5	235	0	0	240	0	21	82	0	103	0	0	0	0	0	379	
5:30 PM	27	0	0	0	27	1	267	0	0	268	0	19	80	0	99	0	0	0	0	0	394	
5:45 PM	23	0	0	0	23	4	243	0	0	247	0	25	71	0	96	0	0	0	0	0	366	
<b>Total</b>	<b>122</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>122</b>	<b>14</b>	<b>1002</b>	<b>0</b>	<b>0</b>	<b>1016</b>	<b>0</b>	<b>89</b>	<b>321</b>	<b>0</b>	<b>410</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1548</b>	
6:00 PM	28	0	0	0	28	6	269	0	0	275	0	11	74	0	85	0	0	0	0	0	388	
6:15 PM	27	0	0	0	27	3	246	0	0	249	0	19	71	0	90	0	0	0	0	0	366	
<b>Total</b>	<b>55</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>9</b>	<b>515</b>	<b>0</b>	<b>0</b>	<b>524</b>	<b>0</b>	<b>30</b>	<b>145</b>	<b>0</b>	<b>175</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>754</b>	
<b>Grand Total</b>	<b>485</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>485</b>	<b>49</b>	<b>2924</b>	<b>0</b>	<b>0</b>	<b>2973</b>	<b>0</b>	<b>315</b>	<b>872</b>	<b>0</b>	<b>1187</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4645</b>	
Approach %	100.0	0.0	0.0	0.0		1.6	98.4	0.0	0.0		0.0	26.5	73.5	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	10.4	0.0	0.0	0.0	10.4	1.1	62.9	0.0	0.0	64.0	0.0	6.8	18.8	0.0	25.6	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total					364					0					0						4281	4645

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

	Everett Street					Beach Street (1A)					Rotary					Rotary					Total	
	North					East					South					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	49	0	0	0	49	7	240	0	0	247	0	26	75	0	101	0	0	0	0	0	397	
4:30 PM	55	0	0	0	55	1	252	0	0	253	0	22	73	0	95	0	0	0	0	0	403	
4:45 PM	44	0	0	0	44	6	237	0	0	243	0	30	60	0	90	0	0	0	0	0	377	
5:00 PM	36	0	0	0	36	4	257	0	0	261	0	24	88	0	112	0	0	0	0	0	409	
<b>Total Volume</b>	<b>184</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>184</b>	<b>18</b>	<b>986</b>	<b>0</b>	<b>0</b>	<b>1004</b>	<b>0</b>	<b>102</b>	<b>296</b>	<b>0</b>	<b>398</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1586</b>	
% Approach Total	100.0	0.0	0.0	0.0		1.8	98.2	0.0	0.0		0.0	25.6	74.4	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.836	0.000	0.000	0.000	0.836	0.643	0.959	0.000	0.000	0.962	0.000	0.850	0.841	0.000	0.888	0.000	0.000	0.000	0.000	0.000	0.969	
Entering Leg	184	0	0	0	184	18	986	0	0	1004	0	102	296	0	398	0	0	0	0	0	1586	
Exiting Leg					120					0					0						1466	1586
<b>Total</b>					<b>304</b>					<b>1004</b>					<b>398</b>						<b>1466</b>	<b>3172</b>

PDI File #: **175607 (15)**  
 Location: **N: Everett Street S: Rotary**  
 Location: **E: Beach Street (1A) W: Rotary**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



**Heavy Vehicles**

	Everett Street					Beach Street (1A)					Rotary					Rotary					Total
	North					East					South					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	
3:30 PM	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	6
3:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	3	0	3	0	0	0	0	0	6
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>
4:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	0	0	0	0	0	6
4:15 PM	0	0	0	0	0	0	8	0	0	8	0	0	4	0	4	0	0	0	0	0	12
4:30 PM	1	0	0	0	1	0	2	0	0	2	0	0	2	0	2	0	0	0	0	0	5
4:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	4	0	4	0	0	0	0	0	8
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>
5:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	0	0	0	0	0	5
5:15 PM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	3
5:45 PM	1	0	0	0	1	0	5	0	0	5	0	0	3	0	3	0	0	0	0	0	9
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>
6:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
6:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	2
<b>Total</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>3</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>0</b>	<b>0</b>	<b>4</b>
<b>Grand Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>1</b>	<b>19</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>67</b>
Approach %	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	5.0	95.0	0.0		0.0	0.0	0.0	0.0		
Total %	6.0	0.0	0.0	0.0	6.0	0.0	64.2	0.0	0.0	64.2	0.0	1.5	28.4	0.0	29.9	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	1					0					0					66					67

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

	Everett Street					Beach Street (1A)					Rotary					Rotary					Total
	North					East					South					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	5	0	0	5	0	0	1	0	1	0	0	0	0	0	6
4:15 PM	0	0	0	0	0	0	8	0	0	8	0	0	4	0	4	0	0	0	0	0	12
4:30 PM	1	0	0	0	1	0	2	0	0	2	0	0	2	0	2	0	0	0	0	0	5
4:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	4	0	4	0	0	0	0	0	8
<b>Total Volume</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>
% Approach Total	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		
PHF	0.250	0.000	0.000	0.000	0.250	0.000	0.594	0.000	0.000	0.594	0.000	0.000	0.688	0.000	0.688	0.000	0.000	0.000	0.000	0.000	0.646
Entering Leg	1	0	0	0	1	0	19	0	0	19	0	0	11	0	11	0	0	0	0	0	31
Exiting Leg	0					0					0					31					31
<b>Total</b>	<b>1</b>					<b>19</b>					<b>11</b>					<b>31</b>					<b>62</b>

PDI File #: **175607 (15)**  
 Location: **N: Everett Street S: Rotary**  
 Location: **E: Beach Street (1A) W: Rotary**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



**Buses**

	Everett Street					Beach Street (1A)					Rotary					Rotary					Total
	North					East					South					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	
3:30 PM	2	0	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
3:45 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	6
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</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>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>
4:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	3
4:15 PM	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	8
4:30 PM	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	7
4:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>19</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>0</b>	<b>0</b>	<b>22</b>
5:00 PM	2	0	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
5:15 PM	2	0	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
5:30 PM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
5:45 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5
<b>Total</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</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>16</b>
6:00 PM	2	0	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
6:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</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>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
<b>Grand Total</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>43</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>0</b>	<b>0</b>	<b>55</b>
Approach %	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		
Total %	20.0	0.0	0.0	0.0	20.0	0.0	78.2	0.0	0.0	78.2	0.0	0.0	1.8	0.0	1.8	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					0					0					55					55

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

	Everett Street					Beach Street (1A)					Rotary					Rotary					Total
	North					East					South					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	
3:30 PM	2	0	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
3:45 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	6
4:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	3
4:15 PM	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	8
<b>Total Volume</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>18</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>0</b>	<b>0</b>	<b>22</b>
% Approach Total	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		
PHF	0.375	0.000	0.000	0.000	0.375	0.000	0.643	0.000	0.000	0.643	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.688
Entering Leg	3	0	0	0	3	0	18	0	0	18	0	0	1	0	1	0	0	0	0	0	22
Exiting Leg	0					0					0					22					22
<b>Total</b>	<b>3</b>					<b>18</b>					<b>1</b>					<b>22</b>					<b>44</b>



PDI File #: **175607 (15)**  
 Location: **N: Everett Street S: Rotary**  
 Location: **E: Beach Street (1A) W: Rotary**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



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

**Bicycles (on Roadway and Crosswalks)**

	Everett Street								Beach Street (1A)								Rotary								Rotary								Total						
	North								East								South								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								
3:30 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
3:45 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
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
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	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	0	0
4:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	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	1	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	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	3
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
Total	0	0	0	0	0	0	0	0	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	3
6:00 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
6:15 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
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
Grand Total	0	0	0	0	0	0	0	0	1	0	0	0	3	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	4
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	25.0	0.0	0.0	0.0	75.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	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	25.0	0.0	0.0	0.0	75.0	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				
Exiting Leg Total	0							3							0							1							4										

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

4:45 PM	Everett Street								Beach Street (1A)								Rotary								Rotary								Total						
	North								East								South								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								
4:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	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	3
Total Volume	0	0	0	0	0	0	0	0	1	0	0	0	3	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	4
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	25.0	0.0	0.0	0.0	75.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	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	0.333	0.000	0.000	0.000	0.000	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000		0.333			
Entering Leg	0							0							0							0							4										
Exiting Leg	0							3							0							1							4										
Total	0							7							0							1							8										

PDI File #: **175607 (15)**  
 Location: **N: Everett Street S: Rotary**  
 Location: **E: Beach Street (1A) W: Rotary**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



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

**Pedestrians**

	Everett Street								Beach Street (1A)								Rotary								Rotary								Total
	North								East								South								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		
3:30 PM	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	1			
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	8	4	12	0	0	0	0	0	0	0	15			
Total	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	8	5	13	0	0	0	0	0	0	0	16			
4:00 PM	0	0	0	0	1	0	1	0	0	0	0	0	1	1	0	0	0	0	3	3	6	0	0	0	0	0	0	0	8				
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	3	9	0	0	0	0	0	0	0	9				
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	7	0	0	0	0	0	0	0	7				
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	4	6	0	0	0	0	0	0	0	7				
Total	0	0	0	0	1	0	1	0	0	0	0	0	2	2	0	0	0	0	14	14	28	0	0	0	0	0	0	0	31				
5:00 PM	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	10	0	10	0	0	0	0	1	0	1	13				
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	4	2	6	0	0	0	0	0	0	0	9				
5:30 PM	0	0	0	0	0	2	2	0	0	0	0	0	9	9	0	0	0	0	3	8	11	0	0	0	0	0	1	1	23				
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	5	5	10	0	0	0	0	0	0	0	12				
Total	0	0	0	0	1	2	3	0	0	0	0	4	11	15	0	0	0	0	22	15	37	0	0	0	0	1	1	2	57				
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	5	4	9	0	0	0	0	0	0	0	12				
6:15 PM	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	4	2	6	0	0	0	0	0	0	0	8				
Total	0	0	0	0	1	0	1	0	0	0	0	4	0	4	0	0	0	0	9	6	15	0	0	0	0	0	0	0	20				
Grand Total	0	0	0	0	3	2	5	0	0	0	0	10	14	24	0	0	0	0	53	40	93	0	0	0	0	1	1	2	124				
Approach %	0.0	0.0	0.0	0.0	60.0	40.0		0.0	0.0	0.0	0.0	41.7	58.3		0.0	0.0	0.0	0.0	57.0	43.0		0.0	0.0	0.0	0.0	50.0	50.0						
Total %	0.0	0.0	0.0	0.0	2.4	1.6	4.0	0.0	0.0	0.0	0.0	8.1	11.3	19.4	0.0	0.0	0.0	0.0	42.7	32.3	75.0	0.0	0.0	0.0	0.0	0.8	0.8	1.6					
Exiting Leg Total							5							24							93							2	124				

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

	Everett Street								Beach Street (1A)								Rotary								Rotary								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
5:00 PM	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	10	0	10	0	0	0	0	1	0	1	13				
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	4	2	6	0	0	0	0	0	0	0	9				
5:30 PM	0	0	0	0	0	2	2	0	0	0	0	0	9	9	0	0	0	0	3	8	11	0	0	0	0	0	1	1	23				
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	5	5	10	0	0	0	0	0	0	0	12				
Total Volume	0	0	0	0	1	2	3	0	0	0	0	4	11	15	0	0	0	0	22	15	37	0	0	0	0	1	1	2	57				
% Approach Total	0.0	0.0	0.0	0.0	33.3	66.7		0.0	0.0	0.0	0.0	26.7	73.3		0.0	0.0	0.0	0.0	59.5	40.5		0.0	0.0	0.0	0.0	50.0	50.0						
PHF	0.000	0.000	0.000	0.000	0.250	0.250	0.375	0.000	0.000	0.000	0.000	0.500	0.306	0.417	0.000	0.000	0.000	0.000	0.550	0.469	0.841	0.000	0.000	0.000	0.000	0.250	0.250	0.500	0.620				
Entering Leg	0	0	0	0	1	2	3	0	0	0	0	4	11	15	0	0	0	0	22	15	37	0	0	0	0	1	1	2	57				
Exiting Leg							3							15							37							2	57				
Total							6							30							74							4	114				

PDI File #: **175607 (16)**  
 Location: **N: Rotary S: Rotary**  
 Location: **W: Beach Street**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthoume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



**Cars, Heavy Vehicles, and Buses (Combined)**

	Rotary				Rotary				Beach Street				Total
	North				South				West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
6:30 AM	27	320	0	347	0	0	0	0	65	0	0	65	412
6:45 AM	28	293	0	321	0	0	0	0	48	0	0	48	369
<b>Total</b>	<b>55</b>	<b>613</b>	<b>0</b>	<b>668</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>113</b>	<b>0</b>	<b>0</b>	<b>113</b>	<b>781</b>
7:00 AM	53	301	0	354	0	0	0	0	77	0	0	77	431
7:15 AM	73	255	0	328	0	0	0	0	78	0	0	78	406
7:30 AM	78	266	0	344	0	0	0	0	91	0	0	91	435
7:45 AM	82	248	0	330	0	0	0	0	83	0	0	83	413
<b>Total</b>	<b>286</b>	<b>1070</b>	<b>0</b>	<b>1356</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>329</b>	<b>0</b>	<b>0</b>	<b>329</b>	<b>1685</b>
8:00 AM	69	241	0	310	0	0	0	0	113	0	0	113	423
8:15 AM	77	281	0	358	0	0	0	0	121	0	0	121	479
8:30 AM	54	274	0	328	0	0	0	0	116	0	0	116	444
8:45 AM	58	299	0	357	0	0	0	0	87	0	0	87	444
<b>Total</b>	<b>258</b>	<b>1095</b>	<b>0</b>	<b>1353</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>437</b>	<b>0</b>	<b>0</b>	<b>437</b>	<b>1790</b>
9:00 AM	42	266	0	308	0	0	0	0	60	0	0	60	368
9:15 AM	57	293	0	350	0	0	0	0	72	0	0	72	422
<b>Total</b>	<b>99</b>	<b>559</b>	<b>0</b>	<b>658</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>132</b>	<b>0</b>	<b>0</b>	<b>132</b>	<b>790</b>
<b>Grand Total</b>	<b>698</b>	<b>3337</b>	<b>0</b>	<b>4035</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1011</b>	<b>0</b>	<b>0</b>	<b>1011</b>	<b>5046</b>
Approach %	17.3	82.7	0.0		0.0	0.0	0.0		100.0	0.0	0.0		
Total %	13.8	66.1	0.0	80.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	20.0	
Exiting Leg Total				0				4348				698	5046
Cars	645	3162	0	3807	0	0	0	0	964	0	0	964	4771
% Cars	92.4	94.8	0.0	94.3	0.0	0.0	0.0	0.0	95.4	0.0	0.0	95.4	94.6
Exiting Leg Total				0				4126				645	4771
Heavy Vehicles	27	128	0	155	0	0	0	0	18	0	0	18	173
% Heavy Vehicles	3.9	3.8	0.0	3.8	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.8	3.4
Exiting Leg Total				0				146				27	173
Buses	26	47	0	73	0	0	0	0	29	0	0	29	102
% Buses	3.7	1.4	0.0	1.8	0.0	0.0	0.0	0.0	2.9	0.0	0.0	2.9	2.0
Exiting Leg Total				0				76				26	102

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	Rotary				Rotary				Beach Street				Total
	North				South				West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
8:00 AM	69	241	0	310	0	0	0	0	113	0	0	113	423
8:15 AM	77	281	0	358	0	0	0	0	121	0	0	121	479
8:30 AM	54	274	0	328	0	0	0	0	116	0	0	116	444
8:45 AM	58	299	0	357	0	0	0	0	87	0	0	87	444
<b>Total Volume</b>	<b>258</b>	<b>1095</b>	<b>0</b>	<b>1353</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>437</b>	<b>0</b>	<b>0</b>	<b>437</b>	<b>1790</b>
% Approach Total	19.1	80.9	0.0		0.0	0.0	0.0		100.0	0.0	0.0		
PHF	0.838	0.916	0.000	0.945	0.000	0.000	0.000	0.000	0.903	0.000	0.000	0.903	0.934
Cars	245	1043	0	1288	0	0	0	0	424	0	0	424	1712
Cars %	95.0	95.3	0.0	95.2	0.0	0.0	0.0	0.0	97.0	0.0	0.0	97.0	95.6
Heavy Vehicles	6	38	0	44	0	0	0	0	7	0	0	7	51
Heavy Vehicles %	2.3	3.5	0.0	3.3	0.0	0.0	0.0	0.0	1.6	0.0	0.0	1.6	2.8
Buses	7	14	0	21	0	0	0	0	6	0	0	6	27
Buses %	2.7	1.3	0.0	1.6	0.0	0.0	0.0	0.0	1.4	0.0	0.0	1.4	1.5
Cars Enter Leg	245	1043	0	1288	0	0	0	0	424	0	0	424	1712
Heavy Enter Leg	6	38	0	44	0	0	0	0	7	0	0	7	51
Bus Enter Leg	7	14	0	21	0	0	0	0	6	0	0	6	27
<b>Total Entering Leg</b>	<b>258</b>	<b>1095</b>	<b>0</b>	<b>1353</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>437</b>	<b>0</b>	<b>0</b>	<b>437</b>	<b>1790</b>
Cars Exiting Leg				0				1467				245	1712

PDI File #: **175607 (16)**  
 Location: **N: Rotary S: Rotary**  
 Location: **W: Beach Street**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**



**Cars, Heavy Vehicles, and Buses (Combined)**

Class:

	Rotary				Rotary				Beach Street				Total
	North				South				West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
Heavy Exiting Leg				0				45				6	51
Buses Exiting Leg				0				20				7	27
Total Exiting Leg				0				1532				258	1790

PDI File #: **175607 (16)**  
 Location: **N: Rotary S: Rotary**  
 Location: **W: Beach Street**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



**Cars**

	Rotary				Rotary				Beach Street				Total
	North				South				West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
6:30 AM	25	300	0	325	0	0	0	0	63	0	0	63	388
6:45 AM	26	275	0	301	0	0	0	0	41	0	0	41	342
<b>Total</b>	<b>51</b>	<b>575</b>	<b>0</b>	<b>626</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>104</b>	<b>0</b>	<b>0</b>	<b>104</b>	<b>730</b>
7:00 AM	49	290	0	339	0	0	0	0	75	0	0	75	414
7:15 AM	67	240	0	307	0	0	0	0	74	0	0	74	381
7:30 AM	72	251	0	323	0	0	0	0	85	0	0	85	408
7:45 AM	73	236	0	309	0	0	0	0	78	0	0	78	387
<b>Total</b>	<b>261</b>	<b>1017</b>	<b>0</b>	<b>1278</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>312</b>	<b>0</b>	<b>0</b>	<b>312</b>	<b>1590</b>
8:00 AM	68	230	0	298	0	0	0	0	110	0	0	110	408
8:15 AM	73	272	0	345	0	0	0	0	117	0	0	117	462
8:30 AM	52	259	0	311	0	0	0	0	111	0	0	111	422
8:45 AM	52	282	0	334	0	0	0	0	86	0	0	86	420
<b>Total</b>	<b>245</b>	<b>1043</b>	<b>0</b>	<b>1288</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>424</b>	<b>0</b>	<b>0</b>	<b>424</b>	<b>1712</b>
9:00 AM	37	247	0	284	0	0	0	0	56	0	0	56	340
9:15 AM	51	280	0	331	0	0	0	0	68	0	0	68	399
<b>Total</b>	<b>88</b>	<b>527</b>	<b>0</b>	<b>615</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>124</b>	<b>0</b>	<b>0</b>	<b>124</b>	<b>739</b>
<b>Grand Total</b>	<b>645</b>	<b>3162</b>	<b>0</b>	<b>3807</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>964</b>	<b>0</b>	<b>0</b>	<b>964</b>	<b>4771</b>
Approach %	16.9	83.1	0.0		0.0	0.0	0.0		100.0	0.0	0.0		
Total %	13.5	66.3	0.0	79.8	0.0	0.0	0.0	0.0	20.2	0.0	0.0	20.2	
Exiting Leg Total				0				4126				645	4771

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

8:00 AM	Rotary				Rotary				Beach Street				Total
	North				South				West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
8:00 AM	68	230	0	298	0	0	0	0	110	0	0	110	408
8:15 AM	73	272	0	345	0	0	0	0	117	0	0	117	462
8:30 AM	52	259	0	311	0	0	0	0	111	0	0	111	422
8:45 AM	52	282	0	334	0	0	0	0	86	0	0	86	420
<b>Total Volume</b>	<b>245</b>	<b>1043</b>	<b>0</b>	<b>1288</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>424</b>	<b>0</b>	<b>0</b>	<b>424</b>	<b>1712</b>
<b>% Approach Total</b>	<b>19.0</b>	<b>81.0</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	0.839	0.925	0.000	0.933	0.000	0.000	0.000	0.000	0.906	0.000	0.000	0.906	0.926
Entering Leg	245	1043	0	1288	0	0	0	0	424	0	0	424	1712
Exiting Leg				0				1467				245	1712
<b>Total</b>				<b>1288</b>				<b>1467</b>				<b>669</b>	<b>3424</b>

PDI File #: **175607 (16)**  
 Location: **N: Rotary S: Rotary**  
 Location: **W: Beach Street**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



**Heavy Vehicles**

	Rotary				Rotary				Beach Street				Total
	North				South				West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
6:30 AM	1	16	0	17	0	0	0	0	1	0	0	1	18
6:45 AM	0	15	0	15	0	0	0	0	3	0	0	3	18
<b>Total</b>	<b>1</b>	<b>31</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>36</b>
7:00 AM	2	7	0	9	0	0	0	0	1	0	0	1	10
7:15 AM	2	9	0	11	0	0	0	0	1	0	0	1	12
7:30 AM	4	9	0	13	0	0	0	0	2	0	0	2	15
7:45 AM	7	8	0	15	0	0	0	0	3	0	0	3	18
<b>Total</b>	<b>15</b>	<b>33</b>	<b>0</b>	<b>48</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>55</b>
8:00 AM	0	8	0	8	0	0	0	0	2	0	0	2	10
8:15 AM	3	7	0	10	0	0	0	0	3	0	0	3	13
8:30 AM	0	10	0	10	0	0	0	0	2	0	0	2	12
8:45 AM	3	13	0	16	0	0	0	0	0	0	0	0	16
<b>Total</b>	<b>6</b>	<b>38</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>51</b>
9:00 AM	2	14	0	16	0	0	0	0	0	0	0	0	16
9:15 AM	3	12	0	15	0	0	0	0	0	0	0	0	15
<b>Total</b>	<b>5</b>	<b>26</b>	<b>0</b>	<b>31</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>31</b>
<b>Grand Total</b>	<b>27</b>	<b>128</b>	<b>0</b>	<b>155</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>173</b>
Approach %	17.4	82.6	0.0		0.0	0.0	0.0		100.0	0.0	0.0		
Total %	15.6	74.0	0.0	89.6	0.0	0.0	0.0	0.0	10.4	0.0	0.0	10.4	
Exiting Leg Total				0				146				27	173

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	Rotary				Rotary				Beach Street				Total
	North				South				West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
8:30 AM	0	10	0	10	0	0	0	0	2	0	0	2	12
8:45 AM	3	13	0	16	0	0	0	0	0	0	0	0	16
9:00 AM	2	14	0	16	0	0	0	0	0	0	0	0	16
9:15 AM	3	12	0	15	0	0	0	0	0	0	0	0	15
<b>Total Volume</b>	<b>8</b>	<b>49</b>	<b>0</b>	<b>57</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>59</b>
<b>% Approach Total</b>	<b>14.0</b>	<b>86.0</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	0.667	0.875	0.000	0.891	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.922
Entering Leg	8	49	0	57	0	0	0	0	2	0	0	2	59
Exiting Leg				0				51				8	59
<b>Total</b>				<b>57</b>				<b>51</b>				<b>10</b>	<b>118</b>

PDI File #: **175607 (16)**  
 Location: **N: Rotary S: Rotary**  
 Location: **W: Beach Street**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



**Buses**

	Rotary				Rotary				Beach Street				Total
	North				South				West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
6:30 AM	1	4	0	5	0	0	0	0	1	0	0	1	6
6:45 AM	2	3	0	5	0	0	0	0	4	0	0	4	9
<b>Total</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>15</b>
7:00 AM	2	4	0	6	0	0	0	0	1	0	0	1	7
7:15 AM	4	6	0	10	0	0	0	0	3	0	0	3	13
7:30 AM	2	6	0	8	0	0	0	0	4	0	0	4	12
7:45 AM	2	4	0	6	0	0	0	0	2	0	0	2	8
<b>Total</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>40</b>
8:00 AM	1	3	0	4	0	0	0	0	1	0	0	1	5
8:15 AM	1	2	0	3	0	0	0	0	1	0	0	1	4
8:30 AM	2	5	0	7	0	0	0	0	3	0	0	3	10
8:45 AM	3	4	0	7	0	0	0	0	1	0	0	1	8
<b>Total</b>	<b>7</b>	<b>14</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>27</b>
9:00 AM	3	5	0	8	0	0	0	0	4	0	0	4	12
9:15 AM	3	1	0	4	0	0	0	0	4	0	0	4	8
<b>Total</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>20</b>
<b>Grand Total</b>	<b>26</b>	<b>47</b>	<b>0</b>	<b>73</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>102</b>
Approach %	35.6	64.4	0.0		0.0	0.0	0.0		100.0	0.0	0.0		
Total %	25.5	46.1	0.0	71.6	0.0	0.0	0.0	0.0	28.4	0.0	0.0	28.4	
Exiting Leg Total				0				76				26	102

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

6:45 AM	Rotary				Rotary				Beach Street				Total
	North				South				West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
6:45 AM	2	3	0	5	0	0	0	0	4	0	0	4	9
7:00 AM	2	4	0	6	0	0	0	0	1	0	0	1	7
7:15 AM	4	6	0	10	0	0	0	0	3	0	0	3	13
7:30 AM	2	6	0	8	0	0	0	0	4	0	0	4	12
<b>Total Volume</b>	<b>10</b>	<b>19</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>41</b>
<b>% Approach Total</b>	<b>34.5</b>	<b>65.5</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	0.625	0.792	0.000	0.725	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.750	0.788
Entering Leg	10	19	0	29	0	0	0	0	12	0	0	12	41
Exiting Leg				0				31				10	41
<b>Total</b>				<b>29</b>				<b>31</b>				<b>22</b>	<b>82</b>

PDI File #: **175607 (16)**  
 Location: **N: Rotary S: Rotary**  
 Location: **W: Beach Street**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



**Bicycles (on Roadway and Crosswalks)**

	Rotary						Rotary						Beach Street						Total	
	North						South						West							
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total		
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM	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	
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	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	
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	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	
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	2	
9:15 AM	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	1	1	0	0	0	0	1	1	2	
<b>Grand Total</b>	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	2	
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	100.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	50.0	50.0		
Exiting Leg Total																			1	2

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	Rotary						Rotary						Beach Street						Total	
	North						South						West							
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total		
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	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	
9:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	2	
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	2	
<b>% Approach Total</b>	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	100.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.250	0.250	0.250	
Entering Leg	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	2	
Exiting Leg																			1	2
<b>Total</b>																			2	4



PDI File #: **175607 (16)**  
 Location: **N: Rotary S: Rotary**  
 Location: **W: Beach Street**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



**Pedestrians**

	Rotary						Rotary						Beach Street						Total
	North						South						West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
6:30 AM	0	0	0	2	1	3	0	0	0	3	1	4	0	0	0	1	0	1	8
6:45 AM	0	0	0	3	3	6	0	0	0	5	5	10	0	0	0	2	2	4	20
<b>Total</b>	0	0	0	5	4	9	0	0	0	8	6	14	0	0	0	3	2	5	28
7:00 AM	0	0	0	5	2	7	0	0	0	4	3	7	0	0	0	0	1	1	15
7:15 AM	0	0	0	2	1	3	0	0	0	0	1	1	0	0	0	0	0	0	4
7:30 AM	0	0	0	2	1	3	0	0	0	2	4	6	0	0	0	0	2	2	11
7:45 AM	0	0	0	1	0	1	0	0	0	4	3	7	0	0	0	3	2	5	13
<b>Total</b>	0	0	0	10	4	14	0	0	0	10	11	21	0	0	0	3	5	8	43
8:00 AM	0	0	0	2	3	5	0	0	0	0	9	9	0	0	0	1	9	10	24
8:15 AM	0	0	0	0	2	2	0	0	0	0	4	4	0	0	0	0	2	2	8
8:30 AM	0	0	0	1	0	1	0	0	0	3	2	5	0	0	0	2	1	3	9
8:45 AM	0	0	0	0	5	5	0	0	0	2	6	8	0	0	0	2	1	3	16
<b>Total</b>	0	0	0	3	10	13	0	0	0	5	21	26	0	0	0	5	13	18	57
9:00 AM	0	0	0	0	3	3	0	0	0	0	4	4	0	0	0	0	1	1	8
9:15 AM	0	0	0	1	0	1	0	0	0	3	5	8	0	0	0	0	5	5	14
<b>Total</b>	0	0	0	1	3	4	0	0	0	3	9	12	0	0	0	0	6	6	22
<b>Grand Total</b>	0	0	0	19	21	40	0	0	0	26	47	73	0	0	0	11	26	37	150
Approach %	0.0	0.0	0.0	47.5	52.5		0.0	0.0	0.0	35.6	64.4		0.0	0.0	0.0	29.7	70.3		
Total %	0.0	0.0	0.0	12.7	14.0	26.7	0.0	0.0	0.0	17.3	31.3	48.7	0.0	0.0	0.0	7.3	17.3	24.7	
Exiting Leg Total	40						73						37						150

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

8:00 AM	Rotary						Rotary						Beach Street						Total
	North						South						West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
8:00 AM	0	0	0	2	3	5	0	0	0	0	9	9	0	0	0	1	9	10	24
8:15 AM	0	0	0	0	2	2	0	0	0	0	4	4	0	0	0	0	2	2	8
8:30 AM	0	0	0	1	0	1	0	0	0	3	2	5	0	0	0	2	1	3	9
8:45 AM	0	0	0	0	5	5	0	0	0	2	6	8	0	0	0	2	1	3	16
<b>Total Volume</b>	0	0	0	3	10	13	0	0	0	5	21	26	0	0	0	5	13	18	57
<b>% Approach Total</b>	0.0	0.0	0.0	23.1	76.9		0.0	0.0	0.0	19.2	80.8		0.0	0.0	0.0	27.8	72.2		
<b>PHF</b>	0.000	0.000	0.000	0.375	0.500	0.650	0.000	0.000	0.000	0.417	0.583	0.722	0.000	0.000	0.000	0.625	0.361	0.450	0.594
Entering Leg	0	0	0	3	10	13	0	0	0	5	21	26	0	0	0	5	13	18	57
Exiting Leg	13						26						18						57
<b>Total</b>	26						52						36						114

PDI File #: **175607 (16)**  
 Location: **N: Rotary S: Rotary**  
 Location: **W: Beach Street**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthoume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



**Cars, Heavy Vehicles, and Buses (Combined)**

	Rotary				Rotary				Beach Street				Total
	North				South				West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
3:30 PM	104	288	0	392	0	0	0	0	92	0	0	92	484
3:45 PM	97	258	0	355	0	0	0	0	81	0	0	81	436
<b>Total</b>	<b>201</b>	<b>546</b>	<b>0</b>	<b>747</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>173</b>	<b>0</b>	<b>0</b>	<b>173</b>	<b>920</b>
4:00 PM	100	280	0	380	0	0	0	0	109	0	0	109	489
4:15 PM	107	283	0	390	0	0	0	0	93	0	0	93	483
4:30 PM	101	278	0	379	0	0	0	0	82	0	0	82	461
4:45 PM	99	258	0	357	0	0	0	0	103	0	0	103	460
<b>Total</b>	<b>407</b>	<b>1099</b>	<b>0</b>	<b>1506</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>387</b>	<b>0</b>	<b>0</b>	<b>387</b>	<b>1893</b>
5:00 PM	108	251	0	359	0	0	0	0	92	0	0	92	451
5:15 PM	105	249	0	354	0	0	0	0	83	0	0	83	437
5:30 PM	126	245	0	371	0	0	0	0	84	0	0	84	455
5:45 PM	114	248	0	362	0	0	0	0	91	0	0	91	453
<b>Total</b>	<b>453</b>	<b>993</b>	<b>0</b>	<b>1446</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>350</b>	<b>0</b>	<b>0</b>	<b>350</b>	<b>1796</b>
6:00 PM	123	261	0	384	0	0	0	0	89	0	0	89	473
6:15 PM	85	251	0	336	0	0	0	0	91	0	0	91	427
<b>Total</b>	<b>208</b>	<b>512</b>	<b>0</b>	<b>720</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>180</b>	<b>0</b>	<b>0</b>	<b>180</b>	<b>900</b>
<b>Grand Total</b>	<b>1269</b>	<b>3150</b>	<b>0</b>	<b>4419</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1090</b>	<b>0</b>	<b>0</b>	<b>1090</b>	<b>5509</b>
Approach %	28.7	71.3	0.0		0.0	0.0	0.0		100.0	0.0	0.0		
Total %	23.0	57.2	0.0	80.2	0.0	0.0	0.0	0.0	19.8	0.0	0.0	19.8	
Exiting Leg Total				0				4240				1269	5509
Cars	1230	3070	0	4300	0	0	0	0	1040	0	0	1040	5340
% Cars	96.9	97.5	0.0	97.3	0.0	0.0	0.0	0.0	95.4	0.0	0.0	95.4	96.9
Exiting Leg Total				0				4110				1230	5340
Heavy Vehicles	12	47	0	59	0	0	0	0	18	0	0	18	77
% Heavy Vehicles	0.9	1.5	0.0	1.3	0.0	0.0	0.0	0.0	1.7	0.0	0.0	1.7	1.4
Exiting Leg Total				0				65				12	77
Buses	27	33	0	60	0	0	0	0	32	0	0	32	92
% Buses	2.1	1.0	0.0	1.4	0.0	0.0	0.0	0.0	2.9	0.0	0.0	2.9	1.7
Exiting Leg Total				0				65				27	92

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

	Rotary				Rotary				Beach Street				Total
	North				South				West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	100	280	0	380	0	0	0	0	109	0	0	109	489
4:15 PM	107	283	0	390	0	0	0	0	93	0	0	93	483
4:30 PM	101	278	0	379	0	0	0	0	82	0	0	82	461
4:45 PM	99	258	0	357	0	0	0	0	103	0	0	103	460
<b>Total Volume</b>	<b>407</b>	<b>1099</b>	<b>0</b>	<b>1506</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>387</b>	<b>0</b>	<b>0</b>	<b>387</b>	<b>1893</b>
% Approach Total	27.0	73.0	0.0		0.0	0.0	0.0		100.0	0.0	0.0		
PHF	0.951	0.971	0.000	0.965	0.000	0.000	0.000	0.000	0.888	0.000	0.000	0.888	0.968
Cars	387	1068	0	1455	0	0	0	0	363	0	0	363	1818
Cars %	95.1	97.2	0.0	96.6	0.0	0.0	0.0	0.0	93.8	0.0	0.0	93.8	96.0
Heavy Vehicles	7	18	0	25	0	0	0	0	6	0	0	6	31
Heavy Vehicles %	1.7	1.6	0.0	1.7	0.0	0.0	0.0	0.0	1.6	0.0	0.0	1.6	1.6
Buses	13	13	0	26	0	0	0	0	18	0	0	18	44
Buses %	3.2	1.2	0.0	1.7	0.0	0.0	0.0	0.0	4.7	0.0	0.0	4.7	2.3
Cars Enter Leg	387	1068	0	1455	0	0	0	0	363	0	0	363	1818
Heavy Enter Leg	7	18	0	25	0	0	0	0	6	0	0	6	31
Bus Enter Leg	13	13	0	26	0	0	0	0	18	0	0	18	44
<b>Total Entering Leg</b>	<b>407</b>	<b>1099</b>	<b>0</b>	<b>1506</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>387</b>	<b>0</b>	<b>0</b>	<b>387</b>	<b>1893</b>

PDI File #: **175607 (16)**  
 Location: **N: Rotary S: Rotary**  
 Location: **W: Beach Street**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



**Cars, Heavy Vehicles, and Buses (Combined)**

	Rotary				Rotary				Beach Street				Total
	North				South				West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
Cars Exiting Leg				0				1431				387	1818
Heavy Exiting Leg				0				24				7	31
Buses Exiting Leg				0				31				13	44
Total Exiting Leg				0				1486				407	1893

PDI File #: **175607 (16)**  
 Location: **N: Rotary S: Rotary**  
 Location: **W: Beach Street**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



**Cars**

	Rotary				Rotary				Beach Street				Total
	North				South				West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
3:30 PM	101	280	0	381	0	0	0	0	89	0	0	89	470
3:45 PM	95	248	0	343	0	0	0	0	79	0	0	79	422
<b>Total</b>	<b>196</b>	<b>528</b>	<b>0</b>	<b>724</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>168</b>	<b>0</b>	<b>0</b>	<b>168</b>	<b>892</b>
4:00 PM	97	272	0	369	0	0	0	0	100	0	0	100	469
4:15 PM	99	270	0	369	0	0	0	0	88	0	0	88	457
4:30 PM	97	273	0	370	0	0	0	0	78	0	0	78	448
4:45 PM	94	253	0	347	0	0	0	0	97	0	0	97	444
<b>Total</b>	<b>387</b>	<b>1068</b>	<b>0</b>	<b>1455</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>363</b>	<b>0</b>	<b>0</b>	<b>363</b>	<b>1818</b>
5:00 PM	107	245	0	352	0	0	0	0	89	0	0	89	441
5:15 PM	104	239	0	343	0	0	0	0	81	0	0	81	424
5:30 PM	124	241	0	365	0	0	0	0	80	0	0	80	445
5:45 PM	109	242	0	351	0	0	0	0	87	0	0	87	438
<b>Total</b>	<b>444</b>	<b>967</b>	<b>0</b>	<b>1411</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>337</b>	<b>0</b>	<b>0</b>	<b>337</b>	<b>1748</b>
6:00 PM	120	259	0	379	0	0	0	0	84	0	0	84	463
6:15 PM	83	248	0	331	0	0	0	0	88	0	0	88	419
<b>Total</b>	<b>203</b>	<b>507</b>	<b>0</b>	<b>710</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>172</b>	<b>0</b>	<b>0</b>	<b>172</b>	<b>882</b>
<b>Grand Total</b>	<b>1230</b>	<b>3070</b>	<b>0</b>	<b>4300</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1040</b>	<b>0</b>	<b>0</b>	<b>1040</b>	<b>5340</b>
Approach %	28.6	71.4	0.0		0.0	0.0	0.0		100.0	0.0	0.0		
Total %	23.0	57.5	0.0	80.5	0.0	0.0	0.0	0.0	19.5	0.0	0.0	19.5	
Exiting Leg Total				0				4110				1230	5340

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

	Rotary				Rotary				Beach Street				Total
	North				South				West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
3:30 PM	101	280	0	381	0	0	0	0	89	0	0	89	470
3:45 PM	95	248	0	343	0	0	0	0	79	0	0	79	422
4:00 PM	97	272	0	369	0	0	0	0	100	0	0	100	469
4:15 PM	99	270	0	369	0	0	0	0	88	0	0	88	457
<b>Total Volume</b>	<b>392</b>	<b>1070</b>	<b>0</b>	<b>1462</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>356</b>	<b>0</b>	<b>0</b>	<b>356</b>	<b>1818</b>
<b>% Approach Total</b>	<b>26.8</b>	<b>73.2</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	0.970	0.955	0.000	0.959	0.000	0.000	0.000	0.000	0.890	0.000	0.000	0.890	0.967
Entering Leg	392	1070	0	1462	0	0	0	0	356	0	0	356	1818
Exiting Leg				0				1426				392	1818
<b>Total</b>				<b>1462</b>				<b>1426</b>				<b>748</b>	<b>3636</b>

PDI File #: **175607 (16)**  
 Location: **N: Rotary S: Rotary**  
 Location: **W: Beach Street**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



**Heavy Vehicles**

	Rotary				Rotary				Beach Street				Total
	North				South				West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
3:30 PM	1	5	0	6	0	0	0	0	2	0	0	2	8
3:45 PM	0	7	0	7	0	0	0	0	1	0	0	1	8
<b>Total</b>	<b>1</b>	<b>12</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>16</b>
4:00 PM	2	4	0	6	0	0	0	0	1	0	0	1	7
4:15 PM	3	8	0	11	0	0	0	0	2	0	0	2	13
4:30 PM	1	2	0	3	0	0	0	0	1	0	0	1	4
4:45 PM	1	4	0	5	0	0	0	0	2	0	0	2	7
<b>Total</b>	<b>7</b>	<b>18</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>31</b>
5:00 PM	0	4	0	4	0	0	0	0	3	0	0	3	7
5:15 PM	0	4	0	4	0	0	0	0	0	0	0	0	4
5:30 PM	0	3	0	3	0	0	0	0	1	0	0	1	4
5:45 PM	3	4	0	7	0	0	0	0	3	0	0	3	10
<b>Total</b>	<b>3</b>	<b>15</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>25</b>
6:00 PM	0	1	0	1	0	0	0	0	1	0	0	1	2
6:15 PM	1	1	0	2	0	0	0	0	1	0	0	1	3
<b>Total</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>5</b>
<b>Grand Total</b>	<b>12</b>	<b>47</b>	<b>0</b>	<b>59</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>77</b>
Approach %	20.3	79.7	0.0		0.0	0.0	0.0		100.0	0.0	0.0		
Total %	15.6	61.0	0.0	76.6	0.0	0.0	0.0	0.0	23.4	0.0	0.0	23.4	
Exiting Leg Total				0				65				12	77

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

	Rotary				Rotary				Beach Street				Total
	North				South				West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
3:30 PM	1	5	0	6	0	0	0	0	2	0	0	2	8
3:45 PM	0	7	0	7	0	0	0	0	1	0	0	1	8
4:00 PM	2	4	0	6	0	0	0	0	1	0	0	1	7
4:15 PM	3	8	0	11	0	0	0	0	2	0	0	2	13
Total Volume	6	24	0	30	0	0	0	0	6	0	0	6	36
% Approach Total	20.0	80.0	0.0		0.0	0.0	0.0		100.0	0.0	0.0		
PHF	0.500	0.750	0.000	0.682	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.750	0.692
Entering Leg	6	24	0	30	0	0	0	0	6	0	0	6	36
Exiting Leg				0				30				6	36
<b>Total</b>				<b>30</b>				<b>30</b>				<b>12</b>	<b>72</b>

PDI File #: **175607 (16)**  
 Location: **N: Rotary S: Rotary**  
 Location: **W: Beach Street**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



**Buses**

	Rotary				Rotary				Beach Street				Total
	North				South				West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
3:30 PM	2	3	0	5	0	0	0	0	1	0	0	1	6
3:45 PM	2	3	0	5	0	0	0	0	1	0	0	1	6
<b>Total</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>12</b>
4:00 PM	1	4	0	5	0	0	0	0	8	0	0	8	13
4:15 PM	5	5	0	10	0	0	0	0	3	0	0	3	13
4:30 PM	3	3	0	6	0	0	0	0	3	0	0	3	9
4:45 PM	4	1	0	5	0	0	0	0	4	0	0	4	9
<b>Total</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>44</b>
5:00 PM	1	2	0	3	0	0	0	0	0	0	0	0	3
5:15 PM	1	6	0	7	0	0	0	0	2	0	0	2	9
5:30 PM	2	1	0	3	0	0	0	0	3	0	0	3	6
5:45 PM	2	2	0	4	0	0	0	0	1	0	0	1	5
<b>Total</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>23</b>
6:00 PM	3	1	0	4	0	0	0	0	4	0	0	4	8
6:15 PM	1	2	0	3	0	0	0	0	2	0	0	2	5
<b>Total</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>13</b>
<b>Grand Total</b>	<b>27</b>	<b>33</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>92</b>
Approach %	45.0	55.0	0.0		0.0	0.0	0.0		100.0	0.0	0.0		
Total %	29.3	35.9	0.0	65.2	0.0	0.0	0.0	0.0	34.8	0.0	0.0	34.8	
Exiting Leg Total				0				65				27	92

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

	Rotary				Rotary				Beach Street				Total
	North				South				West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	1	4	0	5	0	0	0	0	8	0	0	8	13
4:15 PM	5	5	0	10	0	0	0	0	3	0	0	3	13
4:30 PM	3	3	0	6	0	0	0	0	3	0	0	3	9
4:45 PM	4	1	0	5	0	0	0	0	4	0	0	4	9
<b>Total Volume</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>44</b>
% Approach Total	50.0	50.0	0.0		0.0	0.0	0.0		100.0	0.0	0.0		
PHF	0.650	0.650	0.000	0.650	0.000	0.000	0.000	0.000	0.563	0.000	0.000	0.563	0.846
Entering Leg	13	13	0	26	0	0	0	0	18	0	0	18	44
Exiting Leg				0				31				13	44
<b>Total</b>				<b>26</b>				<b>31</b>				<b>31</b>	<b>88</b>

PDI File #: **175607 (16)**  
 Location: **N: Rotary S: Rotary**  
 Location: **W: Beach Street**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



**Bicycles (on Roadway and Crosswalks)**

	Rotary						Rotary						Beach Street						Total			
	North						South						West									
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total				
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:45 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	0	0	0	0	0	0	0	0	0	0			
4:00 PM	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			
4:30 PM	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			
<b>Total</b>	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			
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:30 PM	0	0	0	1	0	1	0	0	0	1	0	1	0	0	0	0	0	0	2			
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	1	0	1	0	0	0	1	0	1	0	0	0	0	0	0	2			
6:00 PM	1	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2			
6:15 PM	0	0	0	0	3	3	0	0	0	0	3	3	0	0	0	0	0	0	6			
<b>Total</b>	1	0	0	0	4	5	0	0	0	0	3	3	0	0	0	0	0	0	8			
<b>Grand Total</b>	1	0	0	1	4	6	0	0	0	1	3	4	0	0	0	0	0	0	10			
Approach %	16.7	0.0	0.0	16.7	66.7		0.0	0.0	0.0	25.0	75.0		0.0	0.0	0.0	0.0	0.0					
Total %	10.0	0.0	0.0	10.0	40.0	60.0	0.0	0.0	0.0	10.0	30.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0				
Exiting Leg Total							5							4							1	10

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

	Rotary						Rotary						Beach Street						Total			
	North						South						West									
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total				
5:30 PM	0	0	0	1	0	1	0	0	0	1	0	1	0	0	0	0	0	0	2			
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:00 PM	1	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2			
6:15 PM	0	0	0	0	3	3	0	0	0	0	3	3	0	0	0	0	0	0	6			
<b>Total Volume</b>	1	0	0	1	4	6	0	0	0	1	3	4	0	0	0	0	0	0	10			
<b>% Approach Total</b>	16.7	0.0	0.0	16.7	66.7		0.0	0.0	0.0	25.0	75.0		0.0	0.0	0.0	0.0	0.0					
PHF	0.250	0.000	0.000	0.250	0.333	0.500	0.000	0.000	0.000	0.250	0.250	0.333	0.000	0.000	0.000	0.000	0.000	0.000	0.417			
Entering Leg	1	0	0	1	4	6	0	0	0	1	3	4	0	0	0	0	0	0	10			
Exiting Leg							5							4							1	10
<b>Total</b>							11							8							1	20

PDI File #: **175607 (16)**  
 Location: **N: Rotary S: Rotary**  
 Location: **W: Beach Street**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



**Pedestrians**

	Rotary						Rotary						Beach Street						Total
	North						South						West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
3:30 PM	0	0	0	1	4	5	0	0	0	1	10	11	0	0	0	1	4	5	21
3:45 PM	0	0	0	5	8	13	0	0	0	10	8	18	0	0	0	10	4	14	45
<b>Total</b>	0	0	0	6	12	18	0	0	0	11	18	29	0	0	0	11	8	19	66
4:00 PM	0	0	0	5	9	14	0	0	0	8	6	14	0	0	0	4	2	6	34
4:15 PM	0	0	0	2	0	2	0	0	0	5	2	7	0	0	0	4	2	6	15
4:30 PM	0	0	0	1	5	6	0	0	0	3	5	8	0	0	0	2	2	4	18
4:45 PM	0	0	0	2	4	6	0	0	0	3	3	6	0	0	0	1	1	2	14
<b>Total</b>	0	0	0	10	18	28	0	0	0	19	16	35	0	0	0	11	7	18	81
5:00 PM	0	0	0	7	0	7	0	0	0	11	1	12	0	0	0	5	0	5	24
5:15 PM	0	0	0	4	2	6	0	0	0	2	3	5	0	0	0	2	1	3	14
5:30 PM	0	0	0	2	2	4	0	0	0	2	6	8	0	0	0	0	7	7	19
5:45 PM	0	0	0	2	3	5	0	0	0	1	4	5	0	0	0	0	5	5	15
<b>Total</b>	0	0	0	15	7	22	0	0	0	16	14	30	0	0	0	7	13	20	72
6:00 PM	0	0	0	6	3	9	0	0	0	8	3	11	0	0	0	0	0	0	20
6:15 PM	0	0	0	2	3	5	0	0	0	6	4	10	0	0	0	3	2	5	20
<b>Total</b>	0	0	0	8	6	14	0	0	0	14	7	21	0	0	0	3	2	5	40
<b>Grand Total</b>	0	0	0	39	43	82	0	0	0	60	55	115	0	0	0	32	30	62	259
Approach %	0.0	0.0	0.0	47.6	52.4		0.0	0.0	0.0	52.2	47.8		0.0	0.0	0.0	51.6	48.4		
Total %	0.0	0.0	0.0	15.1	16.6	31.7	0.0	0.0	0.0	23.2	21.2	44.4	0.0	0.0	0.0	12.4	11.6	23.9	
Exiting Leg Total	82						115						62						259

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

3:30 PM	Rotary						Rotary						Beach Street						Total
	North						South						West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
3:30 PM	0	0	0	1	4	5	0	0	0	1	10	11	0	0	0	1	4	5	21
3:45 PM	0	0	0	5	8	13	0	0	0	10	8	18	0	0	0	10	4	14	45
4:00 PM	0	0	0	5	9	14	0	0	0	8	6	14	0	0	0	4	2	6	34
4:15 PM	0	0	0	2	0	2	0	0	0	5	2	7	0	0	0	4	2	6	15
<b>Total Volume</b>	0	0	0	13	21	34	0	0	0	24	26	50	0	0	0	19	12	31	115
<b>% Approach Total</b>	0.0	0.0	0.0	38.2	61.8		0.0	0.0	0.0	48.0	52.0		0.0	0.0	0.0	61.3	38.7		
PHF	0.000	0.000	0.000	0.650	0.583	0.607	0.000	0.000	0.000	0.600	0.650	0.694	0.000	0.000	0.000	0.475	0.750	0.554	0.639
Entering Leg	0	0	0	13	21	34	0	0	0	24	26	50	0	0	0	19	12	31	115
Exiting Leg	34						50						31						115
<b>Total</b>	68						100						62						230



PDI File #: 175607 (17)

Location: N: American Legion Highway (Route 60) S: American Legion Highway (Route 60)

Location: E: Revere Street W: Revere Street

City, State: Revere, MA

Client: VHB/ A. Berthaume

Site Code: 13796.00

Count Date: Tuesday, May 09, 2017

Start Time: 6:30 AM

End Time: 9:30 AM

Class:



Cars, Heavy Vehicles, and Buses (Combined)

Table with columns for American Legion Highway (Route 60) and Revere Street, subdivided into North, East, South, and West directions. Rows include time intervals from 6:30 AM to 9:15 AM, Grand Total, and vehicle type breakdowns (Cars, Heavy Vehicles, Buses).

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

Table showing peak hour analysis starting at 7:30 AM. Columns include American Legion Highway (Route 60) and Revere Street directions. Rows show time intervals (7:30 AM to 8:15 AM), Total Volume, PHF, and vehicle type breakdowns (Cars, Heavy Vehicles, Buses).

PDI File #: **175607 (17)**  
 Location: **N: American Legion Highway (Route 60) S: American Legion Highway (Route 60)**  
 Location: **E: Revere Street W: Revere Street**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



**Cars, Heavy Vehicles, and Buses (Combined)**

	American Legion Highway (Route 60)					Revere Street					American Legion Highway (Route 60)					Revere Street					Total
	North					East					South					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	
Heavy Exiting Leg					49					16					71					5	141
Buses Exiting Leg					19					5					15					8	47
<b>Total Exiting Leg</b>					<b>750</b>					<b>566</b>					<b>1220</b>					<b>209</b>	<b>2745</b>

PDI File #: 175607 (17)

Location: N: American Legion Highway (Route 60) S: American Legion Highway (Route 60)

Location: E: Revere Street W: Revere Street

City, State: Revere, MA

Client: VHB/ A. Berthoume

Site Code: 13796.00

Count Date: Tuesday, May 09, 2017

Start Time: 6:30 AM

End Time: 9:30 AM

Class:



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

**Cars**

	American Legion Highway (Route 60)					Revere Street					American Legion Highway (Route 60)					Revere Street					Total
	North					East					South					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	
6:30 AM	1	251	67	0	319	0	31	21	0	52	9	149	5	3	166	14	17	1	0	32	569
6:45 AM	2	234	66	2	304	1	31	18	0	50	8	118	12	5	143	5	31	0	0	36	533
<b>Total</b>	<b>3</b>	<b>485</b>	<b>133</b>	<b>2</b>	<b>623</b>	<b>1</b>	<b>62</b>	<b>39</b>	<b>0</b>	<b>102</b>	<b>17</b>	<b>267</b>	<b>17</b>	<b>8</b>	<b>309</b>	<b>19</b>	<b>48</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>1102</b>
7:00 AM	5	212	73	2	292	0	34	14	0	48	9	140	12	12	173	6	29	0	0	35	548
7:15 AM	3	243	81	2	329	1	32	18	0	51	10	167	14	12	203	13	31	2	0	46	629
7:30 AM	1	242	80	4	327	0	34	26	0	60	14	157	16	26	213	14	38	1	0	53	653
7:45 AM	1	252	94	8	355	2	25	24	0	51	15	153	17	8	193	13	42	4	0	59	658
<b>Total</b>	<b>10</b>	<b>949</b>	<b>328</b>	<b>16</b>	<b>1303</b>	<b>3</b>	<b>125</b>	<b>82</b>	<b>0</b>	<b>210</b>	<b>48</b>	<b>617</b>	<b>59</b>	<b>58</b>	<b>782</b>	<b>46</b>	<b>140</b>	<b>7</b>	<b>0</b>	<b>193</b>	<b>2488</b>
8:00 AM	1	226	74	4	305	5	32	15	0	52	10	140	21	1	172	12	44	3	0	59	588
8:15 AM	1	247	83	8	339	1	34	14	0	49	8	184	13	0	205	14	43	8	0	65	658
8:30 AM	2	237	70	1	310	3	31	7	0	41	15	168	12	3	198	11	40	3	0	54	603
8:45 AM	12	210	90	3	315	3	37	10	0	50	12	140	17	1	170	5	20	5	0	30	565
<b>Total</b>	<b>16</b>	<b>920</b>	<b>317</b>	<b>16</b>	<b>1269</b>	<b>12</b>	<b>134</b>	<b>46</b>	<b>0</b>	<b>192</b>	<b>45</b>	<b>632</b>	<b>63</b>	<b>5</b>	<b>745</b>	<b>42</b>	<b>147</b>	<b>19</b>	<b>0</b>	<b>208</b>	<b>2414</b>
9:00 AM	1	173	68	7	249	1	30	21	0	52	6	148	16	3	173	11	30	4	0	45	519
9:15 AM	4	208	76	4	292	2	20	9	0	31	12	160	12	4	188	8	35	3	0	46	557
<b>Total</b>	<b>5</b>	<b>381</b>	<b>144</b>	<b>11</b>	<b>541</b>	<b>3</b>	<b>50</b>	<b>30</b>	<b>0</b>	<b>83</b>	<b>18</b>	<b>308</b>	<b>28</b>	<b>7</b>	<b>361</b>	<b>19</b>	<b>65</b>	<b>7</b>	<b>0</b>	<b>91</b>	<b>1076</b>
Grand Total	34	2735	922	45	3736	19	371	197	0	587	128	1824	167	78	2197	126	400	34	0	560	7080
Approach %	0.9	73.2	24.7	1.2		3.2	63.2	33.6	0.0		5.8	83.0	7.6	3.6		22.5	71.4	6.1	0.0		
Total %	0.5	38.6	13.0	0.6	52.8	0.3	5.2	2.8	0.0	8.3	1.8	25.8	2.4	1.1	31.0	1.8	5.6	0.5	0.0	7.9	
Exiting Leg Total					1922					1450					3136					572	7080

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	American Legion Highway (Route 60)					Revere Street					American Legion Highway (Route 60)					Revere Street					Total
	North					East					South					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	1	242	80	4	327	0	34	26	0	60	14	157	16	26	213	14	38	1	0	53	653
7:45 AM	1	252	94	8	355	2	25	24	0	51	15	153	17	8	193	13	42	4	0	59	658
8:00 AM	1	226	74	4	305	5	32	15	0	52	10	140	21	1	172	12	44	3	0	59	588
8:15 AM	1	247	83	8	339	1	34	14	0	49	8	184	13	0	205	14	43	8	0	65	658
Total Volume	4	967	331	24	1326	8	125	79	0	212	47	634	67	35	783	53	167	16	0	236	2557
% Approach Total	0.3	72.9	25.0	1.8		3.8	59.0	37.3	0.0		6.0	81.0	8.6	4.5		22.5	70.8	6.8	0.0		
PHF	1.000	0.959	0.880	0.750	0.934	0.400	0.919	0.760	0.000	0.883	0.783	0.861	0.798	0.337	0.919	0.946	0.949	0.500	0.000	0.908	0.972
Entering Leg	4	967	331	24	1326	8	125	79	0	212	47	634	67	35	783	53	167	16	0	236	2557
Exiting Leg					682					545					1134					196	2557
<b>Total</b>					<b>2008</b>					<b>757</b>					<b>1917</b>					<b>432</b>	<b>5114</b>

PDI File #: 175607 (17)

Location: N: American Legion Highway (Route 60) S: American Legion Highway (Route 60)

Location: E: Revere Street W: Revere Street

City, State: Revere, MA

Client: VHB/ A. Berthaume

Site Code: 13796.00

Count Date: Tuesday, May 09, 2017

Start Time: 6:30 AM

End Time: 9:30 AM

Class:



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

**Heavy Vehicles**

	American Legion Highway (Route 60)					Revere Street					American Legion Highway (Route 60)					Revere Street					Total
	North					East					South					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	
6:30 AM	0	18	2	0	20	0	1	1	0	2	1	11	0	0	12	0	0	0	0	0	34
6:45 AM	0	24	4	0	28	1	2	1	0	4	1	23	1	0	25	0	1	1	0	2	59
<b>Total</b>	0	42	6	0	48	1	3	2	0	6	2	34	1	0	37	0	1	1	0	2	93
7:00 AM	0	16	1	0	17	0	4	0	0	4	0	9	0	2	11	0	1	0	0	1	33
7:15 AM	0	13	4	0	17	0	0	0	0	0	1	24	0	0	25	1	0	0	0	1	43
7:30 AM	0	11	3	0	14	0	0	0	0	0	1	13	0	0	14	2	0	0	0	2	30
7:45 AM	0	16	2	0	18	0	0	0	0	0	2	9	1	1	13	0	1	0	0	1	32
<b>Total</b>	0	56	10	0	66	0	4	0	0	4	4	55	1	3	63	3	2	0	0	5	138
8:00 AM	1	20	4	0	25	0	0	1	0	1	0	13	1	0	14	0	0	0	0	0	40
8:15 AM	0	20	1	0	21	0	2	0	0	2	2	14	0	0	16	0	0	0	0	0	39
8:30 AM	0	16	4	0	20	0	0	0	0	0	1	17	0	0	18	0	0	0	0	0	38
8:45 AM	0	31	11	0	42	1	0	0	0	1	1	12	1	0	14	0	1	0	0	1	58
<b>Total</b>	1	87	20	0	108	1	2	1	0	4	4	56	2	0	62	0	1	0	0	1	175
9:00 AM	0	20	2	0	22	0	2	1	0	3	0	16	1	1	18	0	0	0	0	0	43
9:15 AM	0	22	2	0	24	0	1	0	0	1	2	24	0	0	26	0	1	0	0	1	52
<b>Total</b>	0	42	4	0	46	0	3	1	0	4	2	40	1	1	44	0	1	0	0	1	95
<b>Grand Total</b>	1	227	40	0	268	2	12	4	0	18	12	185	5	4	206	3	5	1	0	9	501
Approach %	0.4	84.7	14.9	0.0		11.1	66.7	22.2	0.0		5.8	89.8	2.4	1.9		33.3	55.6	11.1	0.0		
Total %	0.2	45.3	8.0	0.0	53.5	0.4	2.4	0.8	0.0	3.6	2.4	36.9	1.0	0.8	41.1	0.6	1.0	0.2	0.0	1.8	
Exiting Leg Total	188					57					238					18					501

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	American Legion Highway (Route 60)					Revere Street					American Legion Highway (Route 60)					Revere Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:30 AM	0	16	4	0	20	0	0	0	0	0	1	17	0	0	18	0	0	0	0	0	38
8:45 AM	0	31	11	0	42	1	0	0	0	1	1	12	1	0	14	0	1	0	0	1	58
9:00 AM	0	20	2	0	22	0	2	1	0	3	0	16	1	1	18	0	0	0	0	0	43
9:15 AM	0	22	2	0	24	0	1	0	0	1	2	24	0	0	26	0	1	0	0	1	52
<b>Total Volume</b>	0	89	19	0	108	1	3	1	0	5	4	69	2	1	76	0	2	0	0	2	191
<b>% Approach Total</b>	0.0	82.4	17.6	0.0		20.0	60.0	20.0	0.0		5.3	90.8	2.6	1.3		0.0	100.0	0.0	0.0		
PHF	0.000	0.718	0.432	0.000	0.643	0.250	0.375	0.250	0.000	0.417	0.500	0.719	0.500	0.250	0.731	0.000	0.500	0.000	0.000	0.500	0.823
Entering Leg	0	89	19	0	108	1	3	1	0	5	4	69	2	1	76	0	2	0	0	2	191
Exiting Leg	70					25					91					5					191
<b>Total</b>	178					30					167					7					382

PDI File #: 175607 (17)

Location: N: American Legion Highway (Route 60) S: American Legion Highway (Route 60)

Location: E: Revere Street W: Revere Street

City, State: Revere, MA

Client: VHB/ A. Berthaume

Site Code: 13796.00

Count Date: Tuesday, May 09, 2017

Start Time: 6:30 AM

End Time: 9:30 AM

Class:



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

**Buses**

	American Legion Highway (Route 60)					Revere Street					American Legion Highway (Route 60)					Revere Street					Total
	North					East					South					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	
6:30 AM	0	1	1	0	2	0	1	0	0	1	1	3	0	0	4	0	0	0	0	0	7
6:45 AM	0	3	0	0	3	0	3	0	0	3	0	1	0	0	1	0	1	0	0	1	8
<b>Total</b>	0	4	1	0	5	0	4	0	0	4	1	4	0	0	5	0	1	0	0	1	15
7:00 AM	0	3	1	0	4	0	4	0	0	4	0	1	0	0	1	0	2	0	0	2	11
7:15 AM	0	4	1	0	5	0	2	4	0	6	0	5	0	0	5	1	2	0	0	3	19
7:30 AM	0	3	0	0	3	0	1	1	0	2	0	4	0	0	4	1	2	0	0	3	12
7:45 AM	0	3	1	0	4	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	9
<b>Total</b>	0	13	3	0	16	0	9	5	0	14	0	13	0	0	13	2	6	0	0	8	51
8:00 AM	0	4	0	0	4	0	1	0	0	1	0	4	0	0	4	0	1	0	0	1	10
8:15 AM	0	3	1	0	4	0	3	0	0	3	0	8	1	0	9	0	0	0	0	0	16
8:30 AM	0	5	2	0	7	0	2	0	0	2	0	3	0	0	3	0	2	0	0	2	14
8:45 AM	0	3	0	0	3	1	2	0	0	3	0	3	0	0	3	0	0	0	0	0	9
<b>Total</b>	0	15	3	0	18	1	8	0	0	9	0	18	1	0	19	0	3	0	0	3	49
9:00 AM	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	2	0	0	2	12
9:15 AM	0	2	0	0	2	0	2	0	0	2	0	3	0	0	3	0	1	0	0	1	8
<b>Total</b>	0	6	0	0	6	0	2	0	0	2	0	9	0	0	9	0	3	0	0	3	20
<b>Grand Total</b>	0	38	7	0	45	1	23	5	0	29	1	44	1	0	46	2	13	0	0	15	135
Approach %	0.0	84.4	15.6	0.0		3.4	79.3	17.2	0.0		2.2	95.7	2.2	0.0		13.3	86.7	0.0	0.0		
Total %	0.0	28.1	5.2	0.0	33.3	0.7	17.0	3.7	0.0	21.5	0.7	32.6	0.7	0.0	34.1	1.5	9.6	0.0	0.0	11.1	
Exiting Leg Total	45					21					45					24					135

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	American Legion Highway (Route 60)					Revere Street					American Legion Highway (Route 60)					Revere Street					Total
	North					East					South					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	3	1	0	4	0	4	0	0	4	0	1	0	0	1	0	2	0	0	2	11
7:15 AM	0	4	1	0	5	0	2	4	0	6	0	5	0	0	5	1	2	0	0	3	19
7:30 AM	0	3	0	0	3	0	1	1	0	2	0	4	0	0	4	1	2	0	0	3	12
7:45 AM	0	3	1	0	4	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	9
<b>Total Volume</b>	0	13	3	0	16	0	9	5	0	14	0	13	0	0	13	2	6	0	0	8	51
<b>% Approach Total</b>	0.0	81.3	18.8	0.0		0.0	64.3	35.7	0.0		0.0	100.0	0.0	0.0		25.0	75.0	0.0	0.0		
PHF	0.000	0.813	0.750	0.000	0.800	0.000	0.563	0.313	0.000	0.583	0.000	0.650	0.000	0.000	0.650	0.500	0.750	0.000	0.000	0.667	0.671
Entering Leg	0	13	3	0	16	0	9	5	0	14	0	13	0	0	13	2	6	0	0	8	51
Exiting Leg	13					9					20					9					51
<b>Total</b>	29					23					33					17					102

PDI File #: 175607 (17)

Location: N: American Legion Highway (Route 60) S: American Legion Highway (Route 60)

Location: E: Revere Street W: Revere Street

City, State: Revere, MA

Client: VHB/ A. Berthume

Site Code: 13796.00

Count Date: Tuesday, May 09, 2017

Start Time: 6:30 AM

End Time: 9:30 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@pdilic.com

Bicycles (on Roadway and Crosswalks)

	American Legion Highway (Route 60)								Revere Street								American Legion Highway (Route 60)								Revere Street								Total						
	North								East								South								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								
6:30 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	1	1	
6:45 AM	0	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	1
<b>Total</b>	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	0	0	0	1	2	
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	
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	1	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<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	1	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
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	1	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	4
9:00 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	1	
9:15 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	
<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	1	2
<b>Grand Total</b>	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	1	0	0	0	0	3	0	4	0	3	0	0	0	0	0	0	0	0	0	0	3	9	
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		25.0	0.0	0.0	0.0	0.0	75.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0					
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1	11.1	0.0	0.0	0.0	22.2	11.1	0.0	0.0	0.0	0.0	33.3	0.0	44.4	0.0	33.3	0.0	0.0	0.0	0.0	33.3										
Exiting Leg Total	0								4								4								1								9						

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

8:15 AM	American Legion Highway (Route 60)								Revere Street								American Legion Highway (Route 60)								Revere Street								Total						
	North								East								South								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								
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	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	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	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	1
9:00 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	1	
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	4	0	2	0	0	0	0	0	0	0	0	0	0	0	2	6
% 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		25.0	0.0	0.0	0.0	0.0	75.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0					
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.375	0.000	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.750					
Entering Leg	0								0								1								0								6						
Exiting Leg	0								3								3								0								6						
<b>Total</b>	0								3								7								2								12						

PDI File #: 175607 (17)

Location: N: American Legion Highway (Route 60) S: American Legion Highway (Route 60)

Location: E: Revere Street W: Revere Street

City, State: Revere, MA

Client: VHB/ A. Berthaume

Site Code: 13796.00

Count Date: Tuesday, May 09, 2017

Start Time: 6:30 AM

End Time: 9:30 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@pdilic.com

**Pedestrians**

	American Legion Highway (Route 60)								Revere Street								American Legion Highway (Route 60)								Revere Street								Total			
	North								East								South								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					
6:30 AM	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	2
6:45 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3	2	5	0	0	0	0	0	0	1	1	7						
Total	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	4	3	7	0	0	0	0	0	0	1	1	9						
7:00 AM	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	8	0	8	0	0	0	0	0	0	0	0	10						
7:15 AM	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	6	1	7	0	0	0	0	0	0	0	0	9						
7:30 AM	0	0	0	0	0	2	2	0	0	0	0	2	0	2	0	0	0	0	25	1	26	0	0	0	0	1	4	5	35							
7:45 AM	0	0	0	0	1	0	1	0	0	0	0	5	0	5	0	0	0	0	10	3	13	0	0	0	0	0	0	1	1	20						
Total	0	0	0	0	3	2	5	0	0	0	0	9	0	9	0	0	0	0	49	5	54	0	0	0	0	1	5	6	74							
8:00 AM	0	0	0	0	0	1	1	0	0	0	0	2	0	2	0	0	0	0	21	0	21	0	0	0	0	0	5	5	29							
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	10	0	10	0	0	0	0	0	0	0	0	13						
8:30 AM	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	2	3	5	0	0	0	0	0	0	0	0	7						
8:45 AM	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	1	1	2						
Total	0	0	0	0	1	1	2	0	0	0	0	6	0	6	0	0	0	0	34	3	37	0	0	0	0	0	6	6	51							
9:00 AM	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	0	0	0	2						
9:15 AM	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	1	0	1	7							
Total	0	0	0	0	4	1	5	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	1	0	1	9							
Grand Total	0	0	0	0	8	5	13	0	0	0	0	15	0	15	0	0	0	0	90	11	101	0	0	0	0	2	12	14	143							
Approach %	0.0	0.0	0.0	0.0	61.5	38.5		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	89.1	10.9		0.0	0.0	0.0	0.0	14.3	85.7									
Total %	0.0	0.0	0.0	0.0	5.6	3.5	9.1	0.0	0.0	0.0	0.0	10.5	0.0	10.5	0.0	0.0	0.0	0.0	62.9	7.7	70.6	0.0	0.0	0.0	0.0	1.4	8.4	9.8								
Exiting Leg Total	13							15							101							14							143							

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	American Legion Highway (Route 60)								Revere Street								American Legion Highway (Route 60)								Revere Street								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:30 AM	0	0	0	0	0	2	2	0	0	0	0	2	0	2	0	0	0	0	25	1	26	0	0	0	0	1	4	5	35				
7:45 AM	0	0	0	0	1	0	1	0	0	0	0	5	0	5	0	0	0	0	10	3	13	0	0	0	0	0	0	1	1	20			
8:00 AM	0	0	0	0	0	1	1	0	0	0	0	2	0	2	0	0	0	0	21	0	21	0	0	0	0	0	5	5	29				
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	10	0	10	0	0	0	0	0	0	0	0	13			
Total Volume	0	0	0	0	1	3	4	0	0	0	0	12	0	12	0	0	0	0	66	4	70	0	0	0	0	1	10	11	97				
% Approach Total	0.0	0.0	0.0	0.0	25.0	75.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	94.3	5.7		0.0	0.0	0.0	0.0	9.1	90.9						
PHF	0.000	0.000	0.000	0.000	0.250	0.375	0.500	0.000	0.000	0.000	0.000	0.600	0.000	0.600	0.000	0.000	0.000	0.000	0.660	0.333	0.673	0.000	0.000	0.000	0.000	0.250	0.500	0.550	0.693				
Entering Leg	0	0	0	0	1	3	4	0	0	0	0	12	0	12	0	0	0	0	66	4	70	0	0	0	0	1	10	11	97				
Exiting Leg	4							12							70							11							97				
Total	8							24							140							22							194				

PDI File #: 175607 (17)

Location: N: American Legion Highway (Route 60) S: American Legion Highway (Route 60)

Location: E: Revere Street W: Revere Street

City, State: Revere, MA

Client: VHB/ A. Berthaume

Site Code: 13796.00

Count Date: Tuesday, May 09, 2017

Start Time: 3:30 PM

End Time: 6:30 PM

Class:



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

Cars, Heavy Vehicles, and Buses (Combined)

Table with columns for American Legion Highway (Route 60) and Revere Street, subdivided into North, East, South, and West directions. Rows include time intervals (3:30 PM to 6:30 PM), Grand Total, Approach %, and Exiting Leg Total for Cars, Heavy Vehicles, and Buses.

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

Table showing Peak Hour Analysis for 3:30 PM to 6:30 PM. Columns include American Legion Highway (Route 60) and Revere Street directions. Rows include time intervals, Total Volume, % Approach Total, PHF, and vehicle counts for Cars, Heavy Vehicles, and Buses.



PDI File #: **175607 (17)**  
 Location: **N: American Legion Highway (Route 60) S: American Legion Highway (Route 60)**  
 Location: **E: Revere Street W: Revere Street**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



**Cars, Heavy Vehicles, and Buses (Combined)**

	American Legion Highway (Route 60)					Revere Street					American Legion Highway (Route 60)					Revere Street					Total
	North					East					South					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	
Cars Exiting Leg					1057					613					1095					299	3064
Heavy Exiting Leg					50					13					45					8	116
Buses Exiting Leg					11					7					26					5	49
<b>Total Exiting Leg</b>					<b>1118</b>					<b>633</b>					<b>1166</b>					<b>312</b>	<b>3229</b>

PDI File #: 175607 (17)

Location: N: American Legion Highway (Route 60) S: American Legion Highway (Route 60)

Location: E: Revere Street W: Revere Street

City, State: Revere, MA

Client: VHB/ A. Berthaume

Site Code: 13796.00

Count Date: Tuesday, May 09, 2017

Start Time: 3:30 PM

End Time: 6:30 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@pdilic.com

**Cars**

	American Legion Highway (Route 60)					Revere Street					American Legion Highway (Route 60)					Revere Street					Total
	North					East					South					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	
3:30 PM	1	271	86	4	362	2	42	17	0	61	25	235	23	4	287	17	54	6	0	77	787
3:45 PM	3	227	74	3	307	3	44	26	0	73	24	262	25	7	318	21	57	7	0	85	783
<b>Total</b>	<b>4</b>	<b>498</b>	<b>160</b>	<b>7</b>	<b>669</b>	<b>5</b>	<b>86</b>	<b>43</b>	<b>0</b>	<b>134</b>	<b>49</b>	<b>497</b>	<b>48</b>	<b>11</b>	<b>605</b>	<b>38</b>	<b>111</b>	<b>13</b>	<b>0</b>	<b>162</b>	<b>1570</b>
4:00 PM	5	230	79	6	320	3	47	23	0	73	23	251	28	3	305	14	53	0	0	67	765
4:15 PM	3	196	66	4	269	1	52	20	0	73	24	269	26	3	322	16	48	1	0	65	729
4:30 PM	3	210	71	2	286	3	39	22	0	64	28	204	27	3	262	13	48	4	0	65	677
4:45 PM	1	241	78	4	324	1	55	24	0	80	22	264	19	0	305	12	56	1	0	69	778
<b>Total</b>	<b>12</b>	<b>877</b>	<b>294</b>	<b>16</b>	<b>1199</b>	<b>8</b>	<b>193</b>	<b>89</b>	<b>0</b>	<b>290</b>	<b>97</b>	<b>988</b>	<b>100</b>	<b>9</b>	<b>1194</b>	<b>55</b>	<b>205</b>	<b>6</b>	<b>0</b>	<b>266</b>	<b>2949</b>
5:00 PM	2	186	76	7	271	4	44	25	0	73	20	228	30	4	282	11	50	6	0	67	693
5:15 PM	3	230	70	3	306	4	49	15	0	68	20	266	22	2	310	13	50	1	0	64	748
5:30 PM	3	212	82	2	299	3	50	24	0	77	22	242	19	3	286	21	39	7	0	67	729
5:45 PM	5	229	87	4	325	2	34	23	0	59	21	239	30	4	294	24	44	4	0	72	750
<b>Total</b>	<b>13</b>	<b>857</b>	<b>315</b>	<b>16</b>	<b>1201</b>	<b>13</b>	<b>177</b>	<b>87</b>	<b>0</b>	<b>277</b>	<b>83</b>	<b>975</b>	<b>101</b>	<b>13</b>	<b>1172</b>	<b>69</b>	<b>183</b>	<b>18</b>	<b>0</b>	<b>270</b>	<b>2920</b>
6:00 PM	2	215	66	3	286	1	34	19	0	54	26	281	28	5	340	14	42	4	0	60	740
6:15 PM	1	197	78	6	282	4	35	20	0	59	24	264	34	4	326	18	49	3	0	70	737
<b>Total</b>	<b>3</b>	<b>412</b>	<b>144</b>	<b>9</b>	<b>568</b>	<b>5</b>	<b>69</b>	<b>39</b>	<b>0</b>	<b>113</b>	<b>50</b>	<b>545</b>	<b>62</b>	<b>9</b>	<b>666</b>	<b>32</b>	<b>91</b>	<b>7</b>	<b>0</b>	<b>130</b>	<b>1477</b>
<b>Grand Total</b>	<b>32</b>	<b>2644</b>	<b>913</b>	<b>48</b>	<b>3637</b>	<b>31</b>	<b>525</b>	<b>258</b>	<b>0</b>	<b>814</b>	<b>279</b>	<b>3005</b>	<b>311</b>	<b>42</b>	<b>3637</b>	<b>194</b>	<b>590</b>	<b>44</b>	<b>0</b>	<b>828</b>	<b>8916</b>
Approach %	0.9	72.7	25.1	1.3		3.8	64.5	31.7	0.0		7.7	82.6	8.6	1.2		23.4	71.3	5.3	0.0		
Total %	0.4	29.7	10.2	0.5	40.8	0.3	5.9	2.9	0.0	9.1	3.1	33.7	3.5	0.5	40.8	2.2	6.6	0.5	0.0	9.3	
Exiting Leg Total	3128					1782					3138					868					8916

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

	American Legion Highway (Route 60)					Revere Street					American Legion Highway (Route 60)					Revere Street					Total
	North					East					South					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	
3:30 PM	1	271	86	4	362	2	42	17	0	61	25	235	23	4	287	17	54	6	0	77	787
3:45 PM	3	227	74	3	307	3	44	26	0	73	24	262	25	7	318	21	57	7	0	85	783
4:00 PM	5	230	79	6	320	3	47	23	0	73	23	251	28	3	305	14	53	0	0	67	765
4:15 PM	3	196	66	4	269	1	52	20	0	73	24	269	26	3	322	16	48	1	0	65	729
<b>Total Volume</b>	<b>12</b>	<b>924</b>	<b>305</b>	<b>17</b>	<b>1258</b>	<b>9</b>	<b>185</b>	<b>86</b>	<b>0</b>	<b>280</b>	<b>96</b>	<b>1017</b>	<b>102</b>	<b>17</b>	<b>1232</b>	<b>68</b>	<b>212</b>	<b>14</b>	<b>0</b>	<b>294</b>	<b>3064</b>
% Approach Total	1.0	73.4	24.2	1.4		3.2	66.1	30.7	0.0		7.8	82.5	8.3	1.4		23.1	72.1	4.8	0.0		
PHF	0.600	0.852	0.887	0.708	0.869	0.750	0.889	0.827	0.000	0.959	0.960	0.945	0.911	0.607	0.957	0.810	0.930	0.500	0.000	0.865	0.973
Entering Leg	12	924	305	17	1258	9	185	86	0	280	96	1017	102	17	1232	68	212	14	0	294	3064
Exiting Leg	1057					613					1095					299					3064
<b>Total</b>	<b>2315</b>					<b>893</b>					<b>2327</b>					<b>593</b>					<b>6128</b>

PDI File #: 175607 (17)

Location: N: American Legion Highway (Route 60) S: American Legion Highway (Route 60)

Location: E: Revere Street W: Revere Street

City, State: Revere, MA

Client: VHB/ A. Berthaume

Site Code: 13796.00

Count Date: Tuesday, May 09, 2017

Start Time: 3:30 PM

End Time: 6:30 PM

Class:



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

**Heavy Vehicles**

	American Legion Highway (Route 60)					Revere Street					American Legion Highway (Route 60)					Revere Street					Total
	North					East					South					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	
3:30 PM	0	11	0	0	11	1	1	1	0	3	1	15	1	1	18	0	1	0	0	1	33
3:45 PM	0	9	4	0	13	0	3	0	0	3	0	13	0	0	13	0	1	0	0	1	30
<b>Total</b>	0	20	4	0	24	1	4	1	0	6	1	28	1	1	31	0	2	0	0	2	63
4:00 PM	0	13	2	0	15	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	24
4:15 PM	0	10	1	0	11	0	2	0	0	2	2	11	1	0	14	0	1	1	0	2	29
4:30 PM	0	12	0	0	12	0	0	0	0	0	0	17	0	0	17	0	1	0	0	1	30
4:45 PM	0	9	1	0	10	0	0	1	0	1	1	15	0	0	16	1	0	0	0	1	28
<b>Total</b>	0	44	4	0	48	0	2	1	0	3	3	51	1	0	55	1	2	2	0	5	111
5:00 PM	0	11	1	0	12	0	1	0	0	1	0	7	0	0	7	0	0	0	0	0	20
5:15 PM	0	11	0	0	11	0	0	0	0	0	0	11	1	0	12	0	0	0	0	0	23
5:30 PM	0	8	0	0	8	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	16
5:45 PM	0	7	1	0	8	0	0	1	0	1	0	7	1	1	9	0	1	0	0	1	19
<b>Total</b>	0	37	2	0	39	0	1	1	0	2	0	33	2	1	36	0	1	0	0	1	78
6:00 PM	0	6	1	0	7	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	17
6:15 PM	0	9	1	0	10	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	20
<b>Total</b>	0	15	2	0	17	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	37
<b>Grand Total</b>	0	116	12	0	128	1	7	3	0	11	4	132	4	2	142	1	5	2	0	8	289
Approach %	0.0	90.6	9.4	0.0		9.1	63.6	27.3	0.0		2.8	93.0	2.8	1.4		12.5	62.5	25.0	0.0		
Total %	0.0	40.1	4.2	0.0	44.3	0.3	2.4	1.0	0.0	3.8	1.4	45.7	1.4	0.7	49.1	0.3	1.7	0.7	0.0	2.8	
Exiting Leg Total	135					21					122					11					289

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

	American Legion Highway (Route 60)					Revere Street					American Legion Highway (Route 60)					Revere Street					Total
	North					East					South					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	
3:30 PM	0	11	0	0	11	1	1	1	0	3	1	15	1	1	18	0	1	0	0	1	33
3:45 PM	0	9	4	0	13	0	3	0	0	3	0	13	0	0	13	0	1	0	0	1	30
4:00 PM	0	13	2	0	15	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	24
4:15 PM	0	10	1	0	11	0	2	0	0	2	2	11	1	0	14	0	1	1	0	2	29
<b>Total Volume</b>	0	43	7	0	50	1	6	1	0	8	3	47	2	1	53	0	3	2	0	5	116
% Approach Total	0.0	86.0	14.0	0.0		12.5	75.0	12.5	0.0		5.7	88.7	3.8	1.9		0.0	60.0	40.0	0.0		
PHF	0.000	0.827	0.438	0.000	0.833	0.250	0.500	0.250	0.000	0.667	0.375	0.783	0.500	0.250	0.736	0.000	0.750	0.500	0.000	0.625	0.879
Entering Leg	0	43	7	0	50	1	6	1	0	8	3	47	2	1	53	0	3	2	0	5	116
Exiting Leg	50					13					45					8					116
<b>Total</b>	100					21					98					13					232

PDI File #: 175607 (17)

Location: N: American Legion Highway (Route 60) S: American Legion Highway (Route 60)

Location: E: Revere Street W: Revere Street

City, State: Revere, MA

Client: VHB/ A. Berthaume

Site Code: 13796.00

Count Date: Tuesday, May 09, 2017

Start Time: 3:30 PM

End Time: 6:30 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@pdilic.com

**Buses**

	American Legion Highway (Route 60)					Revere Street					American Legion Highway (Route 60)					Revere Street					Total
	North					East					South					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	
3:30 PM	0	5	1	0	6	0	1	1	0	2	0	3	0	0	3	0	0	0	0	0	11
3:45 PM	0	5	1	0	6	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	10
<b>Total</b>	0	10	2	0	12	0	2	1	0	3	0	4	0	0	4	0	2	0	0	2	21
4:00 PM	0	9	0	0	9	0	1	1	0	2	0	6	0	0	6	0	1	0	0	1	18
4:15 PM	0	5	1	0	6	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	10
4:30 PM	0	6	1	0	7	0	1	0	0	1	0	3	1	0	4	0	2	0	0	2	14
4:45 PM	0	2	1	0	3	0	2	0	0	2	0	3	0	0	3	0	1	0	0	1	9
<b>Total</b>	0	22	3	0	25	0	6	1	0	7	0	13	1	0	14	0	5	0	0	5	51
5:00 PM	0	5	0	0	5	0	1	0	0	1	0	7	0	0	7	0	1	0	0	1	14
5:15 PM	0	5	0	0	5	0	1	0	0	1	0	1	0	0	1	0	3	0	0	3	10
5:30 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	5
5:45 PM	0	1	1	0	2	0	0	0	0	0	0	6	0	0	6	0	2	0	0	2	10
<b>Total</b>	0	14	1	0	15	0	2	0	0	2	0	15	0	0	15	0	7	0	0	7	39
6:00 PM	0	5	0	0	5	0	2	0	0	2	0	6	0	0	6	0	1	0	0	1	14
6:15 PM	0	2	0	0	2	0	1	0	0	1	0	2	0	0	2	0	2	0	0	2	7
<b>Total</b>	0	7	0	0	7	0	3	0	0	3	0	8	0	0	8	0	3	0	0	3	21
<b>Grand Total</b>	0	53	6	0	59	0	13	2	0	15	0	40	1	0	41	0	17	0	0	17	132
Approach %	0.0	89.8	10.2	0.0		0.0	86.7	13.3	0.0		0.0	97.6	2.4	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	40.2	4.5	0.0	44.7	0.0	9.8	1.5	0.0	11.4	0.0	30.3	0.8	0.0	31.1	0.0	12.9	0.0	0.0	12.9	
Exiting Leg Total	40					23					55					14					132

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

	American Legion Highway (Route 60)					Revere Street					American Legion Highway (Route 60)					Revere Street					Total
	North					East					South					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	
3:45 PM	0	5	1	0	6	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	10
4:00 PM	0	9	0	0	9	0	1	1	0	2	0	6	0	0	6	0	1	0	0	1	18
4:15 PM	0	5	1	0	6	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	10
4:30 PM	0	6	1	0	7	0	1	0	0	1	0	3	1	0	4	0	2	0	0	2	14
<b>Total Volume</b>	0	25	3	0	28	0	5	1	0	6	0	11	1	0	12	0	6	0	0	6	52
% Approach Total	0.0	89.3	10.7	0.0		0.0	83.3	16.7	0.0		0.0	91.7	8.3	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.694	0.750	0.000	0.778	0.000	0.625	0.250	0.000	0.750	0.000	0.458	0.250	0.000	0.500	0.000	0.750	0.000	0.000	0.750	0.722
Entering Leg	0	25	3	0	28	0	5	1	0	6	0	11	1	0	12	0	6	0	0	6	52
Exiting Leg	11					9					26					6					52
<b>Total</b>	39					15					38					12					104

PDI File #: 175607 (17)

Location: N: American Legion Highway (Route 60) S: American Legion Highway (Route 60)

Location: E: Revere Street W: Revere Street

City, State: Revere, MA

Client: VHB/ A. Berthoume

Site Code: 13796.00

Count Date: Tuesday, May 09, 2017

Start Time: 3:30 PM

End Time: 6:30 PM

Class:



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

**Bicycles (on Roadway and Crosswalks)**

	American Legion Highway (Route 60)								Revere Street								American Legion Highway (Route 60)								Revere Street								Total							
	North								East								South								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									
3:30 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	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	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	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	1	
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
4:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	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	1	0	0	0	0	0	1	1	0	1	0	0	0	0	0	1	2								
Total	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	1	0	0	0	0	0	1	1	0	2	0	0	0	0	0	2	5								
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	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	1	0	0	0	0	0	1	1								
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	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								
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	2	0	0	0	0	0	2	3									
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
6:15 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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Grand Total	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	1	0	0	1	2	4	4	0	4	0	0	0	0	0	4	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	25.0	0.0	0.0	25.0	50.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	40.0	0.0	0.0	0.0	0.0	40.0					
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	20.0	20.0	0.0	10.0	0.0	0.0	10.0	20.0	40.0	40.0	0.0	40.0	0.0	0.0	0.0	0.0	40.0	40.0										
Exiting Leg Total	1							4							3							2							10											

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

3:30 PM	American Legion Highway (Route 60)								Revere Street								American Legion Highway (Route 60)								Revere Street								Total						
	North								East								South								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								
3:30 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
3:45 PM	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	0	1	
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
Total Volume	0	0	0	0	0	0	0	0	1	0	0	0	0	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	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0	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				
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	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500			
Entering Leg	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
Exiting Leg	0							0							1							1							2										
Total	0							1							2							1							4										

PDI File #: 175607 (17)

Location: N: American Legion Highway (Route 60) S: American Legion Highway (Route 60)

Location: E: Revere Street W: Revere Street

City, State: Revere, MA

Client: VHB/ A. Berthaume

Site Code: 13796.00

Count Date: Tuesday, May 09, 2017

Start Time: 3:30 PM

End Time: 6:30 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@pdilic.com

**Pedestrians**

	American Legion Highway (Route 60)								Revere Street								American Legion Highway (Route 60)								Revere Street								Total
	North								East								South								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		
3:30 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	3	4	7	0	0	0	0	0	1	0	1	10	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	3	
Total	0	0	0	0	1	0	1	0	0	0	0	0	0	2	2	0	0	0	0	0	3	6	9	0	0	0	0	0	1	0	1	13	
4:00 PM	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	4	5	0	0	0	0	0	1	0	1	8		
4:15 PM	0	0	0	0	0	1	1	0	0	0	0	3	1	4	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0	9			
4:30 PM	0	0	0	0	1	1	2	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	1	3	7				
4:45 PM	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	1			
Total	0	0	0	0	3	2	5	0	0	0	0	5	1	6	0	0	0	0	5	5	10	0	0	0	0	3	1	4	25				
5:00 PM	0	0	0	0	0	3	3	0	0	0	0	0	2	2	0	0	0	0	1	5	6	0	0	0	0	0	1	1	12				
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	4	5	0	0	0	0	0	1	0	1	7			
5:30 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	3			
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	5	2	7	0	0	0	0	0	0	1	1	9			
Total	0	0	0	0	1	3	4	0	0	0	0	2	2	4	0	0	0	0	8	12	20	0	0	0	0	0	1	2	3	31			
6:00 PM	0	0	0	0	1	1	2	0	0	0	0	0	1	1	0	0	0	0	1	5	6	0	0	0	0	0	0	0	0	9			
6:15 PM	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	4			
Total	0	0	0	0	2	2	4	0	0	0	0	0	1	1	0	0	0	0	2	6	8	0	0	0	0	0	0	0	0	13			
Grand Total	0	0	0	0	7	7	14	0	0	0	0	7	6	13	0	0	0	0	18	29	47	0	0	0	0	5	3	8	82				
Approach %	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	53.8	46.2	0.0	0.0	0.0	0.0	38.3	61.7	0.0	0.0	0.0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	6.1	3.7	9.8		
Total %	0.0	0.0	0.0	0.0	8.5	8.5	17.1	0.0	0.0	0.0	0.0	8.5	7.3	15.9	0.0	0.0	0.0	0.0	22.0	35.4	57.3	0.0	0.0	0.0	0.0	6.1	3.7	9.8					
Exiting Leg Total	14							13							47							8	82										

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

	American Legion Highway (Route 60)								Revere Street								American Legion Highway (Route 60)								Revere Street								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
5:00 PM	0	0	0	0	0	3	3	0	0	0	0	0	2	2	0	0	0	0	1	5	6	0	0	0	0	0	0	1	1	12			
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	4	5	0	0	0	0	0	1	0	1	7			
5:30 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	3			
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	5	2	7	0	0	0	0	0	0	1	1	9			
Total Volume	0	0	0	0	1	3	4	0	0	0	0	2	2	4	0	0	0	0	8	12	20	0	0	0	0	0	1	2	3	31			
% Approach Total	0.0	0.0	0.0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.250	0.333	0.000	0.000	0.000	0.000	0.500	0.250	0.500	0.000	0.000	0.000	0.000	0.400	0.600	0.714	0.000	0.000	0.000	0.000	0.250	0.500	0.750	0.646				
Entering Leg	0	0	0	0	1	3	4	0	0	0	0	2	2	4	0	0	0	0	8	12	20	0	0	0	0	1	2	3	31				
Exiting Leg	4							4							20							3	31										
Total	8							8							40							6	62										

PDI File #: **175607 (18)**  
 Location: **N: Rotary S: Rotary**  
 Location: **E: American Legion Highway (Route 60)**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthoume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



**Cars, Heavy Vehicles, and Buses (Combined)**

	Rotary				American Legion Highway (Route 60)				Rotary				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:30 AM	0	0	0	0	257	0	0	257	358	129	0	487	744
6:45 AM	0	0	0	0	257	0	0	257	338	119	0	457	714
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>514</b>	<b>0</b>	<b>0</b>	<b>514</b>	<b>696</b>	<b>248</b>	<b>0</b>	<b>944</b>	<b>1458</b>
7:00 AM	0	0	0	0	272	0	0	272	322	157	0	479	751
7:15 AM	0	0	0	0	315	0	0	315	354	157	0	511	826
7:30 AM	0	0	0	0	311	0	0	311	356	173	0	529	840
7:45 AM	0	0	0	0	305	0	0	305	361	164	0	525	830
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1203</b>	<b>0</b>	<b>0</b>	<b>1203</b>	<b>1393</b>	<b>651</b>	<b>0</b>	<b>2044</b>	<b>3247</b>
8:00 AM	0	0	0	0	321	0	0	321	384	173	0	557	878
8:15 AM	0	0	0	0	316	0	0	316	359	169	0	528	844
8:30 AM	0	0	0	0	292	0	0	292	326	164	0	490	782
8:45 AM	0	0	0	0	299	0	0	299	357	128	0	485	784
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1228</b>	<b>0</b>	<b>0</b>	<b>1228</b>	<b>1426</b>	<b>634</b>	<b>0</b>	<b>2060</b>	<b>3288</b>
9:00 AM	0	0	0	0	298	0	0	298	320	159	0	479	777
9:15 AM	0	0	0	0	302	0	0	302	295	136	0	431	733
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>600</b>	<b>0</b>	<b>0</b>	<b>600</b>	<b>615</b>	<b>295</b>	<b>0</b>	<b>910</b>	<b>1510</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3545</b>	<b>0</b>	<b>0</b>	<b>3545</b>	<b>4130</b>	<b>1828</b>	<b>0</b>	<b>5958</b>	<b>9503</b>
Approach %	0.0	0.0	0.0		100.0	0.0	0.0		69.3	30.7	0.0		
Total %	0.0	0.0	0.0	0.0	37.3	0.0	0.0	37.3	43.5	19.2	0.0	62.7	
Exiting Leg Total	5373				4130				0				9503
Cars	0	0	0	0	3268	0	0	3268	3818	1731	0	5549	8817
% Cars	0.0	0.0	0.0	0.0	92.2	0.0	0.0	92.2	92.4	94.7	0.0	93.1	92.8
Exiting Leg Total	4999				3818				0				8817
Heavy Vehicles	0	0	0	0	216	0	0	216	258	85	0	343	559
% Heavy Vehicles	0.0	0.0	0.0	0.0	6.1	0.0	0.0	6.1	6.2	4.6	0.0	5.8	5.9
Exiting Leg Total	301				258				0				559
Buses	0	0	0	0	61	0	0	61	54	12	0	66	127
% Buses	0.0	0.0	0.0	0.0	1.7	0.0	0.0	1.7	1.3	0.7	0.0	1.1	1.3
Exiting Leg Total	73				54				0				127

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	Rotary				American Legion Highway (Route 60)				Rotary				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:30 AM	0	0	0	0	311	0	0	311	356	173	0	529	840
7:45 AM	0	0	0	0	305	0	0	305	361	164	0	525	830
8:00 AM	0	0	0	0	321	0	0	321	384	173	0	557	878
8:15 AM	0	0	0	0	316	0	0	316	359	169	0	528	844
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1253</b>	<b>0</b>	<b>0</b>	<b>1253</b>	<b>1460</b>	<b>679</b>	<b>0</b>	<b>2139</b>	<b>3392</b>
% Approach Total	0.0	0.0	0.0		100.0	0.0	0.0		68.3	31.7	0.0		
PHF	0.000	0.000	0.000	0.000	0.976	0.000	0.000	0.976	0.951	0.981	0.000	0.960	0.966
Cars	0	0	0	0	1167	0	0	1167	1367	640	0	2007	3174
Cars %	0.0	0.0	0.0	0.0	93.1	0.0	0.0	93.1	93.6	94.3	0.0	93.8	93.6
Heavy Vehicles	0	0	0	0	62	0	0	62	78	31	0	109	171
Heavy Vehicles %	0.0	0.0	0.0	0.0	4.9	0.0	0.0	4.9	5.3	4.6	0.0	5.1	5.0
Buses	0	0	0	0	24	0	0	24	15	8	0	23	47
Buses %	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.9	1.0	1.2	0.0	1.1	1.4
Cars Enter Leg	0	0	0	0	1167	0	0	1167	1367	640	0	2007	3174
Heavy Enter Leg	0	0	0	0	62	0	0	62	78	31	0	109	171
Bus Enter Leg	0	0	0	0	24	0	0	24	15	8	0	23	47
<b>Total Entering Leg</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1253</b>	<b>0</b>	<b>0</b>	<b>1253</b>	<b>1460</b>	<b>679</b>	<b>0</b>	<b>2139</b>	<b>3392</b>
Cars Exiting Leg	1807				1367				0				3174

PDI File #: **175607 (18)**  
 Location: **N: Rotary S: Rotary**  
 Location: **E: American Legion Highway (Route 60)**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



**Cars, Heavy Vehicles, and Buses (Combined)**

	Rotary				American Legion Highway (Route 60)				Rotary				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
Heavy Exiting Leg				93				78				0	171
Buses Exiting Leg				32				15				0	47
Total Exiting Leg				1932				1460				0	3392



PDI File #: **175607 (18)**  
 Location: **N: Rotary S: Rotary**  
 Location: **E: American Legion Highway (Route 60)**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



**Cars**

	Rotary				American Legion Highway (Route 60)				Rotary				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:30 AM	0	0	0	0	242	0	0	242	333	124	0	457	699
6:45 AM	0	0	0	0	231	0	0	231	312	115	0	427	658
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>473</b>	<b>0</b>	<b>0</b>	<b>473</b>	<b>645</b>	<b>239</b>	<b>0</b>	<b>884</b>	<b>1357</b>
7:00 AM	0	0	0	0	257	0	0	257	301	155	0	456	713
7:15 AM	0	0	0	0	290	0	0	290	333	151	0	484	774
7:30 AM	0	0	0	0	289	0	0	289	334	166	0	500	789
7:45 AM	0	0	0	0	290	0	0	290	347	154	0	501	791
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1126</b>	<b>0</b>	<b>0</b>	<b>1126</b>	<b>1315</b>	<b>626</b>	<b>0</b>	<b>1941</b>	<b>3067</b>
8:00 AM	0	0	0	0	300	0	0	300	352	162	0	514	814
8:15 AM	0	0	0	0	288	0	0	288	334	158	0	492	780
8:30 AM	0	0	0	0	269	0	0	269	300	152	0	452	721
8:45 AM	0	0	0	0	271	0	0	271	318	123	0	441	712
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1128</b>	<b>0</b>	<b>0</b>	<b>1128</b>	<b>1304</b>	<b>595</b>	<b>0</b>	<b>1899</b>	<b>3027</b>
9:00 AM	0	0	0	0	268	0	0	268	285	148	0	433	701
9:15 AM	0	0	0	0	273	0	0	273	269	123	0	392	665
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>541</b>	<b>0</b>	<b>0</b>	<b>541</b>	<b>554</b>	<b>271</b>	<b>0</b>	<b>825</b>	<b>1366</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3268</b>	<b>0</b>	<b>0</b>	<b>3268</b>	<b>3818</b>	<b>1731</b>	<b>0</b>	<b>5549</b>	<b>8817</b>
Approach %	0.0	0.0	0.0		100.0	0.0	0.0		68.8	31.2	0.0		
Total %	0.0	0.0	0.0	0.0	37.1	0.0	0.0	37.1	43.3	19.6	0.0	62.9	
Exiting Leg Total				4999				3818				0	8817

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

7:30 AM	Rotary				American Legion Highway (Route 60)				Rotary				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:30 AM	0	0	0	0	289	0	0	289	334	166	0	500	789
7:45 AM	0	0	0	0	290	0	0	290	347	154	0	501	791
8:00 AM	0	0	0	0	300	0	0	300	352	162	0	514	814
8:15 AM	0	0	0	0	288	0	0	288	334	158	0	492	780
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1167</b>	<b>0</b>	<b>0</b>	<b>1167</b>	<b>1367</b>	<b>640</b>	<b>0</b>	<b>2007</b>	<b>3174</b>
<b>% Approach Total</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>68.1</b>	<b>31.9</b>	<b>0.0</b>		
PHF	0.000	0.000	0.000	0.000	0.973	0.000	0.000	0.973	0.971	0.964	0.000	0.976	0.975
Entering Leg	0	0	0	0	1167	0	0	1167	1367	640	0	2007	3174
Exiting Leg				1807				1367				0	3174
<b>Total</b>				<b>1807</b>				<b>2534</b>				<b>2007</b>	<b>6348</b>

PDI File #: **175607 (18)**  
 Location: **N: Rotary S: Rotary**  
 Location: **E: American Legion Highway (Route 60)**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



**Heavy Vehicles**

	Rotary				American Legion Highway (Route 60)				Rotary				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:30 AM	0	0	0	0	9	0	0	9	22	4	0	26	35
6:45 AM	0	0	0	0	23	0	0	23	21	4	0	25	48
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>43</b>	<b>8</b>	<b>0</b>	<b>51</b>	<b>83</b>
7:00 AM	0	0	0	0	12	0	0	12	16	1	0	17	29
7:15 AM	0	0	0	0	20	0	0	20	16	6	0	22	42
7:30 AM	0	0	0	0	18	0	0	18	18	5	0	23	41
7:45 AM	0	0	0	0	11	0	0	11	11	8	0	19	30
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>61</b>	<b>20</b>	<b>0</b>	<b>81</b>	<b>142</b>
8:00 AM	0	0	0	0	14	0	0	14	28	8	0	36	50
8:15 AM	0	0	0	0	19	0	0	19	21	10	0	31	50
8:30 AM	0	0	0	0	21	0	0	21	20	11	0	31	52
8:45 AM	0	0	0	0	22	0	0	22	36	5	0	41	63
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>105</b>	<b>34</b>	<b>0</b>	<b>139</b>	<b>215</b>
9:00 AM	0	0	0	0	19	0	0	19	26	10	0	36	55
9:15 AM	0	0	0	0	28	0	0	28	23	13	0	36	64
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>49</b>	<b>23</b>	<b>0</b>	<b>72</b>	<b>119</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>216</b>	<b>0</b>	<b>0</b>	<b>216</b>	<b>258</b>	<b>85</b>	<b>0</b>	<b>343</b>	<b>559</b>
Approach %	0.0	0.0	0.0		100.0	0.0	0.0		75.2	24.8	0.0		
Total %	0.0	0.0	0.0	0.0	38.6	0.0	0.0	38.6	46.2	15.2	0.0	61.4	
Exiting Leg Total				301				258				0	559

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

8:30 AM	Rotary				American Legion Highway (Route 60)				Rotary				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
8:30 AM	0	0	0	0	21	0	0	21	20	11	0	31	52
8:45 AM	0	0	0	0	22	0	0	22	36	5	0	41	63
9:00 AM	0	0	0	0	19	0	0	19	26	10	0	36	55
9:15 AM	0	0	0	0	28	0	0	28	23	13	0	36	64
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>105</b>	<b>39</b>	<b>0</b>	<b>144</b>	<b>234</b>
<b>% Approach Total</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>72.9</b>	<b>27.1</b>	<b>0.0</b>		
PHF	0.000	0.000	0.000	0.000	0.804	0.000	0.000	0.804	0.729	0.750	0.000	0.878	0.914
Entering Leg	0	0	0	0	90	0	0	90	105	39	0	144	234
Exiting Leg				129				105				0	234
<b>Total</b>				<b>129</b>				<b>195</b>				<b>144</b>	<b>468</b>

PDI File #: **175607 (18)**  
 Location: **N: Rotary S: Rotary**  
 Location: **E: American Legion Highway (Route 60)**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



**Buses**

	Rotary				American Legion Highway (Route 60)				Rotary				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:30 AM	0	0	0	0	6	0	0	6	3	1	0	4	10
6:45 AM	0	0	0	0	3	0	0	3	5	0	0	5	8
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>18</b>
7:00 AM	0	0	0	0	3	0	0	3	5	1	0	6	9
7:15 AM	0	0	0	0	5	0	0	5	5	0	0	5	10
7:30 AM	0	0	0	0	4	0	0	4	4	2	0	6	10
7:45 AM	0	0	0	0	4	0	0	4	3	2	0	5	9
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>22</b>	<b>38</b>
8:00 AM	0	0	0	0	7	0	0	7	4	3	0	7	14
8:15 AM	0	0	0	0	9	0	0	9	4	1	0	5	14
8:30 AM	0	0	0	0	2	0	0	2	6	1	0	7	9
8:45 AM	0	0	0	0	6	0	0	6	3	0	0	3	9
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>22</b>	<b>46</b>
9:00 AM	0	0	0	0	11	0	0	11	9	1	0	10	21
9:15 AM	0	0	0	0	1	0	0	1	3	0	0	3	4
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>25</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>54</b>	<b>12</b>	<b>0</b>	<b>66</b>	<b>127</b>
Approach %	0.0	0.0	0.0		100.0	0.0	0.0		81.8	18.2	0.0		
Total %	0.0	0.0	0.0	0.0	48.0	0.0	0.0	48.0	42.5	9.4	0.0	52.0	
Exiting Leg Total				73				54				0	127

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	Rotary				American Legion Highway (Route 60)				Rotary				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
8:15 AM	0	0	0	0	9	0	0	9	4	1	0	5	14
8:30 AM	0	0	0	0	2	0	0	2	6	1	0	7	9
8:45 AM	0	0	0	0	6	0	0	6	3	0	0	3	9
9:00 AM	0	0	0	0	11	0	0	11	9	1	0	10	21
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>53</b>
% Approach Total	0.0	0.0	0.0		100.0	0.0	0.0		88.0	12.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.636	0.000	0.000	0.636	0.611	0.750	0.000	0.625	0.631
Entering Leg	0	0	0	0	28	0	0	28	22	3	0	25	53
Exiting Leg				31				22				0	53
<b>Total</b>				<b>31</b>				<b>50</b>				<b>25</b>	<b>106</b>

PDI File #: **175607 (18)**  
 Location: **N: Rotary S: Rotary**  
 Location: **E: American Legion Highway (Route 60)**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



**Bicycles (on Roadway and Crosswalks)**

	Rotary						American Legion Highway (Route 60)						Rotary						Total
	North						East						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	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	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
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	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
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	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
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	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
<b>Grand Total</b>	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		
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	
Exiting Leg Total	0						0						0						0

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

6:30 AM	Rotary						American Legion Highway (Route 60)						Rotary						Total
	North						East						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	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<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		
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
Entering Leg	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
<b>Total</b>	0						0						0						0

PDI File #: **175607 (18)**  
 Location: **N: Rotary S: Rotary**  
 Location: **E: American Legion Highway (Route 60)**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



**Pedestrians**

	Rotary						American Legion Highway (Route 60)						Rotary						Total
	North						East						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	
6:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
6:45 AM	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	0	1	0	0	0	0	0	0	1
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	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
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	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
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	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
<b>Grand Total</b>	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
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		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0						1						0						1

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

6:30 AM	Rotary						American Legion Highway (Route 60)						Rotary						Total
	North						East						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	
6:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
<b>% Approach Total</b>	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		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0						1						0						1
Exiting Leg	0						1						0						1
<b>Total</b>	0						2						0						2

PDI File #: **175607 (18)**  
 Location: **N: Rotary S: Rotary**  
 Location: **E: American Legion Highway (Route 60)**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



**Cars, Heavy Vehicles, and Buses (Combined)**

	Rotary				American Legion Highway (Route 60)				Rotary				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:30 PM	0	0	0	0	371	0	0	371	366	252	0	618	989
3:45 PM	0	0	0	0	414	0	0	414	343	262	0	605	1019
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>785</b>	<b>0</b>	<b>0</b>	<b>785</b>	<b>709</b>	<b>514</b>	<b>0</b>	<b>1223</b>	<b>2008</b>
4:00 PM	0	0	0	0	374	0	0	374	321	283	0	604	978
4:15 PM	0	0	0	0	370	0	0	370	286	303	0	589	959
4:30 PM	0	0	0	0	399	0	0	399	322	269	0	591	990
4:45 PM	0	0	0	0	388	0	0	388	317	287	0	604	992
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1531</b>	<b>0</b>	<b>0</b>	<b>1531</b>	<b>1246</b>	<b>1142</b>	<b>0</b>	<b>2388</b>	<b>3919</b>
5:00 PM	0	0	0	0	422	0	0	422	302	296	0	598	1020
5:15 PM	0	0	0	0	398	0	0	398	327	308	0	635	1033
5:30 PM	0	0	0	0	419	0	0	419	327	284	0	611	1030
5:45 PM	0	0	0	0	437	0	0	437	307	265	0	572	1009
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1676</b>	<b>0</b>	<b>0</b>	<b>1676</b>	<b>1263</b>	<b>1153</b>	<b>0</b>	<b>2416</b>	<b>4092</b>
6:00 PM	0	0	0	0	401	0	0	401	310	285	0	595	996
6:15 PM	0	0	0	0	423	0	0	423	307	277	0	584	1007
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>824</b>	<b>0</b>	<b>0</b>	<b>824</b>	<b>617</b>	<b>562</b>	<b>0</b>	<b>1179</b>	<b>2003</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4816</b>	<b>0</b>	<b>0</b>	<b>4816</b>	<b>3835</b>	<b>3371</b>	<b>0</b>	<b>7206</b>	<b>12022</b>
Approach %	0.0	0.0	0.0		100.0	0.0	0.0		53.2	46.8	0.0		
Total %	0.0	0.0	0.0	0.0	40.1	0.0	0.0	40.1	31.9	28.0	0.0	59.9	
Exiting Leg Total	8187				3835				0				12022
Cars	0	0	0	0	4615	0	0	4615	3659	3281	0	6940	11555
% Cars	0.0	0.0	0.0	0.0	95.8	0.0	0.0	95.8	95.4	97.3	0.0	96.3	96.1
Exiting Leg Total	7896				3659				0				11555
Heavy Vehicles	0	0	0	0	147	0	0	147	117	73	0	190	337
% Heavy Vehicles	0.0	0.0	0.0	0.0	3.1	0.0	0.0	3.1	3.1	2.2	0.0	2.6	2.8
Exiting Leg Total	220				117				0				337
Buses	0	0	0	0	54	0	0	54	59	17	0	76	130
% Buses	0.0	0.0	0.0	0.0	1.1	0.0	0.0	1.1	1.5	0.5	0.0	1.1	1.1
Exiting Leg Total	71				59				0				130

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

	Rotary				American Legion Highway (Route 60)				Rotary				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
5:00 PM	0	0	0	0	422	0	0	422	302	296	0	598	1020
5:15 PM	0	0	0	0	398	0	0	398	327	308	0	635	1033
5:30 PM	0	0	0	0	419	0	0	419	327	284	0	611	1030
5:45 PM	0	0	0	0	437	0	0	437	307	265	0	572	1009
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1676</b>	<b>0</b>	<b>0</b>	<b>1676</b>	<b>1263</b>	<b>1153</b>	<b>0</b>	<b>2416</b>	<b>4092</b>
% Approach Total	0.0	0.0	0.0		100.0	0.0	0.0		52.3	47.7	0.0		
PHF	0.000	0.000	0.000	0.000	0.959	0.000	0.000	0.959	0.966	0.936	0.000	0.951	0.990
Cars	0	0	0	0	1621	0	0	1621	1212	1136	0	2348	3969
Cars %	0.0	0.0	0.0	0.0	96.7	0.0	0.0	96.7	96.0	98.5	0.0	97.2	97.0
Heavy Vehicles	0	0	0	0	37	0	0	37	36	16	0	52	89
Heavy Vehicles %	0.0	0.0	0.0	0.0	2.2	0.0	0.0	2.2	2.9	1.4	0.0	2.2	2.2
Buses	0	0	0	0	18	0	0	18	15	1	0	16	34
Buses %	0.0	0.0	0.0	0.0	1.1	0.0	0.0	1.1	1.2	0.1	0.0	0.7	0.8
Cars Enter Leg	0	0	0	0	1621	0	0	1621	1212	1136	0	2348	3969
Heavy Enter Leg	0	0	0	0	37	0	0	37	36	16	0	52	89
Bus Enter Leg	0	0	0	0	18	0	0	18	15	1	0	16	34
<b>Total Entering Leg</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1676</b>	<b>0</b>	<b>0</b>	<b>1676</b>	<b>1263</b>	<b>1153</b>	<b>0</b>	<b>2416</b>	<b>4092</b>

PDI File #: **175607 (18)**  
 Location: **N: Rotary S: Rotary**  
 Location: **E: American Legion Highway (Route 60)**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



**Cars, Heavy Vehicles, and Buses (Combined)**

	Rotary				American Legion Highway (Route 60)				Rotary				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
Cars Exiting Leg				2757				1212				0	3969
Heavy Exiting Leg				53				36				0	89
Buses Exiting Leg				19				15				0	34
<b>Total Exiting Leg</b>				<b>2829</b>				<b>1263</b>				<b>0</b>	<b>4092</b>

PDI File #: **175607 (18)**  
 Location: **N: Rotary S: Rotary**  
 Location: **E: American Legion Highway (Route 60)**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



**Cars**

	Rotary				American Legion Highway (Route 60)				Rotary				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:30 PM	0	0	0	0	347	0	0	347	350	241	0	591	938
3:45 PM	0	0	0	0	401	0	0	401	327	249	0	576	977
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>748</b>	<b>0</b>	<b>0</b>	<b>748</b>	<b>677</b>	<b>490</b>	<b>0</b>	<b>1167</b>	<b>1915</b>
4:00 PM	0	0	0	0	359	0	0	359	299	271	0	570	929
4:15 PM	0	0	0	0	351	0	0	351	271	287	0	558	909
4:30 PM	0	0	0	0	377	0	0	377	304	258	0	562	939
4:45 PM	0	0	0	0	367	0	0	367	303	279	0	582	949
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1454</b>	<b>0</b>	<b>0</b>	<b>1454</b>	<b>1177</b>	<b>1095</b>	<b>0</b>	<b>2272</b>	<b>3726</b>
5:00 PM	0	0	0	0	405	0	0	405	287	292	0	579	984
5:15 PM	0	0	0	0	386	0	0	386	312	302	0	614	1000
5:30 PM	0	0	0	0	406	0	0	406	316	278	0	594	1000
5:45 PM	0	0	0	0	424	0	0	424	297	264	0	561	985
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1621</b>	<b>0</b>	<b>0</b>	<b>1621</b>	<b>1212</b>	<b>1136</b>	<b>0</b>	<b>2348</b>	<b>3969</b>
6:00 PM	0	0	0	0	385	0	0	385	297	285	0	582	967
6:15 PM	0	0	0	0	407	0	0	407	296	275	0	571	978
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>792</b>	<b>0</b>	<b>0</b>	<b>792</b>	<b>593</b>	<b>560</b>	<b>0</b>	<b>1153</b>	<b>1945</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4615</b>	<b>0</b>	<b>0</b>	<b>4615</b>	<b>3659</b>	<b>3281</b>	<b>0</b>	<b>6940</b>	<b>11555</b>
Approach %	0.0	0.0	0.0		100.0	0.0	0.0		52.7	47.3	0.0		
Total %	0.0	0.0	0.0	0.0	39.9	0.0	0.0	39.9	31.7	28.4	0.0	60.1	
Exiting Leg Total				7896				3659				0	11555

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

	Rotary				American Legion Highway (Route 60)				Rotary				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
5:00 PM	0	0	0	0	405	0	0	405	287	292	0	579	984
5:15 PM	0	0	0	0	386	0	0	386	312	302	0	614	1000
5:30 PM	0	0	0	0	406	0	0	406	316	278	0	594	1000
5:45 PM	0	0	0	0	424	0	0	424	297	264	0	561	985
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1621</b>	<b>0</b>	<b>0</b>	<b>1621</b>	<b>1212</b>	<b>1136</b>	<b>0</b>	<b>2348</b>	<b>3969</b>
% Approach Total	0.0	0.0	0.0		100.0	0.0	0.0		51.6	48.4	0.0		
PHF	0.000	0.000	0.000	0.000	0.956	0.000	0.000	0.956	0.959	0.940	0.000	0.956	0.992
Entering Leg	0	0	0	0	1621	0	0	1621	1212	1136	0	2348	3969
Exiting Leg				2757				1212				0	3969
<b>Total</b>				<b>2757</b>				<b>2833</b>				<b>2348</b>	<b>7938</b>



PDI File #: **175607 (18)**  
 Location: **N: Rotary S: Rotary**  
 Location: **E: American Legion Highway (Route 60)**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



**Heavy Vehicles**

	Rotary				American Legion Highway (Route 60)				Rotary				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:30 PM	0	0	0	0	20	0	0	20	10	11	0	21	41
3:45 PM	0	0	0	0	12	0	0	12	10	10	0	20	32
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>20</b>	<b>21</b>	<b>0</b>	<b>41</b>	<b>73</b>
4:00 PM	0	0	0	0	10	0	0	10	12	10	0	22	32
4:15 PM	0	0	0	0	9	0	0	9	9	9	0	18	27
4:30 PM	0	0	0	0	19	0	0	19	12	9	0	21	40
4:45 PM	0	0	0	0	17	0	0	17	11	6	0	17	34
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>44</b>	<b>34</b>	<b>0</b>	<b>78</b>	<b>133</b>
5:00 PM	0	0	0	0	10	0	0	10	9	4	0	13	23
5:15 PM	0	0	0	0	11	0	0	11	11	5	0	16	27
5:30 PM	0	0	0	0	11	0	0	11	8	6	0	14	25
5:45 PM	0	0	0	0	5	0	0	5	8	1	0	9	14
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>36</b>	<b>16</b>	<b>0</b>	<b>52</b>	<b>89</b>
6:00 PM	0	0	0	0	11	0	0	11	8	0	0	8	19
6:15 PM	0	0	0	0	12	0	0	12	9	2	0	11	23
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>42</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>147</b>	<b>0</b>	<b>0</b>	<b>147</b>	<b>117</b>	<b>73</b>	<b>0</b>	<b>190</b>	<b>337</b>
Approach %	0.0	0.0	0.0		100.0	0.0	0.0		61.6	38.4	0.0		
Total %	0.0	0.0	0.0	0.0	43.6	0.0	0.0	43.6	34.7	21.7	0.0	56.4	
Exiting Leg Total				220				117				0	337

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

	Rotary				American Legion Highway (Route 60)				Rotary				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	10	0	0	10	12	10	0	22	32
4:15 PM	0	0	0	0	9	0	0	9	9	9	0	18	27
4:30 PM	0	0	0	0	19	0	0	19	12	9	0	21	40
4:45 PM	0	0	0	0	17	0	0	17	11	6	0	17	34
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>44</b>	<b>34</b>	<b>0</b>	<b>78</b>	<b>133</b>
% Approach Total	0.0	0.0	0.0		100.0	0.0	0.0		56.4	43.6	0.0		
PHF	0.000	0.000	0.000	0.000	0.724	0.000	0.000	0.724	0.917	0.850	0.000	0.886	0.831
Entering Leg	0	0	0	0	55	0	0	55	44	34	0	78	133
Exiting Leg				89				44				0	133
<b>Total</b>				<b>89</b>				<b>99</b>				<b>78</b>	<b>266</b>

PDI File #: **175607 (18)**  
 Location: **N: Rotary S: Rotary**  
 Location: **E: American Legion Highway (Route 60)**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



**Buses**

	Rotary				American Legion Highway (Route 60)				Rotary				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:30 PM	0	0	0	0	4	0	0	4	6	0	0	6	10
3:45 PM	0	0	0	0	1	0	0	1	6	3	0	9	10
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>20</b>
4:00 PM	0	0	0	0	5	0	0	5	10	2	0	12	17
4:15 PM	0	0	0	0	10	0	0	10	6	7	0	13	23
4:30 PM	0	0	0	0	3	0	0	3	6	2	0	8	11
4:45 PM	0	0	0	0	4	0	0	4	3	2	0	5	9
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>38</b>	<b>60</b>
5:00 PM	0	0	0	0	7	0	0	7	6	0	0	6	13
5:15 PM	0	0	0	0	1	0	0	1	4	1	0	5	6
5:30 PM	0	0	0	0	2	0	0	2	3	0	0	3	5
5:45 PM	0	0	0	0	8	0	0	8	2	0	0	2	10
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>34</b>
6:00 PM	0	0	0	0	5	0	0	5	5	0	0	5	10
6:15 PM	0	0	0	0	4	0	0	4	2	0	0	2	6
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>16</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>59</b>	<b>17</b>	<b>0</b>	<b>76</b>	<b>130</b>
Approach %	0.0	0.0	0.0		100.0	0.0	0.0		77.6	22.4	0.0		
Total %	0.0	0.0	0.0	0.0	41.5	0.0	0.0	41.5	45.4	13.1	0.0	58.5	
Exiting Leg Total				71				59				0	130

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

	Rotary				American Legion Highway (Route 60)				Rotary				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:45 PM	0	0	0	0	1	0	0	1	6	3	0	9	10
4:00 PM	0	0	0	0	5	0	0	5	10	2	0	12	17
4:15 PM	0	0	0	0	10	0	0	10	6	7	0	13	23
4:30 PM	0	0	0	0	3	0	0	3	6	2	0	8	11
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>28</b>	<b>14</b>	<b>0</b>	<b>42</b>	<b>61</b>
% Approach Total	0.0	0.0	0.0		100.0	0.0	0.0		66.7	33.3	0.0		
PHF	0.000	0.000	0.000	0.000	0.475	0.000	0.000	0.475	0.700	0.500	0.000	0.808	0.663
Entering Leg	0	0	0	0	19	0	0	19	28	14	0	42	61
Exiting Leg				33				28				0	61
<b>Total</b>				<b>33</b>				<b>47</b>				<b>42</b>	<b>122</b>

PDI File #: **175607 (18)**  
 Location: **N: Rotary S: Rotary**  
 Location: **E: American Legion Highway (Route 60)**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



**Bicycles (on Roadway and Crosswalks)**

	Rotary						American Legion Highway (Route 60)						Rotary						Total
	North						East						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	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 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	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	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	1	0	0	0	0	1	0	0	0	0	0	0	1
<b>Total</b>	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	1	2
5:00 PM	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
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	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
6:15 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
<b>Total</b>	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	1	2
<b>Grand Total</b>	0	0	0	0	0	0	2	0	0	0	0	2	0	1	0	1	0	2	4
Approach %	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	50.0	0.0		
Total %	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	25.0	0.0	25.0	0.0	50.0	
Exiting Leg Total	3						0						1						4

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

4:00 PM	Rotary						American Legion Highway (Route 60)						Rotary						Total
	North						East						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	0	0	1	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	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	1	0	0	0	0	1	0	0	0	0	0	0	1
<b>Total Volume</b>	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	1	2
<b>% Approach Total</b>	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	100.0	0.0		
PHF	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	0.250	0.000	0.250	0.500
Entering Leg	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	1	2
Exiting Leg	1						0						1						2
<b>Total</b>	1						1						2						4

PDI File #: **175607 (18)**  
 Location: **N: Rotary S: Rotary**  
 Location: **E: American Legion Highway (Route 60)**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



**Pedestrians**

	Rotary						American Legion Highway (Route 60)						Rotary						Total
	North						East						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	
3:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
3:45 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	0	1	0	0	0	0	0	0	1
4:00 PM	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
4:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	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
<b>Total</b>	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2
5:00 PM	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	1	0	1	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	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
<b>Total</b>	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2
6:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
6:15 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	0	1	0	0	0	0	0	0	1
<b>Grand Total</b>	0	0	0	0	0	0	0	0	0	5	1	6	0	0	0	0	0	0	6
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	83.3	16.7		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	83.3	16.7	100.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0						6						0						6

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

	Rotary						American Legion Highway (Route 60)						Rotary						Total
	North						East						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	
4:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	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
5:00 PM	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	1	0	1	0	0	0	0	0	0	1
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	3
<b>% Approach Total</b>	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		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.375
Entering Leg	0						3						0						3
Exiting Leg	0						3						0						3
<b>Total</b>	0						6						0						6

PDI File #: 175607 (31)  
 Location: N: Revere Beach Parkway (Route 16) S: Revere Beach Parkway (Route 16) NW: Harris Street  
 Location: E: Winthrop Avenue W: Winthrop Avenue  
 City, State: Revere, MA  
 Client: VHB/ A. Berthume  
 Site Code: 13796.00  
 Count Date: Tuesday, May 09, 2017  
 Start Time: 6:30 AM  
 End Time: 9:30 AM  
 Class:



**Cars, Heavy Vehicles, and Buses (Combined)**

	Revere Beach Parkway (Route 16)						Winthrop Avenue						Revere Beach Parkway (Route 16)						Winthrop Avenue						Harris Street						Total
	North						East						South						West						Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	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	
6:30 AM	1	1	127	0	0	129	9	6	34	237	1	287	137	83	0	0	0	220	5	61	0	0	0	66	0	8	30	0	0	38	740
6:45 AM	0	2	156	0	0	158	7	5	38	213	0	263	152	95	0	0	0	247	7	52	2	0	0	61	0	14	26	0	0	40	769
Total	1	3	283	0	0	287	16	11	72	450	1	550	289	178	0	0	0	467	12	113	2	0	0	127	0	22	56	0	0	78	1509
7:00 AM	0	0	146	1	0	147	12	9	55	195	0	271	152	97	0	0	0	249	4	76	4	0	0	84	0	10	38	1	0	49	800
7:15 AM	0	1	141	0	0	142	21	10	85	212	0	328	217	102	0	0	0	319	5	67	8	0	0	80	0	7	49	0	0	56	925
7:30 AM	0	1	96	0	0	97	18	18	83	207	1	327	185	79	0	0	0	264	6	59	4	0	0	69	0	6	43	0	0	49	806
7:45 AM	0	1	101	0	0	102	27	15	74	226	0	342	197	153	0	0	0	350	5	69	8	0	0	82	0	4	47	0	0	51	927
Total	0	3	484	1	0	488	78	52	297	840	1	1268	751	431	0	0	0	1182	20	271	24	0	0	315	0	27	177	1	0	205	3458
8:00 AM	0	0	75	0	0	75	20	22	99	249	0	390	211	105	0	0	0	316	8	68	6	0	0	82	0	3	57	0	0	60	923
8:15 AM	1	0	97	0	0	98	16	13	53	185	0	267	205	130	0	0	0	335	7	76	1	0	0	84	0	8	51	0	0	59	843
8:30 AM	0	0	99	0	0	99	27	9	61	189	0	286	217	129	0	0	0	346	2	67	2	0	0	71	0	7	49	0	0	56	858
8:45 AM	1	1	123	0	0	125	17	4	48	183	0	252	190	132	0	0	0	322	7	48	0	0	0	55	1	4	25	0	0	30	784
Total	2	1	394	0	0	397	80	48	261	806	0	1195	823	496	0	0	0	1319	24	259	9	0	0	292	1	22	182	0	0	205	3408
9:00 AM	2	0	105	0	0	107	14	7	47	166	1	235	170	122	0	0	0	292	6	51	4	0	0	61	1	10	26	0	0	37	732
9:15 AM	0	0	123	0	0	123	18	6	32	167	1	224	179	97	0	0	0	276	5	30	6	0	0	41	0	8	21	0	0	29	693
Total	2	0	228	0	0	230	32	13	79	333	2	459	349	219	0	0	0	568	11	81	10	0	0	102	1	18	47	0	0	66	1425
Grand Total	5	7	1389	1	0	1402	206	124	709	2429	4	3472	2212	1324	0	0	0	3536	67	724	45	0	0	836	2	89	462	1	0	554	9800
Approach %	0.4	0.5	99.1	0.1	0.0		5.9	3.6	20.4	70.0	0.1		62.6	37.4	0.0	0.0	0.0		8.0	86.6	5.4	0.0	0.0		0.4	16.1	83.4	0.2	0.0		
Total %	0.1	0.1	14.2	0.0	0.0	14.3	2.1	1.3	7.2	24.8	0.0	35.4	22.6	13.5	0.0	0.0	0.0	36.1	0.7	7.4	0.5	0.0	0.0	8.5	0.0	0.9	4.7	0.0	0.0	5.7	
Exiting Leg Total	1576						3403						3974						718						129						9800
Cars	5	7	1318	1	0	1331	201	118	676	2370	4	3369	2117	1236	0	0	0	3353	66	696	45	0	0	807	2	88	448	1	0	539	9399
% Cars	100.0	100.0	94.9	100.0	0.0	94.9	97.6	95.2	95.3	97.6	100.0	97.0	95.7	93.4	0.0	0.0	0.0	94.8	98.5	96.1	100.0	0.0	0.0	96.5	100.0	98.9	97.0	100.0	0.0	97.3	95.9
Exiting Leg Total	1483						3266						3842						685						123						9399
Heavy Vehicles	0	0	62	0	0	62	3	0	9	44	0	56	82	76	0	0	0	158	0	15	0	0	0	15	0	0	3	0	0	3	294
% Heavy Vehicles	0.0	0.0	4.5	0.0	0.0	4.4	1.5	0.0	1.3	1.8	0.0	1.6	3.7	5.7	0.0	0.0	0.0	4.5	0.0	2.1	0.0	0.0	0.0	1.8	0.0	0.0	0.6	0.0	0.0	0.5	3.0
Exiting Leg Total	79						100						106						9						0						294
Buses	0	0	9	0	0	9	2	6	24	15	0	47	13	12	0	0	0	25	1	13	0	0	0	14	0	1	11	0	0	12	107
% Buses	0.0	0.0	0.6	0.0	0.0	0.6	1.0	4.8	3.4	0.6	0.0	1.4	0.6	0.9	0.0	0.0	0.0	0.7	1.5	1.8	0.0	0.0	0.0	1.7	0.0	1.1	2.4	0.0	0.0	2.2	1.1
Exiting Leg Total	14						37						26						24						6						107

**Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:**

	Revere Beach Parkway (Route 16)						Winthrop Avenue						Revere Beach Parkway (Route 16)						Winthrop Avenue						Harris Street						Total
	North						East						South						West						Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	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	
7:15 AM	0	1	141	0	0	142	21	10	85	212	0	328	217	102	0	0	0	319	5	67	8	0	0	80	0	7	49	0	0	56	925
7:30 AM	0	1	96	0	0	97	18	18	83	207	1	327	185	79	0	0	0	264	6	59	4	0	0	69	0	6	43	0	0	49	806
7:45 AM	0	1	101	0	0	102	27	15	74	226	0	342	197	153	0	0	0	350	5	69	8	0	0	82	0	4	47	0	0	51	927
8:00 AM	0	0	75	0	0	75	20	22	99	249	0	390	211	105	0	0	0	316	8	68	6	0	0	82	0	3	57	0	0	60	923
Total Volume	0	3	413	0	0	416	86	65	341	894	1	1387	810	439	0	0	0	1249	24	263	26	0	0	313	0	20	196	0	0	216	3581
% Approach Total	0.0	0.7	99.3	0.0	0.0		6.2	4.7	24.6	64.5	0.1		64.9	35.1	0.0	0.0	0.0		7.7	84.0	8.3	0.0	0.0		0.0	9.3	90.7	0.0	0.0		

PDI File #: 175607 (31)  
 Location: N: Revere Beach Parkway (Route 16) S: Revere Beach Parkway (Route 16) NW: Harris Street  
 Location: E: Winthrop Avenue W: Winthrop Avenue  
 City, State: Revere, MA  
 Client: VHB/ A. Berthume  
 Site Code: 13796.00  
 Count Date: Tuesday, May 09, 2017  
 Start Time: 6:30 AM  
 End Time: 9:30 AM  
 Class:



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

**Cars, Heavy Vehicles, and Buses (Combined)**

	Revere Beach Parkway (Route 16)						Winthrop Avenue						Revere Beach Parkway (Route 16)						Winthrop Avenue						Harris Street						Total
	North						East						South						West						Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	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	
PHF	0.000	0.750	0.732	0.000	0.000	0.732	0.796	0.739	0.861	0.898	0.250	0.889	0.933	0.717	0.000	0.000	0.000	0.892	0.750	0.953	0.813	0.000	0.000	0.954	0.000	0.714	0.860	0.000	0.000	0.900	0.966
Cars	0	3	394	0	0	397	85	63	328	869	1	1346	776	422	0	0	0	1198	23	254	26	0	0	303	0	20	191	0	0	211	3455
Cars %	0.0	100.0	95.4	0.0	0.0	95.4	98.8	96.9	96.2	97.2	100.0	97.0	95.8	96.1	0.0	0.0	0.0	95.9	95.8	96.6	100.0	0.0	0.0	96.8	0.0	100.0	97.4	0.0	0.0	97.7	96.5
Heavy Vehicles	0	0	18	0	0	18	1	0	4	17	0	22	32	12	0	0	0	44	0	5	0	0	0	5	0	0	1	0	0	1	90
Heavy Vehicles %	0.0	0.0	4.4	0.0	0.0	4.3	1.2	0.0	1.2	1.9	0.0	1.6	4.0	2.7	0.0	0.0	0.0	3.5	0.0	1.9	0.0	0.0	0.0	1.6	0.0	0.0	0.5	0.0	0.0	0.5	2.5
Buses	0	0	1	0	0	1	0	2	9	8	0	19	2	5	0	0	0	7	1	4	0	0	0	5	0	0	4	0	0	4	36
Buses %	0.0	0.0	0.2	0.0	0.0	0.2	0.0	3.1	2.6	0.9	0.0	1.4	0.2	1.1	0.0	0.0	0.0	0.6	4.2	1.5	0.0	0.0	0.0	1.6	0.0	0.0	2.0	0.0	0.0	1.9	1.0
Cars Enter Leg	0	3	394	0	0	397	85	63	328	869	1	1346	776	422	0	0	0	1198	23	254	26	0	0	303	0	20	191	0	0	211	3455
Heavy Enter Leg	0	0	18	0	0	18	1	0	4	17	0	22	32	12	0	0	0	44	0	5	0	0	0	5	0	0	1	0	0	1	90
Bus Enter Leg	0	0	1	0	0	1	0	2	9	8	0	19	2	5	0	0	0	7	1	4	0	0	0	5	0	0	4	0	0	4	36
Total Entering Leg	0	3	413	0	0	416	86	65	341	894	1	1387	810	439	0	0	0	1249	24	263	26	0	0	313	0	20	196	0	0	216	3581
Cars Exiting Leg						533						1222					1306						331						63	3455	
Heavy Exiting Leg						13						38					35						4						0	90	
Buses Exiting Leg						5						10					10						9						2	36	
Total Exiting Leg						551						1270					1351						344						65	3581	

PDI File #: 175607 (31)  
 Location: N: Revere Beach Parkway (Route 16) S: Revere Beach Parkway (Route 16) NW: Harris Street  
 Location: E: Winthrop Avenue W: Winthrop Avenue  
 City, State: Revere, MA  
 Client: VHB/ A. Berthume  
 Site Code: 13796.00  
 Count Date: Tuesday, May 09, 2017  
 Start Time: 6:30 AM  
 End Time: 9:30 AM  
 Class:



Cars

	Revere Beach Parkway (Route 16)						Winthrop Avenue						Revere Beach Parkway (Route 16)						Winthrop Avenue						Harris Street						Total
	North						East						South						West						Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	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	
6:30 AM	1	1	118	0	0	120	9	6	32	232	1	280	131	76	0	0	0	207	5	59	0	0	0	64	0	7	30	0	0	37	708
6:45 AM	0	2	146	0	0	148	7	5	37	213	0	262	149	87	0	0	0	236	7	51	2	0	0	60	0	14	26	0	0	40	746
Total	1	3	264	0	0	268	16	11	69	445	1	542	280	163	0	0	0	443	12	110	2	0	0	124	0	21	56	0	0	77	1454
7:00 AM	0	0	142	1	0	143	11	6	50	190	0	257	145	92	0	0	0	237	4	75	4	0	0	83	0	10	34	1	0	45	765
7:15 AM	0	1	133	0	0	134	21	10	78	206	0	315	203	99	0	0	0	302	5	66	8	0	0	79	0	7	47	0	0	54	884
7:30 AM	0	1	93	0	0	94	18	17	80	199	1	315	180	77	0	0	0	257	5	56	4	0	0	65	0	6	41	0	0	47	778
7:45 AM	0	1	96	0	0	97	26	14	72	221	0	333	191	144	0	0	0	335	5	67	8	0	0	80	0	4	46	0	0	50	895
Total	0	3	464	1	0	468	76	47	280	816	1	1220	719	412	0	0	0	1131	19	264	24	0	0	307	0	27	168	1	0	196	3322
8:00 AM	0	0	72	0	0	72	20	22	98	243	0	383	202	102	0	0	0	304	8	65	6	0	0	79	0	3	57	0	0	60	898
8:15 AM	1	0	91	0	0	92	16	13	50	180	0	259	194	117	0	0	0	311	7	71	1	0	0	79	0	8	49	0	0	57	798
8:30 AM	0	0	95	0	0	95	24	9	58	184	0	275	208	122	0	0	0	330	2	66	2	0	0	70	0	7	48	0	0	55	825
8:45 AM	1	1	117	0	0	119	17	3	46	178	0	244	183	125	0	0	0	308	7	46	0	0	0	53	1	4	24	0	0	29	753
Total	2	1	375	0	0	378	77	47	252	785	0	1161	787	466	0	0	0	1253	24	248	9	0	0	281	1	22	178	0	0	201	3274
9:00 AM	2	0	98	0	0	100	14	7	45	163	1	230	160	106	0	0	0	266	6	49	4	0	0	59	1	10	25	0	0	36	691
9:15 AM	0	0	117	0	0	117	18	6	30	161	1	216	171	89	0	0	0	260	5	25	6	0	0	36	0	8	21	0	0	29	658
Total	2	0	215	0	0	217	32	13	75	324	2	446	331	195	0	0	0	526	11	74	10	0	0	95	1	18	46	0	0	65	1349
Grand Total	5	7	1318	1	0	1331	201	118	676	2370	4	3369	2117	1236	0	0	0	3353	66	696	45	0	0	807	2	88	448	1	0	539	9399
Approach %	0.4	0.5	99.0	0.1	0.0		6.0	3.5	20.1	70.3	0.1		63.1	36.9	0.0	0.0	0.0		8.2	86.2	5.6	0.0	0.0		0.4	16.3	83.1	0.2	0.0		
Total %	0.1	0.1	14.0	0.0	0.0	14.2	2.1	1.3	7.2	25.2	0.0	35.8	22.5	13.2	0.0	0.0	0.0	35.7	0.7	7.4	0.5	0.0	0.0	8.6	0.0	0.9	4.8	0.0	0.0	5.7	
Exiting Leg Total	1483						3266						3842						685						123	9399					

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	Revere Beach Parkway (Route 16)						Winthrop Avenue						Revere Beach Parkway (Route 16)						Winthrop Avenue						Harris Street						Total
	North						East						South						West						Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	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	
7:15 AM	0	1	133	0	0	134	21	10	78	206	0	315	203	99	0	0	0	302	5	66	8	0	0	79	0	7	47	0	0	54	884
7:30 AM	0	1	93	0	0	94	18	17	80	199	1	315	180	77	0	0	0	257	5	56	4	0	0	65	0	6	41	0	0	47	778
7:45 AM	0	1	96	0	0	97	26	14	72	221	0	333	191	144	0	0	0	335	5	67	8	0	0	80	0	4	46	0	0	50	895
8:00 AM	0	0	72	0	0	72	20	22	98	243	0	383	202	102	0	0	0	304	8	65	6	0	0	79	0	3	57	0	0	60	898
Total Volume	0	3	394	0	0	397	85	63	328	869	1	1346	776	422	0	0	0	1198	23	254	26	0	0	303	0	20	191	0	0	211	3455
% Approach Total	0.0	0.8	99.2	0.0	0.0		6.3	4.7	24.4	64.6	0.1		64.8	35.2	0.0	0.0	0.0		7.6	83.8	8.6	0.0	0.0		0.0	9.5	90.5	0.0	0.0		
PHF	0.000	0.750	0.741	0.000	0.000	0.741	0.817	0.716	0.837	0.894	0.250	0.879	0.956	0.733	0.000	0.000	0.000	0.894	0.719	0.948	0.813	0.000	0.000	0.947	0.000	0.714	0.838	0.000	0.000	0.879	0.962
Entering Leg	0	3	394	0	0	397	85	63	328	869	1	1346	776	422	0	0	0	1198	23	254	26	0	0	303	0	20	191	0	0	211	3455
Exiting Leg	533						1222						1306						331						63	3455					
Total	930						2568						2504						634						274	6910					

PDI File #: 175607 (31)  
 Location: N: Revere Beach Parkway (Route 16) S: Revere Beach Parkway (Route 16) NW: Harris Street  
 Location: E: Winthrop Avenue W: Winthrop Avenue  
 City, State: Revere, MA  
 Client: VHB/ A. Berthume  
 Site Code: 13796.00  
 Count Date: Tuesday, May 09, 2017  
 Start Time: 6:30 AM  
 End Time: 9:30 AM  
 Class:



**Heavy Vehicles**

	Revere Beach Parkway (Route 16)						Winthrop Avenue						Revere Beach Parkway (Route 16)						Winthrop Avenue						Harris Street						Total
	North						East						South						West						Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	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	
6:30 AM	0	0	9	0	0	9	0	0	0	4	0	4	4	6	0	0	0	10	0	1	0	0	0	1	0	0	0	0	0	0	24
6:45 AM	0	0	7	0	0	7	0	0	0	0	0	0	3	7	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	17
Total	0	0	16	0	0	16	0	0	0	4	0	4	7	13	0	0	0	20	0	1	0	0	0	1	0	0	0	0	0	0	41
7:00 AM	0	0	4	0	0	4	0	0	0	3	0	3	7	3	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	17
7:15 AM	0	0	7	0	0	7	0	0	2	3	0	5	14	3	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	29
7:30 AM	0	0	3	0	0	3	0	0	1	7	0	8	4	1	0	0	0	5	0	3	0	0	0	3	0	0	0	0	0	0	19
7:45 AM	0	0	5	0	0	5	1	0	1	2	0	4	5	6	0	0	0	11	0	1	0	0	0	1	0	0	1	0	0	1	22
Total	0	0	19	0	0	19	1	0	4	15	0	20	30	13	0	0	0	43	0	4	0	0	0	4	0	0	1	0	0	1	87
8:00 AM	0	0	3	0	0	3	0	0	0	5	0	5	9	2	0	0	0	11	0	1	0	0	0	1	0	0	0	0	0	0	20
8:15 AM	0	0	6	0	0	6	0	0	1	3	0	4	6	13	0	0	0	19	0	4	0	0	0	4	0	0	1	0	0	1	34
8:30 AM	0	0	4	0	0	4	2	0	1	4	0	7	6	7	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	24
8:45 AM	0	0	5	0	0	5	0	0	1	5	0	6	7	7	0	0	0	14	0	1	0	0	0	1	0	0	0	0	0	0	26
Total	0	0	18	0	0	18	2	0	3	17	0	22	28	29	0	0	0	57	0	6	0	0	0	6	0	0	1	0	0	1	104
9:00 AM	0	0	5	0	0	5	0	0	1	3	0	4	10	14	0	0	0	24	0	0	0	0	0	0	0	0	1	0	0	1	34
9:15 AM	0	0	4	0	0	4	0	0	1	5	0	6	7	7	0	0	0	14	0	4	0	0	0	4	0	0	0	0	0	0	28
Total	0	0	9	0	0	9	0	0	2	8	0	10	17	21	0	0	0	38	0	4	0	0	0	4	0	0	1	0	0	1	62
Grand Total	0	0	62	0	0	62	3	0	9	44	0	56	82	76	0	0	0	158	0	15	0	0	0	15	0	0	3	0	0	3	294
Approach %	0.0	0.0	100.0	0.0	0.0		5.4	0.0	16.1	78.6	0.0		51.9	48.1	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		
Total %	0.0	0.0	21.1	0.0	0.0	21.1	1.0	0.0	3.1	15.0	0.0	19.0	27.9	25.9	0.0	0.0	0.0	53.7	0.0	5.1	0.0	0.0	0.0	5.1	0.0	0.0	1.0	0.0	0.0	1.0	
Exiting Leg Total	79						100						106						9						294						

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	Revere Beach Parkway (Route 16)						Winthrop Avenue						Revere Beach Parkway (Route 16)						Winthrop Avenue						Harris Street						Total
	North						East						South						West						Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	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	
8:15 AM	0	0	6	0	0	6	0	0	1	3	0	4	6	13	0	0	0	19	0	4	0	0	0	4	0	0	1	0	0	1	34
8:30 AM	0	0	4	0	0	4	2	0	1	4	0	7	6	7	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	24
8:45 AM	0	0	5	0	0	5	0	0	1	5	0	6	7	7	0	0	0	14	0	1	0	0	0	1	0	0	0	0	0	0	26
9:00 AM	0	0	5	0	0	5	0	0	1	3	0	4	10	14	0	0	0	24	0	0	0	0	0	0	0	0	1	0	0	1	34
Total Volume	0	0	20	0	0	20	2	0	4	15	0	21	29	41	0	0	0	70	0	5	0	0	0	5	0	0	2	0	0	2	118
% Approach Total	0.0	0.0	100.0	0.0	0.0		9.5	0.0	19.0	71.4	0.0		41.4	58.6	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		
PHF	0.000	0.000	0.833	0.000	0.000	0.833	0.250	0.000	1.000	0.750	0.000	0.750	0.725	0.732	0.000	0.000	0.000	0.729	0.000	0.313	0.000	0.000	0.000	0.313	0.000	0.000	0.500	0.000	0.000	0.500	0.868
Entering Leg	20						21						70						5						118						
Exiting Leg	43						36						35						4						118						
Total	63						57						105						9						236						



PDI File #: 175607 (31)  
 Location: N: Revere Beach Parkway (Route 16) S: Revere Beach Parkway (Route 16) NW: Harris Street  
 Location: E: Winthrop Avenue W: Winthrop Avenue  
 City, State: Revere, MA  
 Client: VHB/ A. Berthume  
 Site Code: 13796.00  
 Count Date: Tuesday, May 09, 2017  
 Start Time: 6:30 AM  
 End Time: 9:30 AM  
 Class:



**Buses**

	Revere Beach Parkway (Route 16)						Winthrop Avenue						Revere Beach Parkway (Route 16)						Winthrop Avenue						Harris Street						Total	
	North						East						South						West						Northwest							
	Hard Right	Right	Thru	Left	U-Turn	Total	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		
6:30 AM	0	0	0	0	0	0	0	0	2	1	0	3	2	1	0	0	0	3	0	1	0	0	0	1	0	1	0	0	0	1	1	8
6:45 AM	0	0	3	0	0	3	0	0	1	0	0	1	0	1	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	6
Total	0	0	3	0	0	3	0	0	3	1	0	4	2	2	0	0	0	4	0	2	0	0	0	2	0	1	0	0	0	1	0	14
7:00 AM	0	0	0	0	0	0	1	3	5	2	0	11	0	2	0	0	0	2	0	1	0	0	0	1	0	0	4	0	0	4	4	18
7:15 AM	0	0	1	0	0	1	0	0	5	3	0	8	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	0	2	2	12
7:30 AM	0	0	0	0	0	0	0	1	2	1	0	4	1	1	0	0	0	2	1	0	0	0	0	1	1	0	2	0	0	2	2	9
7:45 AM	0	0	0	0	0	0	0	1	1	3	0	5	1	3	0	0	0	4	0	1	0	0	0	1	0	0	0	0	0	0	0	10
Total	0	0	1	0	0	1	1	5	13	9	0	28	2	6	0	0	0	8	1	3	0	0	0	4	0	0	8	0	0	8	8	49
8:00 AM	0	0	0	0	0	0	0	0	1	1	0	2	0	1	0	0	0	1	0	2	0	0	0	2	0	0	0	0	0	0	0	5
8:15 AM	0	0	0	0	0	0	0	0	2	2	0	4	5	0	0	0	0	5	0	1	0	0	0	1	0	0	1	0	0	1	1	11
8:30 AM	0	0	0	0	0	0	1	0	2	1	0	4	3	0	0	0	0	3	0	1	0	0	0	1	0	0	1	0	0	1	1	9
8:45 AM	0	0	1	0	0	1	0	1	1	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	1	1	5
Total	0	0	1	0	0	1	1	1	6	4	0	12	8	1	0	0	0	9	0	5	0	0	0	5	0	0	3	0	0	3	3	30
9:00 AM	0	0	2	0	0	2	0	0	1	0	0	1	0	2	0	0	0	2	0	2	0	0	0	2	0	0	0	0	0	0	0	7
9:15 AM	0	0	2	0	0	2	0	0	1	1	0	2	1	1	0	0	0	2	0	1	0	0	0	1	0	0	0	0	0	0	0	7
Total	0	0	4	0	0	4	0	0	2	1	0	3	1	3	0	0	0	4	0	3	0	0	0	3	0	0	0	0	0	0	0	14
Grand Total	0	0	9	0	0	9	2	6	24	15	0	47	13	12	0	0	0	25	1	13	0	0	0	14	0	1	11	0	0	12	12	107
Approach %	0.0	0.0	100.0	0.0	0.0		4.3	12.8	51.1	31.9	0.0		52.0	48.0	0.0	0.0	0.0		7.1	92.9	0.0	0.0	0.0		0.0	8.3	91.7	0.0	0.0			
Total %	0.0	0.0	8.4	0.0	0.0	8.4	1.9	5.6	22.4	14.0	0.0	43.9	12.1	11.2	0.0	0.0	0.0	23.4	0.9	12.1	0.0	0.0	0.0	13.1	0.0	0.9	10.3	0.0	0.0	11.2		
Exiting Leg Total	14						37						26						24						6	107						

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	Revere Beach Parkway (Route 16)						Winthrop Avenue						Revere Beach Parkway (Route 16)						Winthrop Avenue						Harris Street						Total	
	North						East						South						West						Northwest							
	Hard Right	Right	Thru	Left	U-Turn	Total	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		
7:00 AM	0	0	0	0	0	0	1	3	5	2	0	11	0	2	0	0	0	2	0	1	0	0	0	1	0	0	4	0	0	4	4	18
7:15 AM	0	0	1	0	0	1	0	0	5	3	0	8	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	0	2	2	12
7:30 AM	0	0	0	0	0	0	0	1	2	1	0	4	1	1	0	0	0	2	1	0	0	0	0	1	0	0	2	0	0	2	2	9
7:45 AM	0	0	0	0	0	0	0	1	1	3	0	5	1	3	0	0	0	4	0	1	0	0	0	1	0	0	0	0	0	0	0	10
Total Volume	0	0	1	0	0	1	1	5	13	9	0	28	2	6	0	0	0	8	1	3	0	0	0	4	0	0	8	0	0	8	8	49
% Approach Total	0.0	0.0	100.0	0.0	0.0		3.6	17.9	46.4	32.1	0.0		25.0	75.0	0.0	0.0	0.0		25.0	75.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0			
PHF	0.000	0.000	0.250	0.000	0.000	0.250	0.250	0.417	0.650	0.750	0.000	0.636	0.500	0.500	0.000	0.000	0.500	0.250	0.750	0.000	0.000	0.000	1.000	0.000	0.000	0.500	0.000	0.000	0.500	0.681		
Entering Leg	0	0	1	0	0	1	1	5	13	9	0	28	2	6	0	0	0	8	1	3	0	0	0	4	0	0	8	0	0	8	8	49
Exiting Leg	7						13						11						13						5	49						
Total	8						41						19						17						13	98						



PDI File #: 175607 (31)  
 Location: N: Revere Beach Parkway (Route 16) S: Revere Beach Parkway (Route 16) NW: Harris Street  
 Location: E: Winthrop Avenue W: Winthrop Avenue  
 City, State: Revere, MA  
 Client: VHB/ A. Berthume  
 Site Code: 13796.00  
 Count Date: Tuesday, May 09, 2017  
 Start Time: 6:30 AM  
 End Time: 9:30 AM  
 Class:



**Pedestrians**

	Revere Beach Parkway (Route 16)									Winthrop Avenue									Revere Beach Parkway (Route 16)									Winthrop Avenue									Harris Street									Total			
	North									East									South									West									Northwest												
	Hard Right	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-NEB	CW-SWB	Total									
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 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	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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
7:00 AM	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	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	1	0	1	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	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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3									
Total	0	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	1	0	1	0	0	0	0	0	0	0	0	5									
8:00 AM	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	8									
8:15 AM	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	0	1									
8:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3									
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									
Total	0	0	0	0	0	1	3	4	0	0	0	0	0	0	1	0	0	0	0	0	2	3	5	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	12									
9:00 AM	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	0	0	0	0	1									
9:15 AM	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	1	0	1	0	0	0	0	0	0	0	0	3									
Total	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	4									
Grand Total	0	0	0	0	0	1	6	7	0	0	0	0	0	0	1	0	0	0	0	0	3	7	10	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	22									
Approach %	0.0	0.0	0.0	0.0	0.0	14.3	85.7	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	30.0	70.0	0.0	0.0	0.0	0.0	0.0	100.0	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	4.5	27.3	31.8	0.0	0.0	0.0	0.0	0.0	0.0	4.5	4.5	0.0	0.0	0.0	0.0	0.0	13.6	31.8	45.5	0.0	0.0	0.0	0.0	0.0	18.2	0.0	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0									
Exiting Leg Total	7									1									10									4									0	22											

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

7:45 AM	Revere Beach Parkway (Route 16)									Winthrop Avenue									Revere Beach Parkway (Route 16)									Winthrop Avenue									Harris Street									Total
	North									East									South									West									Northwest									
	Hard Right	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-NEB	CW-SWB	Total						
7:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3						
8:00 AM	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	8						
8:15 AM	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	0	1						
8:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3						
Total Volume	0	0	0	0	0	1	4	5	0	0	0	0	0	0	1	0	0	0	0	0	2	5	7	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	15						
% Approach Total	0.0	0.0	0.0	0.0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	28.6	71.4	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0										
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.333	0.417	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.625	0.583	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.469						
Entering Leg	0	0	0	0	0	1	4	5	0	0	0	0	0	0	1	0	0	0	0	0	2	5	7	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	15						
Exiting Leg	5									1									7									2									0	15								
Total	10									2									14									4									0	30								

PDI File #: 175607 (31)  
 Location: N: Revere Beach Parkway (Route 16) S: Revere Beach Parkway (Route 16) NW: Harris Street  
 Location: E: Winthrop Avenue W: Winthrop Avenue  
 City, State: Revere, MA  
 Client: VHB/ A. Berthume  
 Site Code: 13796.00  
 Count Date: Tuesday, May 09, 2017  
 Start Time: 3:30 PM  
 End Time: 6:30 PM  
 Class:



**Cars, Heavy Vehicles, and Buses (Combined)**

	Revere Beach Parkway (Route 16)						Winthrop Avenue						Revere Beach Parkway (Route 16)						Winthrop Avenue						Harris Street						Total
	North						East						South						West						Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	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	
3:30 PM	3	5	142	0	1	151	21	23	89	212	0	345	234	192	0	0	0	426	6	41	2	0	0	49	0	3	38	2	0	43	1014
3:45 PM	1	3	92	0	0	96	15	18	91	179	0	303	262	229	0	0	0	491	3	52	7	0	0	62	1	5	34	0	0	40	992
Total	4	8	234	0	1	247	36	41	180	391	0	648	496	421	0	0	0	917	9	93	9	0	0	111	1	8	72	2	0	83	2006
4:00 PM	2	2	101	0	0	105	15	29	94	217	0	355	283	229	0	0	0	512	6	65	2	0	0	73	1	5	43	1	0	50	1095
4:15 PM	4	4	108	0	0	116	20	22	94	180	0	316	279	248	0	0	0	527	7	71	3	0	0	81	0	5	37	1	0	43	1083
4:30 PM	0	1	113	0	0	114	20	22	83	172	0	297	285	247	0	0	0	532	1	65	5	0	0	71	0	6	38	0	0	44	1058
4:45 PM	0	1	94	0	0	95	17	22	101	171	0	311	292	249	0	0	0	541	3	57	6	0	0	66	0	4	41	2	0	47	1060
Total	6	8	416	0	0	430	72	95	372	740	0	1279	1139	973	0	0	0	2112	17	258	16	0	0	291	1	20	159	4	0	184	4296
5:00 PM	0	2	115	0	0	117	21	26	111	208	0	366	331	261	0	0	0	592	1	51	6	1	0	59	0	1	33	0	0	34	1168
5:15 PM	1	4	119	0	0	124	15	31	97	172	0	315	264	248	1	0	0	513	4	56	3	0	0	63	2	5	28	0	0	35	1050
5:30 PM	3	2	102	0	0	107	19	20	114	183	0	336	273	260	1	0	0	534	4	63	1	0	0	68	0	8	30	0	0	38	1083
5:45 PM	2	2	122	0	0	126	22	31	95	197	0	345	253	217	0	0	0	470	2	45	11	0	0	58	0	5	33	0	0	38	1037
Total	6	10	458	0	0	474	77	108	417	760	0	1362	1121	986	2	0	0	2109	11	215	21	1	0	248	2	19	124	0	0	145	4338
6:00 PM	0	2	103	0	0	105	7	25	102	190	1	325	270	197	0	0	0	467	3	59	3	0	0	65	0	9	31	0	0	40	1002
6:15 PM	2	0	129	0	0	131	18	15	84	159	0	276	245	200	0	0	0	445	5	53	4	0	0	62	1	1	17	0	0	19	933
Total	2	2	232	0	0	236	25	40	186	349	1	601	515	397	0	0	0	912	8	112	7	0	0	127	1	10	48	0	0	59	1935
Grand Total	18	28	1340	0	1	1387	210	284	1155	2240	1	3890	3271	2777	2	0	0	6050	45	678	53	1	0	777	5	57	403	6	0	471	12575
Approach %	1.3	2.0	96.6	0.0	0.1		5.4	7.3	29.7	57.6	0.0		54.1	45.9	0.0	0.0	0.0		5.8	87.3	6.8	0.1	0.0		1.1	12.1	85.6	1.3	0.0		
Total %	0.1	0.2	10.7	0.0	0.0	11.0	1.7	2.3	9.2	17.8	0.0	30.9	26.0	22.1	0.0	0.0	0.0	48.1	0.4	5.4	0.4	0.0	0.0	6.2	0.0	0.5	3.2	0.0	0.0	3.7	
Exiting Leg Total						3047						4353					3682						1188							305	12575
Cars	18	27	1301	0	1	1347	208	279	1133	2217	1	3838	3202	2732	2	0	0	5936	45	664	53	1	0	763	5	55	397	6	0	463	12347
% Cars	100.0	96.4	97.1	0.0	100.0	97.1	99.0	98.2	98.1	99.0	100.0	98.7	97.9	98.4	100.0	0.0	0.0	98.1	100.0	97.9	100.0	100.0	0.0	98.2	100.0	96.5	98.5	100.0	0.0	98.3	98.2
Exiting Leg Total						3000						4264					3618						1165							300	12347
Heavy Vehicles	0	1	33	0	0	34	2	1	9	18	0	30	59	36	0	0	0	95	0	6	0	0	0	6	0	0	4	0	0	4	169
% Heavy Vehicles	0.0	3.6	2.5	0.0	0.0	2.5	1.0	0.4	0.8	0.8	0.0	0.8	1.8	1.3	0.0	0.0	0.0	1.6	0.0	0.9	0.0	0.0	0.0	0.8	0.0	0.0	1.0	0.0	0.0	0.8	1.3
Exiting Leg Total						38						69					51						10							1	169
Buses	0	0	6	0	0	6	0	4	13	5	0	22	10	9	0	0	0	19	0	8	0	0	0	8	0	2	2	0	0	4	59
% Buses	0.0	0.0	0.4	0.0	0.0	0.4	0.0	1.4	1.1	0.2	0.0	0.6	0.3	0.3	0.0	0.0	0.0	0.3	0.0	1.2	0.0	0.0	0.0	1.0	0.0	3.5	0.5	0.0	0.0	0.8	0.5
Exiting Leg Total						9						20					13						13							4	59

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

	Revere Beach Parkway (Route 16)						Winthrop Avenue						Revere Beach Parkway (Route 16)						Winthrop Avenue						Harris Street						Total
	North						East						South						West						Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	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	
4:15 PM	4	4	108	0	0	116	20	22	94	180	0	316	279	248	0	0	0	527	7	71	3	0	0	81	0	5	37	1	0	43	1083
4:30 PM	0	1	113	0	0	114	20	22	83	172	0	297	285	247	0	0	0	532	1	65	5	0	0	71	0	6	38	0	0	44	1058
4:45 PM	0	1	94	0	0	95	17	22	101	171	0	311	292	249	0	0	0	541	3	57	6	0	0	66	0	4	41	2	0	47	1060
5:00 PM	0	2	115	0	0	117	21	26	111	208	0	366	331	261	0	0	0	592	1	51	6	1	0	59	0	1	33	0	0	34	1168
Total Volume	4	8	430	0	0	442	78	92	389	731	0	1290	1187	1005	0	0	0	2192	12	244	20	1	0	277	0	16	149	3	0	168	4369
% Approach Total	0.9	1.8	97.3	0.0	0.0		6.0	7.1	30.2	56.7	0.0		54.2	45.8	0.0	0.0	0.0		4.3	88.1	7.2	0.4	0.0		0.0	9.5	88.7	1.8	0.0		

PDI File #: 175607 (31)  
 Location: N: Revere Beach Parkway (Route 16) S: Revere Beach Parkway (Route 16) NW: Harris Street  
 Location: E: Winthrop Avenue W: Winthrop Avenue  
 City, State: Revere, MA  
 Client: VHB/ A. Berthume  
 Site Code: 13796.00  
 Count Date: Tuesday, May 09, 2017  
 Start Time: 3:30 PM  
 End Time: 6:30 PM



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

**Cars, Heavy Vehicles, and Buses (Combined)**

Class:	Revere Beach Parkway (Route 16)						Winthrop Avenue						Revere Beach Parkway (Route 16)						Winthrop Avenue						Harris Street						Total
	North						East						South						West						Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	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	
PHF	0.250	0.500	0.935	0.000	0.000	0.944	0.929	0.885	0.876	0.879	0.000	0.881	0.897	0.963	0.000	0.000	0.000	0.926	0.429	0.859	0.833	0.250	0.000	0.855	0.000	0.667	0.909	0.375	0.000	0.894	0.935
Cars	4	7	420	0	0	431	77	90	385	726	0	1278	1167	988	0	0	0	2155	12	240	20	1	0	273	0	15	146	3	0	164	4301
Cars %	100.0	87.5	97.7	0.0	0.0	97.5	98.7	97.8	99.0	99.3	0.0	99.1	98.3	98.3	0.0	0.0	0.0	98.3	100.0	98.4	100.0	100.0	0.0	98.6	0.0	93.8	98.0	100.0	0.0	97.6	98.4
Heavy Vehicles	0	1	8	0	0	9	1	1	1	3	0	6	19	15	0	0	0	34	0	2	0	0	0	2	0	0	2	0	0	2	53
Heavy Vehicles %	0.0	12.5	1.9	0.0	0.0	2.0	1.3	1.1	0.3	0.4	0.0	0.5	1.6	1.5	0.0	0.0	0.0	1.6	0.0	0.8	0.0	0.0	0.0	0.7	0.0	0.0	1.3	0.0	0.0	1.2	1.2
Buses	0	0	2	0	0	2	0	1	3	2	0	6	1	2	0	0	0	3	0	2	0	0	0	2	0	1	1	0	0	2	15
Buses %	0.0	0.0	0.5	0.0	0.0	0.5	0.0	1.1	0.8	0.3	0.0	0.5	0.1	0.2	0.0	0.0	0.0	0.1	0.0	0.8	0.0	0.0	0.0	0.7	0.0	6.3	0.7	0.0	0.0	1.2	0.3
Cars Enter Leg	4	7	420	0	0	431	77	90	385	726	0	1278	1167	988	0	0	0	2155	12	240	20	1	0	273	0	15	146	3	0	164	4301
Heavy Enter Leg	0	1	8	0	0	9	1	1	1	3	0	6	19	15	0	0	0	34	0	2	0	0	0	2	0	0	2	0	0	2	53
Bus Enter Leg	0	0	2	0	0	2	0	1	3	2	0	6	1	2	0	0	0	3	0	2	0	0	0	2	0	1	1	0	0	2	15
Total Entering Leg	4	8	430	0	0	442	78	92	389	731	0	1290	1187	1005	0	0	0	2192	12	244	20	1	0	277	0	16	149	3	0	168	4369
Cars Exiting Leg						1088						1553						1173						392						95	4301
Heavy Exiting Leg						16						23						11						2						1	53
Buses Exiting Leg						2						4						5						3						1	15
Total Exiting Leg						1106						1580						1189						397						97	4369

PDI File #: 175607 (31)  
 Location: N: Revere Beach Parkway (Route 16) S: Revere Beach Parkway (Route 16) NW: Harris Street  
 Location: E: Winthrop Avenue W: Winthrop Avenue  
 City, State: Revere, MA  
 Client: VHB/ A. Berthume  
 Site Code: 13796.00  
 Count Date: Tuesday, May 09, 2017  
 Start Time: 3:30 PM  
 End Time: 6:30 PM  
 Class:



Cars

	Revere Beach Parkway (Route 16)						Winthrop Avenue						Revere Beach Parkway (Route 16)						Winthrop Avenue						Harris Street						Total
	North						East						South						West						Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	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	
3:30 PM	3	5	135	0	1	144	20	23	87	209	0	339	225	186	0	0	0	411	6	39	2	0	0	47	0	3	38	2	0	43	984
3:45 PM	1	3	89	0	0	93	15	18	88	177	0	298	251	222	0	0	0	473	3	51	7	0	0	61	1	5	34	0	0	40	965
Total	4	8	224	0	1	237	35	41	175	386	0	637	476	408	0	0	0	884	9	90	9	0	0	108	1	8	72	2	0	83	1949
4:00 PM	2	2	99	0	0	103	15	26	90	214	0	345	275	223	0	0	0	498	6	63	2	0	0	71	1	5	41	1	0	48	1065
4:15 PM	4	3	108	0	0	115	19	22	93	177	0	311	274	241	0	0	0	515	7	71	3	0	0	81	0	5	35	1	0	41	1063
4:30 PM	0	1	108	0	0	109	20	21	82	171	0	294	280	243	0	0	0	523	1	62	5	0	0	68	0	6	37	0	0	43	1037
4:45 PM	0	1	92	0	0	93	17	22	101	171	0	311	285	244	0	0	0	529	3	57	6	0	0	66	0	3	41	2	0	46	1045
Total	6	7	407	0	0	420	71	91	366	733	0	1261	1114	951	0	0	0	2065	17	253	16	0	0	286	1	19	154	4	0	178	4210
5:00 PM	0	2	112	0	0	114	21	25	109	207	0	362	328	260	0	0	0	588	1	50	6	1	0	58	0	1	33	0	0	34	1156
5:15 PM	1	4	116	0	0	121	15	31	96	171	0	313	262	247	1	0	0	510	4	55	3	0	0	62	2	5	28	0	0	35	1041
5:30 PM	3	2	98	0	0	103	19	20	110	183	0	332	273	256	1	0	0	530	4	62	1	0	0	67	0	7	30	0	0	37	1069
5:45 PM	2	2	115	0	0	119	22	31	95	193	0	341	246	215	0	0	0	461	2	43	11	0	0	56	0	5	33	0	0	38	1015
Total	6	10	441	0	0	457	77	107	410	754	0	1348	1109	978	2	0	0	2089	11	210	21	1	0	243	2	18	124	0	0	144	4281
6:00 PM	0	2	103	0	0	105	7	25	101	187	1	321	263	196	0	0	0	459	3	59	3	0	0	65	0	9	31	0	0	40	990
6:15 PM	2	0	126	0	0	128	18	15	81	157	0	271	240	199	0	0	0	439	5	52	4	0	0	61	1	1	16	0	0	18	917
Total	2	2	229	0	0	233	25	40	182	344	1	592	503	395	0	0	0	898	8	111	7	0	0	126	1	10	47	0	0	58	1907
Grand Total	18	27	1301	0	1	1347	208	279	1133	2217	1	3838	3202	2732	2	0	0	5936	45	664	53	1	0	763	5	55	397	6	0	463	12347
Approach %	1.3	2.0	96.6	0.0	0.1	5.4	7.3	29.5	57.8	0.0	53.9	46.0	0.0	0.0	0.0	5.9	87.0	6.9	0.1	0.0	1.1	11.9	85.7	1.3	0.0						
Total %	0.1	0.2	10.5	0.0	0.0	10.9	1.7	2.3	9.2	18.0	0.0	31.1	25.9	22.1	0.0	0.0	0.0	48.1	0.4	5.4	0.4	0.0	0.0	6.2	0.0	0.4	3.2	0.0	0.0	3.7	
Exiting Leg Total	3000						4264						3618						1165						300	12347					

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

4:45 PM	Revere Beach Parkway (Route 16)						Winthrop Avenue						Revere Beach Parkway (Route 16)						Winthrop Avenue						Harris Street						Total
	North						East						South						West						Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	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	
4:45 PM	0	1	92	0	0	93	17	22	101	171	0	311	285	244	0	0	0	529	3	57	6	0	0	66	0	3	41	2	0	46	1045
5:00 PM	0	2	112	0	0	114	21	25	109	207	0	362	328	260	0	0	0	588	1	50	6	1	0	58	0	1	33	0	0	34	1156
5:15 PM	1	4	116	0	0	121	15	31	96	171	0	313	262	247	1	0	0	510	4	55	3	0	0	62	2	5	28	0	0	35	1041
5:30 PM	3	2	98	0	0	103	19	20	110	183	0	332	273	256	1	0	0	530	4	62	1	0	0	67	0	7	30	0	0	37	1069
Total Volume	4	9	418	0	0	431	72	98	416	732	0	1318	1148	1007	2	0	0	2157	12	224	16	1	0	253	2	16	132	2	0	152	4311
% Approach Total	0.9	2.1	97.0	0.0	0.0	5.5	7.4	31.6	55.5	0.0	53.2	46.7	0.1	0.0	0.0	4.7	88.5	6.3	0.4	0.0	1.3	10.5	86.8	1.3	0.0						
PHF	0.333	0.563	0.901	0.000	0.000	0.890	0.857	0.790	0.945	0.884	0.000	0.910	0.875	0.968	0.500	0.000	0.000	0.917	0.750	0.903	0.667	0.250	0.000	0.944	0.250	0.571	0.805	0.250	0.000	0.826	0.932
Entering Leg	4	9	418	0	0	431	72	98	416	732	0	1318	1148	1007	2	0	0	2157	12	224	16	1	0	253	2	16	132	2	0	152	4311
Exiting Leg	1097						1504						1178						427						105	4311					
Total	1528						2822						3335						680						257	8622					

PDI File #: 175607 (31)  
 Location: N: Revere Beach Parkway (Route 16) S: Revere Beach Parkway (Route 16) NW: Harris Street  
 Location: E: Winthrop Avenue W: Winthrop Avenue  
 City, State: Revere, MA  
 Client: VHB/ A. Berthume  
 Site Code: 13796.00  
 Count Date: Tuesday, May 09, 2017  
 Start Time: 3:30 PM  
 End Time: 6:30 PM  
 Class:



**Heavy Vehicles**

	Revere Beach Parkway (Route 16)						Winthrop Avenue						Revere Beach Parkway (Route 16)						Winthrop Avenue						Harris Street						Total
	North						East						South						West						Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	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	
3:30 PM	0	0	6	0	0	6	1	0	1	2	0	4	7	6	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	23	
3:45 PM	0	0	3	0	0	3	0	0	1	2	0	3	8	4	0	0	0	12	0	1	0	0	0	0	1	0	0	0	0	19	
<b>Total</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</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>42</b>		
4:00 PM	0	0	1	0	0	1	0	0	0	1	0	1	7	4	0	0	0	11	0	1	0	0	0	0	1	0	0	1	0	15	
4:15 PM	0	1	0	0	0	1	1	0	0	2	0	3	5	6	0	0	0	11	0	0	0	0	0	0	0	0	0	1	16		
4:30 PM	0	0	4	0	0	4	0	0	0	1	0	1	5	4	0	0	0	9	0	1	0	0	0	0	1	0	0	1	16		
4:45 PM	0	0	2	0	0	2	0	0	0	0	0	0	6	4	0	0	0	10	0	0	0	0	0	0	0	0	0	0	12		
<b>Total</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>23</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>59</b>		
5:00 PM	0	0	2	0	0	2	0	1	1	0	0	2	3	1	0	0	0	4	0	1	0	0	0	0	1	0	0	0	0	9	
5:15 PM	0	0	2	0	0	2	0	0	1	1	0	2	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	7	
5:30 PM	0	0	4	0	0	4	0	0	2	0	0	2	0	2	0	0	0	2	0	1	0	0	0	0	1	0	0	0	0	9	
5:45 PM	0	0	6	0	0	6	0	0	0	4	0	4	5	2	0	0	0	7	0	1	0	0	0	0	1	0	0	0	0	18	
<b>Total</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>3</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>43</b>		
6:00 PM	0	0	0	0	0	0	0	0	1	3	0	4	7	1	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	12	
6:15 PM	0	0	3	0	0	3	0	0	2	2	0	4	4	1	0	0	0	5	0	0	0	0	0	0	0	0	0	1	0	13	
<b>Total</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>8</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</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>25</b>		
<b>Grand Total</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>2</b>	<b>1</b>	<b>9</b>	<b>18</b>	<b>0</b>	<b>30</b>	<b>59</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>169</b>	
Approach %	0.0	2.9	97.1	0.0	0.0		6.7	3.3	30.0	60.0	0.0		62.1	37.9	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		
Total %	0.0	0.6	19.5	0.0	0.0	20.1	1.2	0.6	5.3	10.7	0.0	17.8	34.9	21.3	0.0	0.0	0.0	56.2	0.0	3.6	0.0	0.0	0.0	3.6	0.0	0.0	2.4	0.0	0.0	2.4	
Exiting Leg Total	38						69						51						10						1						169

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

3:30 PM	Revere Beach Parkway (Route 16)						Winthrop Avenue						Revere Beach Parkway (Route 16)						Winthrop Avenue						Harris Street						Total
	North						East						South						West						Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	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	
3:30 PM	0	0	6	0	0	6	1	0	1	2	0	4	7	6	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	23	
3:45 PM	0	0	3	0	0	3	0	0	1	2	0	3	8	4	0	0	0	12	0	1	0	0	0	0	1	0	0	0	0	19	
4:00 PM	0	0	1	0	0	1	0	0	0	1	0	1	7	4	0	0	0	11	0	1	0	0	0	0	1	0	0	1	0	15	
4:15 PM	0	1	0	0	0	1	1	0	0	2	0	3	5	6	0	0	0	11	0	0	0	0	0	0	0	0	1	0	0	16	
<b>Total Volume</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>11</b>	<b>27</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>73</b>	
<b>% Approach Total</b>	<b>0.0</b>	<b>9.1</b>	<b>90.9</b>	<b>0.0</b>	<b>0.0</b>		<b>18.2</b>	<b>0.0</b>	<b>18.2</b>	<b>63.6</b>	<b>0.0</b>		<b>57.4</b>	<b>42.6</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>	<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	0.000	0.250	0.417	0.000	0.000	0.458	0.500	0.000	0.500	0.875	0.000	0.688	0.844	0.833	0.000	0.000	0.000	0.904	0.000	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.500	0.793	
Entering Leg	0	1	10	0	0	11	2	0	2	7	0	11	27	20	0	0	0	47	0	2	0	0	0	2	0	0	2	0	0	73	
Exiting Leg	22						31						17						3						0						73
<b>Total</b>	<b>33</b>						<b>42</b>						<b>64</b>						<b>5</b>						<b>2</b>						<b>146</b>

PDI File #: 175607 (31)  
 Location: N: Revere Beach Parkway (Route 16) S: Revere Beach Parkway (Route 16) NW: Harris Street  
 Location: E: Winthrop Avenue W: Winthrop Avenue  
 City, State: Revere, MA  
 Client: VHB/ A. Berthume  
 Site Code: 13796.00  
 Count Date: Tuesday, May 09, 2017  
 Start Time: 3:30 PM  
 End Time: 6:30 PM  
 Class:



**Buses**

	Revere Beach Parkway (Route 16)						Winthrop Avenue						Revere Beach Parkway (Route 16)						Winthrop Avenue						Harris Street						Total
	North						East						South						West						Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	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	
3:30 PM	0	0	1	0	0	1	0	0	1	1	0	2	2	0	0	0	0	2	0	2	0	0	0	2	0	0	0	0	0	0	7
3:45 PM	0	0	0	0	0	0	0	0	2	0	0	2	3	3	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	8
<b>Total</b>	0	0	1	0	0	1	0	0	3	1	0	4	5	3	0	0	0	8	0	2	0	0	0	2	0	0	0	0	0	0	15
4:00 PM	0	0	1	0	0	1	0	3	4	2	0	9	1	2	0	0	0	3	0	1	0	0	0	1	0	0	1	0	0	1	15
4:15 PM	0	0	0	0	0	0	0	0	1	1	0	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	4
4:30 PM	0	0	1	0	0	1	0	1	1	0	0	2	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	5
4:45 PM	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	1	0	0	0	1	3
<b>Total</b>	0	0	2	0	0	2	0	4	6	3	0	13	2	4	0	0	0	6	0	3	0	0	0	3	0	1	2	0	0	3	27
5:00 PM	0	0	1	0	0	1	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	5
5:45 PM	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	0	2	0	1	0	0	0	1	0	0	0	0	0	0	4
<b>Total</b>	0	0	3	0	0	3	0	0	3	1	0	4	2	2	0	0	0	4	0	2	0	0	0	2	0	1	0	0	0	1	14
6:00 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
6:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	3
<b>Total</b>	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	3
<b>Grand Total</b>	0	0	6	0	0	6	0	4	13	5	0	22	10	9	0	0	0	19	0	8	0	0	0	8	0	2	2	0	0	4	59
Approach %	0.0	0.0	100.0	0.0	0.0		0.0	18.2	59.1	22.7	0.0		52.6	47.4	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	50.0	50.0	0.0	0.0		
Total %	0.0	0.0	10.2	0.0	0.0	10.2	0.0	6.8	22.0	8.5	0.0	37.3	16.9	15.3	0.0	0.0	0.0	32.2	0.0	13.6	0.0	0.0	0.0	13.6	0.0	3.4	3.4	0.0	0.0	6.8	
Exiting Leg Total	9						20						13						13						4	59					

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

	Revere Beach Parkway (Route 16)						Winthrop Avenue						Revere Beach Parkway (Route 16)						Winthrop Avenue						Harris Street						Total
	North						East						South						West						Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	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	
3:30 PM	0	0	1	0	0	1	0	0	1	1	0	2	2	0	0	0	0	2	0	2	0	0	0	2	0	0	0	0	0	0	7
3:45 PM	0	0	0	0	0	0	0	0	2	0	0	2	3	3	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	8
4:00 PM	0	0	1	0	0	1	0	3	4	2	0	9	1	2	0	0	0	3	0	1	0	0	0	1	0	0	1	0	0	1	15
4:15 PM	0	0	0	0	0	0	0	0	1	1	0	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	4
<b>Total Volume</b>	0	0	2	0	0	2	0	3	8	4	0	15	6	6	0	0	0	12	0	3	0	0	0	3	0	0	2	0	0	2	34
<b>% Approach Total</b>	0.0	0.0	100.0	0.0	0.0		0.0	20.0	53.3	26.7	0.0		50.0	50.0	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		
PHF	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.250	0.500	0.500	0.000	0.417	0.500	0.500	0.000	0.000	0.000	0.500	0.000	0.375	0.000	0.000	0.000	0.375	0.000	0.000	0.500	0.000	0.000	0.500	0.567
Entering Leg	0	0	2	0	0	2	0	3	8	4	0	15	6	6	0	0	0	12	0	3	0	0	0	3	0	0	2	0	0	2	34
Exiting Leg	6						11						6						8						3	34					
<b>Total</b>	8						26						18						11						5	68					



PDI File #: 175607 (31)  
 Location: N: Revere Beach Parkway (Route 16) S: Revere Beach Parkway (Route 16) NW: Harris Street  
 Location: E: Winthrop Avenue W: Winthrop Avenue  
 City, State: Revere, MA  
 Client: VHB/ A. Berthume  
 Site Code: 13796.00  
 Count Date: Tuesday, May 09, 2017  
 Start Time: 3:30 PM  
 End Time: 6:30 PM  
 Class:



**Bicycles (on Roadway and Crosswalks)**

	Revere Beach Parkway (Route 16)									Winthrop Avenue									Revere Beach Parkway (Route 16)									Winthrop Avenue									Harris Street									Total			
	North									East									South									West									Northwest												
	Hard Right	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-NEB	CW-SWB	Total									
3:30 PM	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
Total	0	0	0	0	0	1	0	1	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	2								
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									
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									
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	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	0	0	0									
Total	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	1									
5:00 PM	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	1									
5:15 PM	0	0	0	0	0	0	1	1	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	2									
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
Total	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	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	3								
6:00 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									
6:15 PM	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	1									
Total	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	1									
Grand Total	0	0	0	0	0	1	1	2	0	2	0	0	0	0	0	2	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7									
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	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	0.0	0.0	14.3	14.3	28.6	0.0	28.6	0.0	0.0	0.0	0.0	0.0	28.6	0.0	0.0	0.0	0.0	42.9	0.0	42.9	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	0.0	0.0	0.0										
Exiting Leg Total	2									0									3									0									2	7											

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

	Revere Beach Parkway (Route 16)									Winthrop Avenue									Revere Beach Parkway (Route 16)									Winthrop Avenue									Harris Street									Total
	North									East									South									West									Northwest									
	Hard Right	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-NEB	CW-SWB	Total						
3:30 PM	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	0	0	0	0	0	0	0	0						
3:45 PM	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	1					
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						
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						
Total Volume	0	0	0	0	0	1	0	1	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	2						
% Approach Total	0.0	0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	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									
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500							
Entering Leg	0									0									1									0									2									
Exiting Leg	1									0									1									0									2									
Total	2									0									2									0									4									

PDI File #: 175607 (31)  
 Location: N: Revere Beach Parkway (Route 16) S: Revere Beach Parkway (Route 16) NW: Harris Street  
 Location: E: Winthrop Avenue W: Winthrop Avenue  
 City, State: Revere, MA  
 Client: VHB/ A. Berthume  
 Site Code: 13796.00  
 Count Date: Tuesday, May 09, 2017  
 Start Time: 3:30 PM  
 End Time: 6:30 PM  
 Class:



**Pedestrians**

	Revere Beach Parkway (Route 16)									Winthrop Avenue									Revere Beach Parkway (Route 16)									Winthrop Avenue									Harris Street									Total			
	North									East									South									West									Northwest												
	Hard Right	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-NEB	CW-SWB	Total									
3:30 PM	0	0	0	0	0	6	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
3:45 PM	0	0	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	7								
Total	0	0	0	0	0	7	4	11	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	14								
4:00 PM	0	0	0	0	0	1	2	3	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	5								
4:15 PM	0	0	0	0	0	0	6	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	6								
4:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	4								
4:45 PM	0	0	0	0	0	1	1	2	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	4								
Total	0	0	0	0	0	2	10	12	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	5	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	19								
5:00 PM	0	0	0	0	0	1	1	2	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	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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2								
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	4								
5:45 PM	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	0	0	0	0	0	1								
Total	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	5	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	2	11								
6:00 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	1								
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	3								
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	4								
Grand Total	0	0	0	0	0	10	16	26	0	0	0	0	0	0	1	1	0	0	0	0	0	7	7	14	0	0	0	0	0	2	2	4	0	0	0	0	0	2	1	3	48								
Approach %	0.0	0.0	0.0	0.0	0.0	38.5	61.5		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	50.0		0.0	0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	0.0	66.7	33.3										
Total %	0.0	0.0	0.0	0.0	0.0	20.8	33.3	54.2	0.0	0.0	0.0	0.0	0.0	0.0	2.1	2.1	0.0	0.0	0.0	0.0	0.0	14.6	14.6	29.2	0.0	0.0	0.0	0.0	0.0	4.2	4.2	8.3	0.0	0.0	0.0	0.0	0.0	4.2	2.1	6.3									
Exiting Leg Total	26								1								14								4								3								48								

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

	Revere Beach Parkway (Route 16)									Winthrop Avenue									Revere Beach Parkway (Route 16)									Winthrop Avenue									Harris Street									Total			
	North									East									South									West									Northwest												
	Hard Right	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-NEB	CW-SWB	Total									
3:30 PM	0	0	0	0	0	6	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
3:45 PM	0	0	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	7								
4:00 PM	0	0	0	0	0	1	2	3	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	5								
4:15 PM	0	0	0	0	0	0	6	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	6								
Total Volume	0	0	0	0	0	8	12	20	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	25								
% Approach Total	0.0	0.0	0.0	0.0	0.0	40.0	60.0		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	100.0		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	0.333	0.500	0.714	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.250	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.893									
Entering Leg	0								0								3								1								0								25								
Exiting Leg	20								0								4								1								0								25								
Total	40								0								8								2								0								50								

PDI File #: **175607 38**  
 Location: **N: N. Shore Road**  
 Location: **E: Winthrop Avenue (Route 145) W: Winthrop Avenue (Route 145)**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



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

**Cars, Heavy Vehicles, and Buses (Combined)**

	N. Shore Road				Winthrop Avenue (Route 145)				Winthrop Avenue (Route 145)				Total
	North				East				West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
6:30 AM	83	34	0	117	17	215	0	232	182	21	2	205	554
6:45 AM	64	44	0	108	14	209	1	224	186	34	0	220	552
<b>Total</b>	<b>147</b>	<b>78</b>	<b>0</b>	<b>225</b>	<b>31</b>	<b>424</b>	<b>1</b>	<b>456</b>	<b>368</b>	<b>55</b>	<b>2</b>	<b>425</b>	<b>1106</b>
7:00 AM	61	50	0	111	17	231	0	248	199	40	0	239	598
7:15 AM	82	42	0	124	21	238	0	259	254	75	1	330	713
7:30 AM	65	31	0	96	21	249	0	270	218	63	1	282	648
7:45 AM	53	27	0	80	21	316	0	337	219	65	3	287	704
<b>Total</b>	<b>261</b>	<b>150</b>	<b>0</b>	<b>411</b>	<b>80</b>	<b>1034</b>	<b>0</b>	<b>1114</b>	<b>890</b>	<b>243</b>	<b>5</b>	<b>1138</b>	<b>2663</b>
8:00 AM	76	25	0	101	22	272	0	294	203	74	1	278	673
8:15 AM	65	36	0	101	21	270	0	291	179	56	1	236	628
8:30 AM	54	29	0	83	21	211	0	232	238	39	0	277	592
8:45 AM	26	19	0	45	19	199	0	218	203	23	3	229	492
<b>Total</b>	<b>221</b>	<b>109</b>	<b>0</b>	<b>330</b>	<b>83</b>	<b>952</b>	<b>0</b>	<b>1035</b>	<b>823</b>	<b>192</b>	<b>5</b>	<b>1020</b>	<b>2385</b>
9:00 AM	31	13	0	44	12	164	0	176	164	27	1	192	412
9:15 AM	26	26	0	52	17	172	0	189	176	29	2	207	448
<b>Total</b>	<b>57</b>	<b>39</b>	<b>0</b>	<b>96</b>	<b>29</b>	<b>336</b>	<b>0</b>	<b>365</b>	<b>340</b>	<b>56</b>	<b>3</b>	<b>399</b>	<b>860</b>
<b>Grand Total</b>	<b>686</b>	<b>376</b>	<b>0</b>	<b>1062</b>	<b>223</b>	<b>2746</b>	<b>1</b>	<b>2970</b>	<b>2421</b>	<b>546</b>	<b>15</b>	<b>2982</b>	<b>7014</b>
Approach %	64.6	35.4	0.0		7.5	92.5	0.0		81.2	18.3	0.5		
Total %	9.8	5.4	0.0	15.1	3.2	39.2	0.0	42.3	34.5	7.8	0.2	42.5	
Exiting Leg Total				769				2798				3447	7014
Cars	671	358	0	1029	211	2666	1	2878	2343	527	13	2883	6790
% Cars	97.8	95.2	0.0	96.9	94.6	97.1	100.0	96.9	96.8	96.5	86.7	96.7	96.8
Exiting Leg Total				738				2702				3350	6790
Heavy Vehicles	9	10	0	19	5	44	0	49	55	11	2	68	136
% Heavy Vehicles	1.3	2.7	0.0	1.8	2.2	1.6	0.0	1.6	2.3	2.0	13.3	2.3	1.9
Exiting Leg Total				16				65				55	136
Buses	6	8	0	14	7	36	0	43	23	8	0	31	88
% Buses	0.9	2.1	0.0	1.3	3.1	1.3	0.0	1.4	1.0	1.5	0.0	1.0	1.3
Exiting Leg Total				15				31				42	88

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	N. Shore Road				Winthrop Avenue (Route 145)				Winthrop Avenue (Route 145)				Total
	North				East				West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:15 AM	82	42	0	124	21	238	0	259	254	75	1	330	713
7:30 AM	65	31	0	96	21	249	0	270	218	63	1	282	648
7:45 AM	53	27	0	80	21	316	0	337	219	65	3	287	704
8:00 AM	76	25	0	101	22	272	0	294	203	74	1	278	673
<b>Total Volume</b>	<b>276</b>	<b>125</b>	<b>0</b>	<b>401</b>	<b>85</b>	<b>1075</b>	<b>0</b>	<b>1160</b>	<b>894</b>	<b>277</b>	<b>6</b>	<b>1177</b>	<b>2738</b>
% Approach Total	68.8	31.2	0.0		7.3	92.7	0.0		76.0	23.5	0.5		
PHF	0.841	0.744	0.000	0.808	0.966	0.850	0.000	0.861	0.880	0.923	0.500	0.892	0.960
Cars	270	123	0	393	82	1046	0	1128	866	270	4	1140	2661
Cars %	97.8	98.4	0.0	98.0	96.5	97.3	0.0	97.2	96.9	97.5	66.7	96.9	97.2
Heavy Vehicles	5	2	0	7	1	15	0	16	20	4	2	26	49
Heavy Vehicles %	1.8	1.6	0.0	1.7	1.2	1.4	0.0	1.4	2.2	1.4	33.3	2.2	1.8
Buses	1	0	0	1	2	14	0	16	8	3	0	11	28
Buses %	0.4	0.0	0.0	0.2	2.4	1.3	0.0	1.4	0.9	1.1	0.0	0.9	1.0
Cars Enter Leg	270	123	0	393	82	1046	0	1128	866	270	4	1140	2661
Heavy Enter Leg	5	2	0	7	1	15	0	16	20	4	2	26	49
Bus Enter Leg	1	0	0	1	2	14	0	16	8	3	0	11	28
<b>Total Entering Leg</b>	<b>276</b>	<b>125</b>	<b>0</b>	<b>401</b>	<b>85</b>	<b>1075</b>	<b>0</b>	<b>1160</b>	<b>894</b>	<b>277</b>	<b>6</b>	<b>1177</b>	<b>2738</b>
Cars Exiting Leg				352				989				1320	2661

PDI File #: **175607 38**  
 Location: **N: N. Shore Road**  
 Location: **E: Winthrop Avenue (Route 145) W: Winthrop Avenue (Route 145)**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



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

**Cars, Heavy Vehicles, and Buses (Combined)**

	N. Shore Road				Winthrop Avenue (Route 145)				Winthrop Avenue (Route 145)				Total
	North				East				West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
Heavy Exiting Leg				5				22				22	49
Buses Exiting Leg				5				8				15	28
Total Exiting Leg				362				1019				1357	2738

PDI File #: **175607 38**  
 Location: **N: N. Shore Road**  
 Location: **E: Winthrop Avenue (Route 145) W: Winthrop Avenue (Route 145)**  
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 Client: **VHB/ A. Berthaume**  
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**Cars**

	N. Shore Road				Winthrop Avenue (Route 145)				Winthrop Avenue (Route 145)				Total
	North				East				West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
6:30 AM	79	34	0	113	16	211	0	227	178	20	2	200	540
6:45 AM	63	40	0	103	13	208	1	222	182	33	0	215	540
<b>Total</b>	<b>142</b>	<b>74</b>	<b>0</b>	<b>216</b>	<b>29</b>	<b>419</b>	<b>1</b>	<b>449</b>	<b>360</b>	<b>53</b>	<b>2</b>	<b>415</b>	<b>1080</b>
7:00 AM	60	43	0	103	15	217	0	232	193	38	0	231	566
7:15 AM	82	41	0	123	19	230	0	249	246	72	1	319	691
7:30 AM	62	31	0	93	20	241	0	261	212	61	1	274	628
7:45 AM	52	26	0	78	21	308	0	329	216	65	2	283	690
<b>Total</b>	<b>256</b>	<b>141</b>	<b>0</b>	<b>397</b>	<b>75</b>	<b>996</b>	<b>0</b>	<b>1071</b>	<b>867</b>	<b>236</b>	<b>4</b>	<b>1107</b>	<b>2575</b>
8:00 AM	74	25	0	99	22	267	0	289	192	72	0	264	652
8:15 AM	64	35	0	99	20	263	0	283	173	53	1	227	609
8:30 AM	52	29	0	81	21	203	0	224	230	39	0	269	574
8:45 AM	26	19	0	45	18	193	0	211	197	21	3	221	477
<b>Total</b>	<b>216</b>	<b>108</b>	<b>0</b>	<b>324</b>	<b>81</b>	<b>926</b>	<b>0</b>	<b>1007</b>	<b>792</b>	<b>185</b>	<b>4</b>	<b>981</b>	<b>2312</b>
9:00 AM	31	13	0	44	10	160	0	170	154	26	1	181	395
9:15 AM	26	22	0	48	16	165	0	181	170	27	2	199	428
<b>Total</b>	<b>57</b>	<b>35</b>	<b>0</b>	<b>92</b>	<b>26</b>	<b>325</b>	<b>0</b>	<b>351</b>	<b>324</b>	<b>53</b>	<b>3</b>	<b>380</b>	<b>823</b>
<b>Grand Total</b>	<b>671</b>	<b>358</b>	<b>0</b>	<b>1029</b>	<b>211</b>	<b>2666</b>	<b>1</b>	<b>2878</b>	<b>2343</b>	<b>527</b>	<b>13</b>	<b>2883</b>	<b>6790</b>
Approach %	65.2	34.8	0.0		7.3	92.6	0.0		81.3	18.3	0.5		
Total %	9.9	5.3	0.0	15.2	3.1	39.3	0.0	42.4	34.5	7.8	0.2	42.5	
Exiting Leg Total				738				2702				3350	6790

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

7:15 AM	N. Shore Road				Winthrop Avenue (Route 145)				Winthrop Avenue (Route 145)				Total
	North				East				West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:15 AM	82	41	0	123	19	230	0	249	246	72	1	319	691
7:30 AM	62	31	0	93	20	241	0	261	212	61	1	274	628
7:45 AM	52	26	0	78	21	308	0	329	216	65	2	283	690
8:00 AM	74	25	0	99	22	267	0	289	192	72	0	264	652
<b>Total Volume</b>	<b>270</b>	<b>123</b>	<b>0</b>	<b>393</b>	<b>82</b>	<b>1046</b>	<b>0</b>	<b>1128</b>	<b>866</b>	<b>270</b>	<b>4</b>	<b>1140</b>	<b>2661</b>
<b>% Approach Total</b>	<b>68.7</b>	<b>31.3</b>	<b>0.0</b>		<b>7.3</b>	<b>92.7</b>	<b>0.0</b>		<b>76.0</b>	<b>23.7</b>	<b>0.4</b>		
PHF	0.823	0.750	0.000	0.799	0.932	0.849	0.000	0.857	0.880	0.938	0.500	0.893	0.963
Entering Leg	270	123	0	393	82	1046	0	1128	866	270	4	1140	2661
Exiting Leg				352				989				1320	2661
<b>Total</b>				<b>745</b>				<b>2117</b>				<b>2460</b>	<b>5322</b>

PDI File #: **175607 38**  
 Location: **N: N. Shore Road**  
 Location: **E: Winthrop Avenue (Route 145) W: Winthrop Avenue (Route 145)**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



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**Heavy Vehicles**

	N. Shore Road				Winthrop Avenue (Route 145)				Winthrop Avenue (Route 145)				Total
	North				East				West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
6:30 AM	3	0	0	3	1	3	0	4	2	1	0	3	10
6:45 AM	1	3	0	4	0	0	0	0	3	0	0	3	7
<b>Total</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>17</b>
7:00 AM	0	1	0	1	0	3	0	3	4	0	0	4	8
7:15 AM	0	1	0	1	0	3	0	3	5	1	0	6	10
7:30 AM	3	0	0	3	1	6	0	7	5	1	0	6	16
7:45 AM	0	1	0	1	0	2	0	2	1	0	1	2	5
<b>Total</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>14</b>	<b>0</b>	<b>15</b>	<b>15</b>	<b>2</b>	<b>1</b>	<b>18</b>	<b>39</b>
8:00 AM	2	0	0	2	0	4	0	4	9	2	1	12	18
8:15 AM	0	0	0	0	0	6	0	6	4	1	0	5	11
8:30 AM	0	0	0	0	0	5	0	5	5	0	0	5	10
8:45 AM	0	0	0	0	1	4	0	5	4	2	0	6	11
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>19</b>	<b>0</b>	<b>20</b>	<b>22</b>	<b>5</b>	<b>1</b>	<b>28</b>	<b>50</b>
9:00 AM	0	0	0	0	1	3	0	4	7	1	0	8	12
9:15 AM	0	4	0	4	1	5	0	6	6	2	0	8	18
<b>Total</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>10</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>30</b>
<b>Grand Total</b>	<b>9</b>	<b>10</b>	<b>0</b>	<b>19</b>	<b>5</b>	<b>44</b>	<b>0</b>	<b>49</b>	<b>55</b>	<b>11</b>	<b>2</b>	<b>68</b>	<b>136</b>
Approach %	47.4	52.6	0.0		10.2	89.8	0.0		80.9	16.2	2.9		
Total %	6.6	7.4	0.0	14.0	3.7	32.4	0.0	36.0	40.4	8.1	1.5	50.0	
Exiting Leg Total				16				65				55	136

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

8:30 AM	N. Shore Road				Winthrop Avenue (Route 145)				Winthrop Avenue (Route 145)				Total
	North				East				West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
8:30 AM	0	0	0	0	0	5	0	5	5	0	0	5	10
8:45 AM	0	0	0	0	1	4	0	5	4	2	0	6	11
9:00 AM	0	0	0	0	1	3	0	4	7	1	0	8	12
9:15 AM	0	4	0	4	1	5	0	6	6	2	0	8	18
<b>Total Volume</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>17</b>	<b>0</b>	<b>20</b>	<b>22</b>	<b>5</b>	<b>0</b>	<b>27</b>	<b>51</b>
<b>% Approach Total</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>		<b>15.0</b>	<b>85.0</b>	<b>0.0</b>		<b>81.5</b>	<b>18.5</b>	<b>0.0</b>		
PHF	0.000	0.250	0.000	0.250	0.750	0.850	0.000	0.833	0.786	0.625	0.000	0.844	0.708
Entering Leg	0	4	0	4	3	17	0	20	22	5	0	27	51
Exiting Leg				8				26				17	51
<b>Total</b>				<b>12</b>				<b>46</b>				<b>44</b>	<b>102</b>

PDI File #: **175607 38**  
 Location: **N: N. Shore Road**  
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**Buses**

	N. Shore Road				Winthrop Avenue (Route 145)				Winthrop Avenue (Route 145)				Total
	North				East				West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
6:30 AM	1	0	0	1	0	1	0	1	2	0	0	2	4
6:45 AM	0	1	0	1	1	1	0	2	1	1	0	2	5
<b>Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>9</b>
7:00 AM	1	6	0	7	2	11	0	13	2	2	0	4	24
7:15 AM	0	0	0	0	2	5	0	7	3	2	0	5	12
7:30 AM	0	0	0	0	0	2	0	2	1	1	0	2	4
7:45 AM	1	0	0	1	0	6	0	6	2	0	0	2	9
<b>Total</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>8</b>	<b>4</b>	<b>24</b>	<b>0</b>	<b>28</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>13</b>	<b>49</b>
8:00 AM	0	0	0	0	0	1	0	1	2	0	0	2	3
8:15 AM	1	1	0	2	1	1	0	2	2	2	0	4	8
8:30 AM	2	0	0	2	0	3	0	3	3	0	0	3	8
8:45 AM	0	0	0	0	0	2	0	2	2	0	0	2	4
<b>Total</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>8</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>23</b>
9:00 AM	0	0	0	0	1	1	0	2	3	0	0	3	5
9:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>7</b>
<b>Grand Total</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>14</b>	<b>7</b>	<b>36</b>	<b>0</b>	<b>43</b>	<b>23</b>	<b>8</b>	<b>0</b>	<b>31</b>	<b>88</b>
Approach %	42.9	57.1	0.0		16.3	83.7	0.0		74.2	25.8	0.0		
Total %	6.8	9.1	0.0	15.9	8.0	40.9	0.0	48.9	26.1	9.1	0.0	35.2	
Exiting Leg Total				15				31				42	88

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

7:00 AM	N. Shore Road				Winthrop Avenue (Route 145)				Winthrop Avenue (Route 145)				Total
	North				East				West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:00 AM	1	6	0	7	2	11	0	13	2	2	0	4	24
7:15 AM	0	0	0	0	2	5	0	7	3	2	0	5	12
7:30 AM	0	0	0	0	0	2	0	2	1	1	0	2	4
7:45 AM	1	0	0	1	0	6	0	6	2	0	0	2	9
<b>Total Volume</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>8</b>	<b>4</b>	<b>24</b>	<b>0</b>	<b>28</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>13</b>	<b>49</b>
<b>% Approach Total</b>	<b>25.0</b>	<b>75.0</b>	<b>0.0</b>		<b>14.3</b>	<b>85.7</b>	<b>0.0</b>		<b>61.5</b>	<b>38.5</b>	<b>0.0</b>		
PHF	0.500	0.250	0.000	0.286	0.500	0.545	0.000	0.538	0.667	0.625	0.000	0.650	0.510
Entering Leg	2	6	0	8	4	24	0	28	8	5	0	13	49
Exiting Leg				9				14				26	49
<b>Total</b>				<b>17</b>				<b>42</b>				<b>39</b>	<b>98</b>

PDI File #: **175607 38**  
 Location: **N: N. Shore Road**  
 Location: **E: Winthrop Avenue (Route 145) W: Winthrop Avenue (Route 145)**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 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)**

	N. Shore Road						Winthrop Avenue (Route 145)						Winthrop Avenue (Route 145)						Total
	North						East						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	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	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
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	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
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	1	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	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	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	1	1	1
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	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
<b>Grand Total</b>	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	1	3	4
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		66.7	0.0	0.0	0.0	33.3		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	25.0	50.0	0.0	0.0	0.0	25.0	75.0	
Exiting Leg Total	0						2						2						4

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

6:45 AM	N. Shore Road						Winthrop Avenue (Route 145)						Winthrop Avenue (Route 145)						Total
	North						East						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	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	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
7:30 AM	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	0	0	0	0	1	0	0	0	1	1	0	0	0	0	1	2
<b>% Approach Total</b>	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.250	0.500
Entering Leg	0						1						1						2
Exiting Leg	0						1						1						2
<b>Total</b>	0						2						2						4



PDI File #: **175607 38**  
 Location: **N: N. Shore Road**  
 Location: **E: Winthrop Avenue (Route 145) W: Winthrop Avenue (Route 145)**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



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

**Pedestrians**

	N. Shore Road							Winthrop Avenue (Route 145)						Winthrop Avenue (Route 145)						Total		
	North							East						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	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
6:45 AM	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Total</b>	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2		4	
7:00 AM	0	0	0	3	2	5	0	0	0	0	0	0	0	0	0	0	1	1		6		
7:15 AM	0	0	0	11	0	11	0	0	0	0	0	0	0	0	0	4	0	4		15		
7:30 AM	0	0	0	4	1	5	0	0	0	0	0	0	0	0	0	0	0	0		5		
7:45 AM	0	0	0	4	4	8	0	0	0	0	0	0	0	0	0	0	1	1		9		
<b>Total</b>	0	0	0	22	7	29	0	0	0	0	0	0	0	0	0	4	2	6		35		
8:00 AM	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	4	2	6		9		
8:15 AM	0	0	0	1	0	1	0	0	0	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	0	0	5	5		5		
8:45 AM	0	0	0	3	2	5	0	0	0	0	0	0	0	0	0	1	0	1		6		
<b>Total</b>	0	0	0	6	3	9	0	0	0	0	0	0	0	0	0	6	7	13		22		
9:00 AM	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	1	1	2		4		
9:15 AM	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0		2		
<b>Total</b>	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	1	1	2		6		
<b>Grand Total</b>	0	0	0	34	10	44	0	0	0	0	0	0	0	0	0	11	12	23		67		
Approach %	0.0	0.0	0.0	77.3	22.7		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	47.8	52.2					
Total %	0.0	0.0	0.0	50.7	14.9	65.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.4	17.9	34.3				
Exiting Leg Total	44						0						23						67			

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

7:15 AM	N. Shore Road							Winthrop Avenue (Route 145)						Winthrop Avenue (Route 145)						Total
	North							East						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	
7:15 AM	0	0	0	11	0	11	0	0	0	0	0	0	0	0	0	4	0	4		15
7:30 AM	0	0	0	4	1	5	0	0	0	0	0	0	0	0	0	0	0	0		5
7:45 AM	0	0	0	4	4	8	0	0	0	0	0	0	0	0	0	0	1	1		9
8:00 AM	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	4	2	6		9
<b>Total Volume</b>	0	0	0	21	6	27	0	0	0	0	0	0	0	0	0	8	3	11		38
<b>% Approach Total</b>	0.0	0.0	0.0	77.8	22.2		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	72.7	27.3			
PHF	0.000	0.000	0.000	0.477	0.375	0.614	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.375	0.458		0.633
Entering Leg	0	0	0	21	6	27	0	0	0	0	0	0	0	0	0	8	3	11		38
Exiting Leg	27						0						11						38	
<b>Total</b>	54						0						22						76	

PDI File #: **175607 38**  
 Location: **N: N. Shore Road**  
 Location: **E: Winthrop Avenue (Route 145) W: Winthrop Avenue (Route 145)**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class: **Cars, Heavy Vehicles, and Buses (Combined)**



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

	N. Shore Road				Winthrop Avenue (Route 145)				Winthrop Avenue (Route 145)				Total
	North				East				West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:30 PM	52	18	0	70	49	227	0	276	253	50	1	304	650
3:45 PM	63	14	0	77	49	197	0	246	289	75	1	365	688
<b>Total</b>	<b>115</b>	<b>32</b>	<b>0</b>	<b>147</b>	<b>98</b>	<b>424</b>	<b>0</b>	<b>522</b>	<b>542</b>	<b>125</b>	<b>2</b>	<b>669</b>	<b>1338</b>
4:00 PM	98	35	0	133	26	228	0	254	299	66	3	368	755
4:15 PM	48	18	0	66	39	221	0	260	302	66	1	369	695
4:30 PM	62	31	0	93	46	186	0	232	266	72	1	339	664
4:45 PM	58	25	0	83	51	190	0	241	329	67	0	396	720
<b>Total</b>	<b>266</b>	<b>109</b>	<b>0</b>	<b>375</b>	<b>162</b>	<b>825</b>	<b>0</b>	<b>987</b>	<b>1196</b>	<b>271</b>	<b>5</b>	<b>1472</b>	<b>2834</b>
5:00 PM	63	24	0	87	38	246	0	284	329	67	0	396	767
5:15 PM	52	21	0	73	40	242	0	282	321	66	3	390	745
5:30 PM	56	28	0	84	51	247	0	298	291	62	1	354	736
5:45 PM	51	33	0	84	51	238	0	289	249	78	1	328	701
<b>Total</b>	<b>222</b>	<b>106</b>	<b>0</b>	<b>328</b>	<b>180</b>	<b>973</b>	<b>0</b>	<b>1153</b>	<b>1190</b>	<b>273</b>	<b>5</b>	<b>1468</b>	<b>2949</b>
6:00 PM	39	35	0	74	38	188	0	226	289	75	0	364	664
6:15 PM	45	31	0	76	54	152	0	206	241	59	2	302	584
<b>Total</b>	<b>84</b>	<b>66</b>	<b>0</b>	<b>150</b>	<b>92</b>	<b>340</b>	<b>0</b>	<b>432</b>	<b>530</b>	<b>134</b>	<b>2</b>	<b>666</b>	<b>1248</b>
<b>Grand Total</b>	<b>687</b>	<b>313</b>	<b>0</b>	<b>1000</b>	<b>532</b>	<b>2562</b>	<b>0</b>	<b>3094</b>	<b>3458</b>	<b>803</b>	<b>14</b>	<b>4275</b>	<b>8369</b>
Approach %	68.7	31.3	0.0		17.2	82.8	0.0		80.9	18.8	0.3		
Total %	8.2	3.7	0.0	11.9	6.4	30.6	0.0	37.0	41.3	9.6	0.2	51.1	
Exiting Leg Total				1335				3771				3263	8369
Cars	649	305	0	954	516	2515	0	3031	3418	787	14	4219	8204
% Cars	94.5	97.4	0.0	95.4	97.0	98.2	0.0	98.0	98.8	98.0	100.0	98.7	98.0
Exiting Leg Total				1303				3723				3178	8204
Heavy Vehicles	33	4	0	37	11	31	0	42	23	12	0	35	114
% Heavy Vehicles	4.8	1.3	0.0	3.7	2.1	1.2	0.0	1.4	0.7	1.5	0.0	0.8	1.4
Exiting Leg Total				23				27				64	114
Buses	5	4	0	9	5	16	0	21	17	4	0	21	51
% Buses	0.7	1.3	0.0	0.9	0.9	0.6	0.0	0.7	0.5	0.5	0.0	0.5	0.6
Exiting Leg Total				9				21				21	51

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

	N. Shore Road				Winthrop Avenue (Route 145)				Winthrop Avenue (Route 145)				Total
	North				East				West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:45 PM	58	25	0	83	51	190	0	241	329	67	0	396	720
5:00 PM	63	24	0	87	38	246	0	284	329	67	0	396	767
5:15 PM	52	21	0	73	40	242	0	282	321	66	3	390	745
5:30 PM	56	28	0	84	51	247	0	298	291	62	1	354	736
<b>Total Volume</b>	<b>229</b>	<b>98</b>	<b>0</b>	<b>327</b>	<b>180</b>	<b>925</b>	<b>0</b>	<b>1105</b>	<b>1270</b>	<b>262</b>	<b>4</b>	<b>1536</b>	<b>2968</b>
% Approach Total	70.0	30.0	0.0		16.3	83.7	0.0		82.7	17.1	0.3		
PHF	0.909	0.875	0.000	0.940	0.882	0.936	0.000	0.927	0.965	0.978	0.333	0.970	0.967
Cars	213	96	0	309	180	914	0	1094	1258	259	4	1521	2924
Cars %	93.0	98.0	0.0	94.5	100.0	98.8	0.0	99.0	99.1	98.9	100.0	99.0	98.5
Heavy Vehicles	16	1	0	17	0	8	0	8	9	2	0	11	36
Heavy Vehicles %	7.0	1.0	0.0	5.2	0.0	0.9	0.0	0.7	0.7	0.8	0.0	0.7	1.2
Buses	0	1	0	1	0	3	0	3	3	1	0	4	8
Buses %	0.0	1.0	0.0	0.3	0.0	0.3	0.0	0.3	0.2	0.4	0.0	0.3	0.3
Cars Enter Leg	213	96	0	309	180	914	0	1094	1258	259	4	1521	2924
Heavy Enter Leg	16	1	0	17	0	8	0	8	9	2	0	11	36
Bus Enter Leg	0	1	0	1	0	3	0	3	3	1	0	4	8
<b>Total Entering Leg</b>	<b>229</b>	<b>98</b>	<b>0</b>	<b>327</b>	<b>180</b>	<b>925</b>	<b>0</b>	<b>1105</b>	<b>1270</b>	<b>262</b>	<b>4</b>	<b>1536</b>	<b>2968</b>

PDI File #: **175607 38**  
 Location: **N: N. Shore Road**  
 Location: **E: Winthrop Avenue (Route 145) W: Winthrop Avenue (Route 145)**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
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**Cars, Heavy Vehicles, and Buses (Combined)**

	N. Shore Road				Winthrop Avenue (Route 145)				Winthrop Avenue (Route 145)				Total
	North				East				West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
Cars Exiting Leg				439				1354				1131	2924
Heavy Exiting Leg				2				10				24	36
Buses Exiting Leg				1				4				3	8
Total Exiting Leg				442				1368				1158	2968

PDI File #: **175607 38**  
 Location: **N: N. Shore Road**  
 Location: **E: Winthrop Avenue (Route 145) W: Winthrop Avenue (Route 145)**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
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 Count Date: **Tuesday, May 09, 2017**  
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46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
 Email: datarequests@pdillc.com

**Cars**

	N. Shore Road				Winthrop Avenue (Route 145)				Winthrop Avenue (Route 145)				Total
	North				East				West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:30 PM	50	17	0	67	46	219	0	265	247	49	1	297	629
3:45 PM	58	13	0	71	47	194	0	241	285	69	1	355	667
<b>Total</b>	<b>108</b>	<b>30</b>	<b>0</b>	<b>138</b>	<b>93</b>	<b>413</b>	<b>0</b>	<b>506</b>	<b>532</b>	<b>118</b>	<b>2</b>	<b>652</b>	<b>1296</b>
4:00 PM	93	34	0	127	23	221	0	244	295	66	3	364	735
4:15 PM	47	17	0	64	37	216	0	253	297	63	1	361	678
4:30 PM	56	31	0	87	45	184	0	229	261	71	1	333	649
4:45 PM	54	25	0	79	51	187	0	238	325	66	0	391	708
<b>Total</b>	<b>250</b>	<b>107</b>	<b>0</b>	<b>357</b>	<b>156</b>	<b>808</b>	<b>0</b>	<b>964</b>	<b>1178</b>	<b>266</b>	<b>5</b>	<b>1449</b>	<b>2770</b>
5:00 PM	57	23	0	80	38	242	0	280	328	66	0	394	754
5:15 PM	48	21	0	69	40	240	0	280	318	65	3	386	735
5:30 PM	54	27	0	81	51	245	0	296	287	62	1	350	727
5:45 PM	49	33	0	82	48	232	0	280	247	77	1	325	687
<b>Total</b>	<b>208</b>	<b>104</b>	<b>0</b>	<b>312</b>	<b>177</b>	<b>959</b>	<b>0</b>	<b>1136</b>	<b>1180</b>	<b>270</b>	<b>5</b>	<b>1455</b>	<b>2903</b>
6:00 PM	39	34	0	73	37	186	0	223	289	75	0	364	660
6:15 PM	44	30	0	74	53	149	0	202	239	58	2	299	575
<b>Total</b>	<b>83</b>	<b>64</b>	<b>0</b>	<b>147</b>	<b>90</b>	<b>335</b>	<b>0</b>	<b>425</b>	<b>528</b>	<b>133</b>	<b>2</b>	<b>663</b>	<b>1235</b>
<b>Grand Total</b>	<b>649</b>	<b>305</b>	<b>0</b>	<b>954</b>	<b>516</b>	<b>2515</b>	<b>0</b>	<b>3031</b>	<b>3418</b>	<b>787</b>	<b>14</b>	<b>4219</b>	<b>8204</b>
Approach %	68.0	32.0	0.0		17.0	83.0	0.0		81.0	18.7	0.3		
Total %	7.9	3.7	0.0	11.6	6.3	30.7	0.0	36.9	41.7	9.6	0.2	51.4	
Exiting Leg Total	1303				3723				3178				8204

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

	N. Shore Road				Winthrop Avenue (Route 145)				Winthrop Avenue (Route 145)				Total
	North				East				West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:45 PM	54	25	0	79	51	187	0	238	325	66	0	391	708
5:00 PM	57	23	0	80	38	242	0	280	328	66	0	394	754
5:15 PM	48	21	0	69	40	240	0	280	318	65	3	386	735
5:30 PM	54	27	0	81	51	245	0	296	287	62	1	350	727
<b>Total Volume</b>	<b>213</b>	<b>96</b>	<b>0</b>	<b>309</b>	<b>180</b>	<b>914</b>	<b>0</b>	<b>1094</b>	<b>1258</b>	<b>259</b>	<b>4</b>	<b>1521</b>	<b>2924</b>
% Approach Total	68.9	31.1	0.0		16.5	83.5	0.0		82.7	17.0	0.3		
PHF	0.934	0.889	0.000	0.954	0.882	0.933	0.000	0.924	0.959	0.981	0.333	0.965	0.969
Entering Leg	213	96	0	309	180	914	0	1094	1258	259	4	1521	2924
Exiting Leg	439				1354				1131				2924
<b>Total</b>	<b>748</b>				<b>2448</b>				<b>2652</b>				<b>5848</b>

PDI File #: **175607 38**  
 Location: **N: N. Shore Road**  
 Location: **E: Winthrop Avenue (Route 145) W: Winthrop Avenue (Route 145)**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



46 Morton Street, Framingham, MA 01702  
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**Heavy Vehicles**

	N. Shore Road				Winthrop Avenue (Route 145)				Winthrop Avenue (Route 145)				Total
	North				East				West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:30 PM	2	0	0	2	1	3	0	4	1	1	0	2	8
3:45 PM	5	1	0	6	1	3	0	4	2	5	0	7	17
<b>Total</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>8</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>9</b>	<b>25</b>
4:00 PM	1	0	0	1	2	3	0	5	3	0	0	3	9
4:15 PM	1	0	0	1	1	3	0	4	4	2	0	6	11
4:30 PM	5	0	0	5	1	1	0	2	2	1	0	3	10
4:45 PM	4	0	0	4	0	3	0	3	4	0	0	4	11
<b>Total</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>4</b>	<b>10</b>	<b>0</b>	<b>14</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>41</b>
5:00 PM	6	1	0	7	0	2	0	2	1	1	0	2	11
5:15 PM	4	0	0	4	0	2	0	2	1	1	0	2	8
5:30 PM	2	0	0	2	0	1	0	1	3	0	0	3	6
5:45 PM	2	0	0	2	3	6	0	9	1	1	0	2	13
<b>Total</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>3</b>	<b>11</b>	<b>0</b>	<b>14</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>38</b>
6:00 PM	0	1	0	1	1	1	0	2	0	0	0	0	3
6:15 PM	1	1	0	2	1	3	0	4	1	0	0	1	7
<b>Total</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>10</b>
<b>Grand Total</b>	<b>33</b>	<b>4</b>	<b>0</b>	<b>37</b>	<b>11</b>	<b>31</b>	<b>0</b>	<b>42</b>	<b>23</b>	<b>12</b>	<b>0</b>	<b>35</b>	<b>114</b>
Approach %	89.2	10.8	0.0		26.2	73.8	0.0		65.7	34.3	0.0		
Total %	28.9	3.5	0.0	32.5	9.6	27.2	0.0	36.8	20.2	10.5	0.0	30.7	
Exiting Leg Total	23				27				64				114

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

	N. Shore Road				Winthrop Avenue (Route 145)				Winthrop Avenue (Route 145)				Total
	North				East				West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:45 PM	5	1	0	6	1	3	0	4	2	5	0	7	17
4:00 PM	1	0	0	1	2	3	0	5	3	0	0	3	9
4:15 PM	1	0	0	1	1	3	0	4	4	2	0	6	11
4:30 PM	5	0	0	5	1	1	0	2	2	1	0	3	10
<b>Total Volume</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>15</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>19</b>	<b>47</b>
% Approach Total	92.3	7.7	0.0		33.3	66.7	0.0		57.9	42.1	0.0		
PHF	0.600	0.250	0.000	0.542	0.625	0.833	0.000	0.750	0.688	0.400	0.000	0.679	0.691
Entering Leg	12	1	0	13	5	10	0	15	11	8	0	19	47
Exiting Leg	13				12				22				47
<b>Total</b>	<b>26</b>				<b>27</b>				<b>41</b>				<b>94</b>

PDI File #: **175607 38**  
 Location: **N: N. Shore Road**  
 Location: **E: Winthrop Avenue (Route 145) W: Winthrop Avenue (Route 145)**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



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**Buses**

	N. Shore Road				Winthrop Avenue (Route 145)				Winthrop Avenue (Route 145)				Total
	North				East				West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:30 PM	0	1	0	1	2	5	0	7	5	0	0	5	13
3:45 PM	0	0	0	0	1	0	0	1	2	1	0	3	4
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>17</b>
4:00 PM	4	1	0	5	1	4	0	5	1	0	0	1	11
4:15 PM	0	1	0	1	1	2	0	3	1	1	0	2	6
4:30 PM	1	0	0	1	0	1	0	1	3	0	0	3	5
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
<b>Total</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>23</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	2	0	0	2	2
5:30 PM	0	1	0	1	0	1	0	1	1	0	0	1	3
5:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>8</b>
6:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
6:15 PM	0	0	0	0	0	0	0	0	1	1	0	2	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>3</b>
<b>Grand Total</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>5</b>	<b>16</b>	<b>0</b>	<b>21</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>21</b>	<b>51</b>
Approach %	55.6	44.4	0.0		23.8	76.2	0.0		81.0	19.0	0.0		
Total %	9.8	7.8	0.0	17.6	9.8	31.4	0.0	41.2	33.3	7.8	0.0	41.2	
Exiting Leg Total				9				21				21	51

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

	N. Shore Road				Winthrop Avenue (Route 145)				Winthrop Avenue (Route 145)				Total
	North				East				West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:30 PM	0	1	0	1	2	5	0	7	5	0	0	5	13
3:45 PM	0	0	0	0	1	0	0	1	2	1	0	3	4
4:00 PM	4	1	0	5	1	4	0	5	1	0	0	1	11
4:15 PM	0	1	0	1	1	2	0	3	1	1	0	2	6
<b>Total Volume</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>5</b>	<b>11</b>	<b>0</b>	<b>16</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>34</b>
% Approach Total	57.1	42.9	0.0		31.3	68.8	0.0		81.8	18.2	0.0		
PHF	0.250	0.750	0.000	0.350	0.625	0.550	0.000	0.571	0.450	0.500	0.000	0.550	0.654
Entering Leg	4	3	0	7	5	11	0	16	9	2	0	11	34
Exiting Leg				7				12				15	34
<b>Total</b>				<b>14</b>				<b>28</b>				<b>26</b>	<b>68</b>

PDI File #: **175607 38**  
 Location: **N: N. Shore Road**  
 Location: **E: Winthrop Avenue (Route 145) W: Winthrop Avenue (Route 145)**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



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**Bicycles (on Roadway and Crosswalks)**

	N. Shore Road						Winthrop Avenue (Route 145)						Winthrop Avenue (Route 145)						Total
	North						East						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	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	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	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
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	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
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	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	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	2
Approach %	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		
Total %	0.0	0.0	0.0	0.0	50.0	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	
Exiting Leg Total	1						1						0						2

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

3:30 PM	N. Shore Road						Winthrop Avenue (Route 145)						Winthrop Avenue (Route 145)						Total
	North						East						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	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg	1						0						0						1
Total	2						0						0						2

PDI File #: **175607 38**  
 Location: **N: N. Shore Road**  
 Location: **E: Winthrop Avenue (Route 145) W: Winthrop Avenue (Route 145)**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthume**  
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**Pedestrians**

	N. Shore Road						Winthrop Avenue (Route 145)						Winthrop Avenue (Route 145)						Total
	North						East						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	
3:30 PM	0	0	0	2	2	4	0	0	0	0	0	0	0	0	0	1	2	3	7
3:45 PM	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	2	1	3	5
<b>Total</b>	0	0	0	3	3	6	0	0	0	0	0	0	0	0	0	3	3	6	12
4:00 PM	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	5	5	7
4:15 PM	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	1	1	4
4:30 PM	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	1	1	2	7
4:45 PM	0	0	0	3	3	6	0	0	0	0	0	0	0	0	0	0	2	2	8
<b>Total</b>	0	0	0	4	12	16	0	0	0	0	0	0	0	0	0	1	9	10	26
5:00 PM	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	1	0	1	4
5:15 PM	0	0	0	1	4	5	0	0	0	0	0	0	0	0	0	0	2	2	7
5:30 PM	0	0	0	1	7	8	0	0	0	0	0	0	0	0	0	2	0	2	10
5:45 PM	0	0	0	1	5	6	0	0	0	0	0	0	0	0	0	0	0	0	6
<b>Total</b>	0	0	0	4	18	22	0	0	0	0	0	0	0	0	0	3	2	5	27
6:00 PM	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	1	0	1	4
6:15 PM	0	0	0	1	3	4	0	0	0	1	0	1	0	0	0	2	0	2	7
<b>Total</b>	0	0	0	3	4	7	0	0	0	1	0	1	0	0	0	3	0	3	11
<b>Grand Total</b>	0	0	0	14	37	51	0	0	0	1	0	1	0	0	0	10	14	24	76
Approach %	0.0	0.0	0.0	27.5	72.5		0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	41.7	58.3		
Total %	0.0	0.0	0.0	18.4	48.7	67.1	0.0	0.0	0.0	1.3	0.0	1.3	0.0	0.0	0.0	13.2	18.4	31.6	
Exiting Leg Total	51						1						24						76

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

4:45 PM	N. Shore Road						Winthrop Avenue (Route 145)						Winthrop Avenue (Route 145)						Total
	North						East						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	
4:45 PM	0	0	0	3	3	6	0	0	0	0	0	0	0	0	0	0	2	2	8
5:00 PM	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	1	0	1	4
5:15 PM	0	0	0	1	4	5	0	0	0	0	0	0	0	0	0	0	2	2	7
5:30 PM	0	0	0	1	7	8	0	0	0	0	0	0	0	0	0	2	0	2	10
<b>Total Volume</b>	0	0	0	6	16	22	0	0	0	0	0	0	0	0	0	3	4	7	29
<b>% Approach Total</b>	0.0	0.0	0.0	27.3	72.7		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	42.9	57.1		
PHF	0.000	0.000	0.000	0.500	0.571	0.688	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.500	0.875	0.725
Entering Leg	0						0						7						29
Exiting Leg	22						0						7						29
<b>Total</b>	44						0						14						58



PDI File #: **175607 (39)**  
 Location: **N: Parking Lot S: Tomasello Drive**  
 Location: **E: Winthrop Avenue (Route 145) W: Winthrop Avenue (Route 145)**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class: **Cars, Heavy Vehicles, and Buses (Combined)**



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

**Cars, Heavy Vehicles, and Buses (Combined)**

	Parking Lot					Winthrop Avenue (Route 145)					Tomasello Drive					Winthrop Avenue (Route 145)					Total
	North					East					South					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	
6:30 AM	1	0	0	0	1	2	233	48	0	283	9	0	5	0	14	42	174	0	0	216	514
6:45 AM	0	0	0	0	0	1	213	32	2	248	5	1	4	0	10	51	182	0	0	233	491
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>446</b>	<b>80</b>	<b>2</b>	<b>531</b>	<b>14</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>24</b>	<b>93</b>	<b>356</b>	<b>0</b>	<b>0</b>	<b>449</b>	<b>1005</b>
7:00 AM	0	0	0	0	0	1	253	43	2	299	11	1	4	0	16	45	204	1	0	250	565
7:15 AM	1	0	0	0	1	0	257	50	1	308	8	0	6	0	14	30	256	0	0	286	609
7:30 AM	1	0	0	0	1	0	262	40	0	302	9	0	15	0	24	43	220	0	0	263	590
7:45 AM	0	0	0	0	0	2	331	48	4	385	11	0	11	0	22	28	218	0	0	246	653
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>1103</b>	<b>181</b>	<b>7</b>	<b>1294</b>	<b>39</b>	<b>1</b>	<b>36</b>	<b>0</b>	<b>76</b>	<b>146</b>	<b>898</b>	<b>1</b>	<b>0</b>	<b>1045</b>	<b>2417</b>
8:00 AM	0	0	0	0	0	0	295	51	0	346	13	0	14	0	27	28	201	0	0	229	602
8:15 AM	0	0	0	0	0	0	272	42	0	314	20	0	14	0	34	29	184	0	0	213	561
8:30 AM	0	0	0	0	0	1	211	46	2	260	21	0	24	0	45	38	234	0	0	272	577
8:45 AM	0	0	0	0	0	0	201	26	1	228	27	0	15	0	42	32	191	0	0	223	493
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>979</b>	<b>165</b>	<b>3</b>	<b>1148</b>	<b>81</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>148</b>	<b>127</b>	<b>810</b>	<b>0</b>	<b>0</b>	<b>937</b>	<b>2233</b>
9:00 AM	1	0	0	0	1	1	172	18	1	192	32	0	15	0	47	27	153	1	0	181	421
9:15 AM	1	0	0	0	1	0	156	26	3	185	33	0	12	0	45	33	167	0	1	201	432
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>328</b>	<b>44</b>	<b>4</b>	<b>377</b>	<b>65</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>92</b>	<b>60</b>	<b>320</b>	<b>1</b>	<b>1</b>	<b>382</b>	<b>853</b>
Grand Total	5	0	0	0	5	8	2856	470	16	3350	199	2	139	0	340	426	2384	2	1	2813	6508
Approach %	100.0	0.0	0.0	0.0		0.2	85.3	14.0	0.5		58.5	0.6	40.9	0.0		15.1	84.7	0.1	0.0		
Total %	0.1	0.0	0.0	0.0	0.1	0.1	43.9	7.2	0.2	51.5	3.1	0.0	2.1	0.0	5.2	6.5	36.6	0.0	0.0	43.2	
Exiting Leg Total	12					2599					896					3001					6508
Cars	1	0	0	0	1	6	2774	466	16	3262	196	1	129	0	326	410	2303	0	1	2714	6303
% Cars	20.0	0.0	0.0	0.0	20.0	75.0	97.1	99.1	100.0	97.4	98.5	50.0	92.8	0.0	95.9	96.2	96.6	0.0	100.0	96.5	96.9
Exiting Leg Total	7					2515					876					2905					6303
Heavy Vehicles	4	0	0	0	4	2	41	1	0	44	2	1	9	0	12	14	54	2	0	70	130
% Heavy Vehicles	80.0	0.0	0.0	0.0	80.0	25.0	1.4	0.2	0.0	1.3	1.0	50.0	6.5	0.0	3.5	3.3	2.3	100.0	0.0	2.5	2.0
Exiting Leg Total	5					56					15					54					130
Buses	0	0	0	0	0	0	41	3	0	44	1	0	1	0	2	2	27	0	0	29	75
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.6	0.0	1.3	0.5	0.0	0.7	0.0	0.6	0.5	1.1	0.0	0.0	1.0	1.2
Exiting Leg Total	0					28					5					42					75

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	Parking Lot					Winthrop Avenue (Route 145)					Tomasello Drive					Winthrop Avenue (Route 145)					Total
	North					East					South					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	
7:15 AM	1	0	0	0	1	0	257	50	1	308	8	0	6	0	14	30	256	0	0	286	609
7:30 AM	1	0	0	0	1	0	262	40	0	302	9	0	15	0	24	43	220	0	0	263	590
7:45 AM	0	0	0	0	0	2	331	48	4	385	11	0	11	0	22	28	218	0	0	246	653
8:00 AM	0	0	0	0	0	0	295	51	0	346	13	0	14	0	27	28	201	0	0	229	602
<b>Total Volume</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>1145</b>	<b>189</b>	<b>5</b>	<b>1341</b>	<b>41</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>87</b>	<b>129</b>	<b>895</b>	<b>0</b>	<b>0</b>	<b>1024</b>	<b>2454</b>
% Approach Total	100.0	0.0	0.0	0.0		0.1	85.4	14.1	0.4		47.1	0.0	52.9	0.0		12.6	87.4	0.0	0.0		
PHF	0.500	0.000	0.000	0.000	0.500	0.250	0.865	0.926	0.313	0.871	0.788	0.000	0.767	0.000	0.806	0.750	0.874	0.000	0.000	0.895	0.940
Cars	0	0	0	0	0	2	1119	186	5	1312	41	0	41	0	82	124	866	0	0	990	2384
Cars %	0.0	0.0	0.0	0.0	0.0	100.0	97.7	98.4	100.0	97.8	100.0	0.0	89.1	0.0	94.3	96.1	96.8	0.0	0.0	96.7	97.1
Heavy Vehicles	2	0	0	0	2	0	11	1	0	12	0	0	5	0	5	4	22	0	0	26	45
Heavy Vehicles %	100.0	0.0	0.0	0.0	100.0	0.0	1.0	0.5	0.0	0.9	0.0	0.0	10.9	0.0	5.7	3.1	2.5	0.0	0.0	2.5	1.8
Buses	0	0	0	0	0	0	15	2	0	17	0	0	0	0	0	1	7	0	0	8	25
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	1.3	1.1	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.8	0.8	0.0	0.0	0.8	1.0
Cars Enter Leg	0	0	0	0	0	2	1119	186	5	1312	41	0	41	0	82	124	866	0	0	990	2384
Heavy Enter Leg	2	0	0	0	2	0	11	1	0	12	0	0	5	0	5	4	22	0	0	26	45
Bus Enter Leg	0	0	0	0	0	0	15	2	0	17	0	0	0	0	0	1	7	0	0	8	25
<b>Total Entering Leg</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>1145</b>	<b>189</b>	<b>5</b>	<b>1341</b>	<b>41</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>87</b>	<b>129</b>	<b>895</b>	<b>0</b>	<b>0</b>	<b>1024</b>	<b>2454</b>
Cars Exiting Leg	2					912					310					1160					2384

PDI File #: **175607 (39)**  
 Location: **N: Parking Lot S: Tomasello Drive**  
 Location: **E: Winthrop Avenue (Route 145) W: Winthrop Avenue (Route 145)**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



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

**Cars, Heavy Vehicles, and Buses (Combined)**

	Parking Lot					Winthrop Avenue (Route 145)					Tomasello Drive					Winthrop Avenue (Route 145)					Total
	North					East					South					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	
Heavy Exiting Leg	0					22					5					18					45
Buses Exiting Leg	0					7					3					15					25
Total Exiting Leg	2					941					318					1193					2454

PDI File #: **175607 (39)**  
 Location: **N: Parking Lot S: Tomasello Drive**  
 Location: **E: Winthrop Avenue (Route 145) W: Winthrop Avenue (Route 145)**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



46 Morton Street, Framingham, MA 01702  
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**Cars**

	Parking Lot					Winthrop Avenue (Route 145)					Tomasello Drive					Winthrop Avenue (Route 145)					Total
	North					East					South					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	
6:30 AM	1	0	0	0	1	2	228	48	0	278	8	0	4	0	12	41	170	0	0	211	502
6:45 AM	0	0	0	0	0	1	211	32	2	246	5	0	4	0	9	48	178	0	0	226	481
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>439</b>	<b>80</b>	<b>2</b>	<b>524</b>	<b>13</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>21</b>	<b>89</b>	<b>348</b>	<b>0</b>	<b>0</b>	<b>437</b>	<b>983</b>
7:00 AM	0	0	0	0	0	1	236	43	2	282	11	1	4	0	16	45	192	0	0	237	535
7:15 AM	0	0	0	0	0	0	247	48	1	296	8	0	6	0	14	27	251	0	0	278	588
7:30 AM	0	0	0	0	0	0	258	40	0	298	9	0	11	0	20	42	212	0	0	254	572
7:45 AM	0	0	0	0	0	2	324	48	4	378	11	0	10	0	21	28	212	0	0	240	639
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1065</b>	<b>179</b>	<b>7</b>	<b>1254</b>	<b>39</b>	<b>1</b>	<b>31</b>	<b>0</b>	<b>71</b>	<b>142</b>	<b>867</b>	<b>0</b>	<b>0</b>	<b>1009</b>	<b>2334</b>
8:00 AM	0	0	0	0	0	0	290	50	0	340	13	0	14	0	27	27	191	0	0	218	585
8:15 AM	0	0	0	0	0	0	266	42	0	308	19	0	13	0	32	28	178	0	0	206	546
8:30 AM	0	0	0	0	0	0	202	46	2	250	21	0	23	0	44	38	224	0	0	262	556
8:45 AM	0	0	0	0	0	0	194	26	1	221	26	0	15	0	41	32	185	0	0	217	479
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>952</b>	<b>164</b>	<b>3</b>	<b>1119</b>	<b>79</b>	<b>0</b>	<b>65</b>	<b>0</b>	<b>144</b>	<b>125</b>	<b>778</b>	<b>0</b>	<b>0</b>	<b>903</b>	<b>2166</b>
9:00 AM	0	0	0	0	0	0	168	18	1	187	32	0	14	0	46	25	148	0	0	173	406
9:15 AM	0	0	0	0	0	0	150	25	3	178	33	0	11	0	44	29	162	0	1	192	414
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>318</b>	<b>43</b>	<b>4</b>	<b>365</b>	<b>65</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>90</b>	<b>54</b>	<b>310</b>	<b>0</b>	<b>1</b>	<b>365</b>	<b>820</b>
Grand Total	1	0	0	0	1	6	2774	466	16	3262	196	1	129	0	326	410	2303	0	1	2714	6303
Approach %	100.0	0.0	0.0	0.0		0.2	85.0	14.3	0.5		60.1	0.3	39.6	0.0		15.1	84.9	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.1	44.0	7.4	0.3	51.8	3.1	0.0	2.0	0.0	5.2	6.5	36.5	0.0	0.0	43.1	
Exiting Leg Total					7					2515					876					2905	6303

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	Parking Lot					Winthrop Avenue (Route 145)					Tomasello Drive					Winthrop Avenue (Route 145)					Total
	North					East					South					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	
7:15 AM	0	0	0	0	0	0	247	48	1	296	8	0	6	0	14	27	251	0	0	278	588
7:30 AM	0	0	0	0	0	0	258	40	0	298	9	0	11	0	20	42	212	0	0	254	572
7:45 AM	0	0	0	0	0	2	324	48	4	378	11	0	10	0	21	28	212	0	0	240	639
8:00 AM	0	0	0	0	0	0	290	50	0	340	13	0	14	0	27	27	191	0	0	218	585
Total Volume	0	0	0	0	0	2	1119	186	5	1312	41	0	41	0	82	124	866	0	0	990	2384
% Approach Total	0.0	0.0	0.0	0.0		0.2	85.3	14.2	0.4		50.0	0.0	50.0	0.0		12.5	87.5	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.863	0.930	0.313	0.868	0.788	0.000	0.732	0.000	0.759	0.738	0.863	0.000	0.000	0.890	0.933
Entering Leg	0	0	0	0	0	2	1119	186	5	1312	41	0	41	0	82	124	866	0	0	990	2384
Exiting Leg						2				912					310					1160	2384
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2224</b>	<b>0</b>	<b>0</b>	<b>2224</b>	<b>41</b>	<b>0</b>	<b>41</b>	<b>0</b>	<b>82</b>	<b>124</b>	<b>866</b>	<b>0</b>	<b>0</b>	<b>2150</b>	<b>4768</b>

PDI File #: **175607 (39)**  
 Location: **N: Parking Lot S: Tomasello Drive**  
 Location: **E: Winthrop Avenue (Route 145) W: Winthrop Avenue (Route 145)**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



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

**Heavy Vehicles**

	Parking Lot					Winthrop Avenue (Route 145)					Tomasello Drive					Winthrop Avenue (Route 145)					Total
	North					East					South					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	
6:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	1	2	0	0	3	8
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	3	0	0	5	6
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>14</b>
7:00 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5	1	0	6	10
7:15 AM	1	0	0	0	1	0	3	1	0	4	0	0	0	0	0	3	4	0	0	7	12
7:30 AM	1	0	0	0	1	0	2	0	0	2	0	0	4	0	4	0	7	0	0	7	14
7:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	4	0	0	4	7
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>43</b>
8:00 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	7	0	0	8	12
8:15 AM	0	0	0	0	0	0	4	0	0	4	1	0	1	0	2	1	3	0	0	4	10
8:30 AM	0	0	0	0	0	1	6	0	0	7	0	0	1	0	1	0	7	0	0	7	15
8:45 AM	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	0	5	0	0	5	11
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>48</b>
9:00 AM	1	0	0	0	1	1	3	0	0	4	0	0	0	0	0	2	2	1	0	5	10
9:15 AM	1	0	0	0	1	0	4	0	0	4	0	0	1	0	1	4	5	0	0	9	15
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>25</b>
<b>Grand Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>41</b>	<b>1</b>	<b>0</b>	<b>44</b>	<b>2</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>12</b>	<b>14</b>	<b>54</b>	<b>2</b>	<b>0</b>	<b>70</b>	<b>130</b>
Approach %	100.0	0.0	0.0	0.0		4.5	93.2	2.3	0.0		16.7	8.3	75.0	0.0		20.0	77.1	2.9	0.0		
Total %	3.1	0.0	0.0	0.0	3.1	1.5	31.5	0.8	0.0	33.8	1.5	0.8	6.9	0.0	9.2	10.8	41.5	1.5	0.0	53.8	
Exiting Leg Total	5					56					15					54					130

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	Parking Lot					Winthrop Avenue (Route 145)					Tomasello Drive					Winthrop Avenue (Route 145)					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:30 AM	0	0	0	0	0	1	6	0	0	7	0	0	1	0	1	0	7	0	0	7	15
8:45 AM	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	0	5	0	0	5	11
9:00 AM	1	0	0	0	1	1	3	0	0	4	0	0	0	0	0	2	2	1	0	5	10
9:15 AM	1	0	0	0	1	0	4	0	0	4	0	0	1	0	1	4	5	0	0	9	15
<b>Total Volume</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>6</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>51</b>
% Approach Total	100.0	0.0	0.0	0.0		10.0	90.0	0.0	0.0		33.3	0.0	66.7	0.0		23.1	73.1	3.8	0.0		
PHF	0.500	0.000	0.000	0.000	0.500	0.500	0.750	0.000	0.000	0.714	0.250	0.000	0.500	0.000	0.750	0.375	0.679	0.250	0.000	0.722	0.850
Entering Leg	2	0	0	0	2	2	18	0	0	20	1	0	2	0	3	6	19	1	0	26	51
Exiting Leg	3					20					6					22					51
<b>Total</b>	<b>5</b>					<b>40</b>					<b>9</b>					<b>48</b>					<b>102</b>

PDI File #: **175607 (39)**  
 Location: **N: Parking Lot S: Tomasello Drive**  
 Location: **E: Winthrop Avenue (Route 145) W: Winthrop Avenue (Route 145)**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



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

**Buses**

	Parking Lot					Winthrop Avenue (Route 145)					Tomasello Drive					Winthrop Avenue (Route 145)					Total
	North					East					South					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	
6:30 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	2	0	0	2	4
6:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	4
<b>Total</b>	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	1	3	0	0	4	8
7:00 AM	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	7	0	0	7	20
7:15 AM	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	0	1	0	0	1	9
7:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	4
7:45 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	7
<b>Total</b>	0	0	0	0	0	0	27	1	0	28	0	0	0	0	0	1	11	0	0	12	40
8:00 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	3	0	0	3	5
8:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
8:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
8:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
<b>Total</b>	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	0	10	0	0	10	19
9:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	3	0	0	3	5
9:15 AM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	3
<b>Total</b>	0	0	0	0	0	0	3	1	0	4	0	0	1	0	1	0	3	0	0	3	8
<b>Grand Total</b>	0	0	0	0	0	0	41	3	0	44	1	0	1	0	2	2	27	0	0	29	75
Approach %	0.0	0.0	0.0	0.0		0.0	93.2	6.8	0.0		50.0	0.0	50.0	0.0		6.9	93.1	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	54.7	4.0	0.0	58.7	1.3	0.0	1.3	0.0	2.7	2.7	36.0	0.0	0.0	38.7	
Exiting Leg Total	0					28					5					42					75

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	Parking Lot					Winthrop Avenue (Route 145)					Tomasello Drive					Winthrop Avenue (Route 145)					Total
	North					East					South					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	13	0	0	13	0	0	0	0	0	0	7	0	0	7	20
7:15 AM	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	0	1	0	0	1	9
7:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	4
7:45 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	7
<b>Total Volume</b>	0	0	0	0	0	0	27	1	0	28	0	0	0	0	0	1	11	0	0	12	40
% Approach Total	0.0	0.0	0.0	0.0		0.0	96.4	3.6	0.0		0.0	0.0	0.0	0.0		8.3	91.7	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.519	0.250	0.000	0.538	0.000	0.000	0.000	0.000	0.000	0.250	0.393	0.000	0.000	0.429	0.500
Entering Leg	0	0	0	0	0	0	27	1	0	28	0	0	0	0	0	1	11	0	0	12	40
Exiting Leg	0					11					2					27					40
<b>Total</b>	0					39					2					39					80

PDI File #: 175607 (39)  
 Location: N: Parking Lot S: Tomasello Drive  
 Location: E: Winthrop Avenue (Route 145) W: Winthrop Avenue (Route 145)  
 City, State: Revere, MA  
 Client: VHB/ A. Berthaume  
 Site Code: 13796.00  
 Count Date: Tuesday, May 09, 2017  
 Start Time: 6:30 AM  
 End Time: 9:30 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)**

	Parking Lot								Winthrop Avenue (Route 145)								Tomasello Drive								Winthrop Avenue (Route 145)								Total						
	North								East								South								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								
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 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
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
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	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	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	1	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	1	1	1	1	1	1	1	1	1	1	1
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
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	1	1	1	1	1	1	1	1	1	1	1
9:00 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
9:15 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
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
Grand Total	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	1	1	2	2	2	2	2	2	2	2	2	
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	100.0												
Total %	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	0.0	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											
Exiting Leg Total	0								0								0								2								2						

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	Parking Lot								Winthrop Avenue (Route 145)								Tomasello Drive								Winthrop Avenue (Route 145)								Total						
	North								East								South								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								
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 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
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	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	1	
Total Volume	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	1	
% 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	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	0.000	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	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	1	
Exiting Leg	0								0								0								1								1						
Total	0								1								0								1								2						

PDI File #: 175607 (39)  
 Location: N: Parking Lot S: Tomasello Drive  
 Location: E: Winthrop Avenue (Route 145) W: Winthrop Avenue (Route 145)  
 City, State: Revere, MA  
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 Class:



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 Office: 508-875-0100 Fax: 508-875-0118  
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**Pedestrians**

	Parking Lot								Winthrop Avenue (Route 145)								Tomasello Drive								Winthrop Avenue (Route 145)								Total
	North								East								South								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		
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	3		
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	5	0	0	0	0	0	0	4	4	9		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	8	0	0	0	0	0	0	4	4	12			
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	12	0	0	0	0	0	2	2	14				
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	5	0	0	0	0	3	2	5	10				
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	3	1	4	8				
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	7	0	0	0	0	0	2	2	9				
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	16	28	0	0	0	0	6	7	13	41				
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	1	3	4	8				
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	6	0	0	0	0	0	1	1	7				
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	7	0	0	0	0	0	0	0	7				
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	7	0	0	0	0	2	2	4	11				
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	15	24	0	0	0	0	3	6	9	33				
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	5	0	0	0	0	0	2	2	7				
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	2	4	6	10				
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	5	9	0	0	0	0	2	6	8	17				
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	43	69	0	0	0	0	11	23	34	103				
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	37.7	62.3		0.0	0.0	0.0	0.0	32.4	67.6						
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	25.2	41.7	67.0	0.0	0.0	0.0	0.0	10.7	22.3	33.0					
Exiting Leg Total	0								0								69								34								103

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	Parking Lot								Winthrop Avenue (Route 145)								Tomasello Drive								Winthrop Avenue (Route 145)								Total
	North								East								South								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		
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	5	0	0	0	0	0	0	4	4	9			
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	12	0	0	0	0	0	2	2	14				
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	5	0	0	0	0	3	2	5	10				
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	3	1	4	8				
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	14	26	0	0	0	0	6	9	15	41				
% 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	46.2	53.8		0.0	0.0	0.0	0.0	40.0	60.0						
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	0.500	0.583	0.542	0.000	0.000	0.000	0.000	0.500	0.563	0.750	0.732				
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	14	26	0	0	0	0	6	9	15	41				
Exiting Leg	0								0								26								15								41
Total	0								0								52								30								82

PDI File #: **175607 (39)**  
 Location: **N: Parking Lot S: Tomasello Drive**  
 Location: **E: Winthrop Avenue (Route 145) W: Winthrop Avenue (Route 145)**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class: **Cars, Heavy Vehicles, and Buses (Combined)**



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

**Cars, Heavy Vehicles, and Buses (Combined)**

	Parking Lot					Winthrop Avenue (Route 145)					Tomasello Drive					Winthrop Avenue (Route 145)					Total
	North					East					South					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	
3:30 PM	0	0	0	0	0	0	230	34	1	265	95	0	47	0	142	40	226	0	0	266	673
3:45 PM	1	1	0	0	2	0	201	33	0	234	93	0	43	0	136	41	273	0	0	314	686
<b>Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>431</b>	<b>67</b>	<b>1</b>	<b>499</b>	<b>188</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>278</b>	<b>81</b>	<b>499</b>	<b>0</b>	<b>0</b>	<b>580</b>	<b>1359</b>
4:00 PM	0	0	0	0	0	0	219	33	2	254	105	0	40	0	145	57	275	0	0	332	731
4:15 PM	4	0	1	0	5	0	213	38	4	255	100	0	45	0	145	56	259	0	0	315	720
4:30 PM	1	0	0	0	1	0	203	24	1	228	94	0	47	0	141	56	268	0	0	324	694
4:45 PM	0	0	0	0	0	0	182	37	2	221	113	0	56	0	169	60	294	0	0	354	744
<b>Total</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>817</b>	<b>132</b>	<b>9</b>	<b>958</b>	<b>412</b>	<b>0</b>	<b>188</b>	<b>0</b>	<b>600</b>	<b>229</b>	<b>1096</b>	<b>0</b>	<b>0</b>	<b>1325</b>	<b>2889</b>
5:00 PM	0	0	0	0	0	0	249	36	0	285	122	0	57	0	179	47	326	0	0	373	837
5:15 PM	0	0	0	0	0	0	224	34	0	258	125	0	59	0	184	53	276	0	0	329	771
5:30 PM	0	0	0	0	0	0	227	41	1	269	89	0	66	0	155	55	267	0	0	322	746
5:45 PM	0	0	0	0	0	0	214	39	1	254	102	0	67	0	169	53	250	0	0	303	726
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>914</b>	<b>150</b>	<b>2</b>	<b>1066</b>	<b>438</b>	<b>0</b>	<b>249</b>	<b>0</b>	<b>687</b>	<b>208</b>	<b>1119</b>	<b>0</b>	<b>0</b>	<b>1327</b>	<b>3080</b>
6:00 PM	0	0	0	0	0	0	184	34	0	218	97	0	46	1	144	67	259	0	0	326	688
6:15 PM	0	0	0	0	0	0	148	48	2	198	79	0	64	0	143	56	208	0	0	264	605
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>332</b>	<b>82</b>	<b>2</b>	<b>416</b>	<b>176</b>	<b>0</b>	<b>110</b>	<b>1</b>	<b>287</b>	<b>123</b>	<b>467</b>	<b>0</b>	<b>0</b>	<b>590</b>	<b>1293</b>
<b>Grand Total</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>2494</b>	<b>431</b>	<b>14</b>	<b>2939</b>	<b>1214</b>	<b>0</b>	<b>637</b>	<b>1</b>	<b>1852</b>	<b>641</b>	<b>3181</b>	<b>0</b>	<b>0</b>	<b>3822</b>	<b>8621</b>
Approach %	75.0	12.5	12.5	0.0		0.0	84.9	14.7	0.5		65.6	0.0	34.4	0.1		16.8	83.2	0.0	0.0		
Total %	0.1	0.0	0.0	0.0	0.1	0.0	28.9	5.0	0.2	34.1	14.1	0.0	7.4	0.0	21.5	7.4	36.9	0.0	0.0	44.3	
Exiting Leg Total	0					4410					1074					3137					8621
Cars	5	1	1	0	7	0	2448	430	14	2892	1209	0	621	1	1831	629	3141	0	0	3770	8500
% Cars	83.3	100.0	100.0	0.0	87.5	0.0	98.2	99.8	100.0	98.4	99.6	0.0	97.5	100.0	98.9	98.1	98.7	0.0	0.0	98.6	98.6
Exiting Leg Total	0					4365					1061					3074					8500
Heavy Vehicles	1	0	0	0	1	0	30	1	0	31	4	0	11	0	15	8	25	0	0	33	80
% Heavy Vehicles	16.7	0.0	0.0	0.0	12.5	0.0	1.2	0.2	0.0	1.1	0.3	0.0	1.7	0.0	0.8	1.2	0.8	0.0	0.0	0.9	0.9
Exiting Leg Total	0					29					9					42					80
Buses	0	0	0	0	0	0	16	0	0	16	1	0	5	0	6	4	15	0	0	19	41
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.5	0.1	0.0	0.8	0.0	0.3	0.6	0.5	0.0	0.0	0.5	0.5
Exiting Leg Total	0					16					4					21					41

**Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:**

4:45 PM	Parking Lot					Winthrop Avenue (Route 145)					Tomasello Drive					Winthrop Avenue (Route 145)					Total
	North					East					South					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	182	37	2	221	113	0	56	0	169	60	294	0	0	354	744
5:00 PM	0	0	0	0	0	0	249	36	0	285	122	0	57	0	179	47	326	0	0	373	837
5:15 PM	0	0	0	0	0	0	224	34	0	258	125	0	59	0	184	53	276	0	0	329	771
5:30 PM	0	0	0	0	0	0	227	41	1	269	89	0	66	0	155	55	267	0	0	322	746
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>882</b>	<b>148</b>	<b>3</b>	<b>1033</b>	<b>449</b>	<b>0</b>	<b>238</b>	<b>0</b>	<b>687</b>	<b>215</b>	<b>1163</b>	<b>0</b>	<b>0</b>	<b>1378</b>	<b>3098</b>
<b>% Approach Total</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>85.4</b>	<b>14.3</b>	<b>0.3</b>	<b>0.0</b>	<b>65.4</b>	<b>0.0</b>	<b>34.6</b>	<b>0.0</b>	<b>0.0</b>	<b>15.6</b>	<b>84.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.886	0.902	0.375	0.906	0.898	0.000	0.902	0.000	0.933	0.896	0.892	0.000	0.000	0.924	0.925
Cars	0	0	0	0	0	0	874	148	3	1025	446	0	235	0	681	213	1151	0	0	1364	3070
Cars %	0.0	0.0	0.0	0.0	0.0	0.0	99.1	100.0	100.0	99.2	99.3	0.0	98.7	0.0	99.1	99.1	99.0	0.0	0.0	99.0	99.1
Heavy Vehicles	0	0	0	0	0	0	5	0	0	5	2	0	3	0	5	1	10	0	0	11	21
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.5	0.4	0.0	1.3	0.0	0.7	0.5	0.9	0.0	0.0	0.8	0.7
Buses	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	1	2	0	0	3	7
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.3	0.2	0.0	0.0	0.0	0.1	0.5	0.2	0.0	0.0	0.2	0.2
Cars Enter Leg	0	0	0	0	0	0	874	148	3	1025	446	0	235	0	681	213	1151	0	0	1364	3070
Heavy Enter Leg	0	0	0	0	0	0	5	0	0	5	2	0	3	0	5	1	10	0	0	11	21
Bus Enter Leg	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	1	2	0	0	3	7
<b>Total Entering Leg</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>882</b>	<b>148</b>	<b>3</b>	<b>1033</b>	<b>449</b>	<b>0</b>	<b>238</b>	<b>0</b>	<b>687</b>	<b>215</b>	<b>1163</b>	<b>0</b>	<b>0</b>	<b>1378</b>	<b>3098</b>



PDI File #: **175607 (39)**  
 Location: **N: Parking Lot S: Tomasello Drive**  
 Location: **E: Winthrop Avenue (Route 145) W: Winthrop Avenue (Route 145)**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



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

**Cars, Heavy Vehicles, and Buses (Combined)**

	Parking Lot					Winthrop Avenue (Route 145)					Tomasello Drive					Winthrop Avenue (Route 145)					Total
	North					East					South					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	
Cars Exiting Leg	0					1600					361					1109					3070
Heavy Exiting Leg	0					12					1					8					21
Buses Exiting Leg	0					3					1					3					7
Total Exiting Leg	0					1615					363					1120					3098

PDI File #: **175607 (39)**  
 Location: **N: Parking Lot S: Tomasello Drive**  
 Location: **E: Winthrop Avenue (Route 145) W: Winthrop Avenue (Route 145)**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



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

**Cars**

	Parking Lot					Winthrop Avenue (Route 145)					Tomasello Drive					Winthrop Avenue (Route 145)					Total
	North					East					South					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	
3:30 PM	0	0	0	0	0	0	223	34	1	258	95	0	44	0	139	39	220	0	0	259	656
3:45 PM	1	1	0	0	2	0	198	33	0	231	93	0	41	0	134	41	267	0	0	308	675
<b>Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>421</b>	<b>67</b>	<b>1</b>	<b>489</b>	<b>188</b>	<b>0</b>	<b>85</b>	<b>0</b>	<b>273</b>	<b>80</b>	<b>487</b>	<b>0</b>	<b>0</b>	<b>567</b>	<b>1331</b>
4:00 PM	0	0	0	0	0	0	210	33	2	245	104	0	40	0	144	56	270	0	0	326	715
4:15 PM	3	0	1	0	4	0	209	37	4	250	99	0	44	0	143	54	256	0	0	310	707
4:30 PM	1	0	0	0	1	0	199	24	1	224	94	0	46	0	140	55	263	0	0	318	683
4:45 PM	0	0	0	0	0	0	180	37	2	219	111	0	55	0	166	59	291	0	0	350	735
<b>Total</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>798</b>	<b>131</b>	<b>9</b>	<b>938</b>	<b>408</b>	<b>0</b>	<b>185</b>	<b>0</b>	<b>593</b>	<b>224</b>	<b>1080</b>	<b>0</b>	<b>0</b>	<b>1304</b>	<b>2840</b>
5:00 PM	0	0	0	0	0	0	246	36	0	282	121	0	56	0	177	47	323	0	0	370	829
5:15 PM	0	0	0	0	0	0	223	34	0	257	125	0	58	0	183	53	273	0	0	326	766
5:30 PM	0	0	0	0	0	0	225	41	1	267	89	0	66	0	155	54	264	0	0	318	740
5:45 PM	0	0	0	0	0	0	207	39	1	247	102	0	64	0	166	50	250	0	0	300	713
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>901</b>	<b>150</b>	<b>2</b>	<b>1053</b>	<b>437</b>	<b>0</b>	<b>244</b>	<b>0</b>	<b>681</b>	<b>204</b>	<b>1110</b>	<b>0</b>	<b>0</b>	<b>1314</b>	<b>3048</b>
6:00 PM	0	0	0	0	0	0	182	34	0	216	97	0	45	1	143	66	258	0	0	324	683
6:15 PM	0	0	0	0	0	0	146	48	2	196	79	0	62	0	141	55	206	0	0	261	598
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>328</b>	<b>82</b>	<b>2</b>	<b>412</b>	<b>176</b>	<b>0</b>	<b>107</b>	<b>1</b>	<b>284</b>	<b>121</b>	<b>464</b>	<b>0</b>	<b>0</b>	<b>585</b>	<b>1281</b>
<b>Grand Total</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>2448</b>	<b>430</b>	<b>14</b>	<b>2892</b>	<b>1209</b>	<b>0</b>	<b>621</b>	<b>1</b>	<b>1831</b>	<b>629</b>	<b>3141</b>	<b>0</b>	<b>0</b>	<b>3770</b>	<b>8500</b>
Approach %	71.4	14.3	14.3	0.0		0.0	84.6	14.9	0.5		66.0	0.0	33.9	0.1		16.7	83.3	0.0	0.0		
Total %	0.1	0.0	0.0	0.0	0.1	0.0	28.8	5.1	0.2	34.0	14.2	0.0	7.3	0.0	21.5	7.4	37.0	0.0	0.0	44.4	
Exiting Leg Total	0					4365					1061					3074					8500

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

	Parking Lot					Winthrop Avenue (Route 145)					Tomasello Drive					Winthrop Avenue (Route 145)					Total
	North					East					South					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	180	37	2	219	111	0	55	0	166	59	291	0	0	350	735
5:00 PM	0	0	0	0	0	0	246	36	0	282	121	0	56	0	177	47	323	0	0	370	829
5:15 PM	0	0	0	0	0	0	223	34	0	257	125	0	58	0	183	53	273	0	0	326	766
5:30 PM	0	0	0	0	0	0	225	41	1	267	89	0	66	0	155	54	264	0	0	318	740
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>874</b>	<b>148</b>	<b>3</b>	<b>1025</b>	<b>446</b>	<b>0</b>	<b>235</b>	<b>0</b>	<b>681</b>	<b>213</b>	<b>1151</b>	<b>0</b>	<b>0</b>	<b>1364</b>	<b>3070</b>
% Approach Total	0.0	0.0	0.0	0.0		0.0	85.3	14.4	0.3		65.5	0.0	34.5	0.0		15.6	84.4	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.888	0.902	0.375	0.909	0.892	0.000	0.890	0.000	0.930	0.903	0.891	0.000	0.000	0.922	0.926
Entering Leg	0	0	0	0	0	0	874	148	3	1025	446	0	235	0	681	213	1151	0	0	1364	3070
Exiting Leg	0					1600					361					1109					3070
<b>Total</b>	<b>0</b>					<b>2625</b>					<b>1042</b>					<b>2473</b>					<b>6140</b>

PDI File #: **175607 (39)**  
 Location: **N: Parking Lot S: Tomasello Drive**  
 Location: **E: Winthrop Avenue (Route 145) W: Winthrop Avenue (Route 145)**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



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

**Heavy Vehicles**

	Parking Lot					Winthrop Avenue (Route 145)					Tomasello Drive					Winthrop Avenue (Route 145)					Total
	North					East					South					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	
3:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	2	0	0	2	6
3:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
<b>Total</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>6</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>12</b>
4:00 PM	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	0	4	0	0	4	9
4:15 PM	1	0	0	0	1	0	2	1	0	3	1	0	0	0	1	1	2	0	0	3	8
4:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	1	3	0	0	4	8
4:45 PM	0	0	0	0	0	0	2	0	0	2	1	0	1	0	2	1	3	0	0	4	8
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>33</b>
5:00 PM	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	0	3	0	0	3	6
5:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	3
5:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
5:45 PM	0	0	0	0	0	0	7	0	0	7	0	0	3	0	3	3	0	0	0	3	13
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>6</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>26</b>
6:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	1	0	0	0	1	3
6:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	1	1	0	0	2	6
<b>Total</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>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>9</b>
<b>Grand Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>1</b>	<b>0</b>	<b>31</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>15</b>	<b>8</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>80</b>
Approach %	100.0	0.0	0.0	0.0		0.0	96.8	3.2	0.0		26.7	0.0	73.3	0.0		24.2	75.8	0.0	0.0		
Total %	1.3	0.0	0.0	0.0	1.3	0.0	37.5	1.3	0.0	38.8	5.0	0.0	13.8	0.0	18.8	10.0	31.3	0.0	0.0	41.3	
Exiting Leg Total	0					29					9					42					80

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

	Parking Lot					Winthrop Avenue (Route 145)					Tomasello Drive					Winthrop Avenue (Route 145)					Total
	North					East					South					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	4	0	0	4	1	0	0	0	1	0	4	0	0	4	9
4:15 PM	1	0	0	0	1	0	2	1	0	3	1	0	0	0	1	1	2	0	0	3	8
4:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	1	3	0	0	4	8
4:45 PM	0	0	0	0	0	0	2	0	0	2	1	0	1	0	2	1	3	0	0	4	8
<b>Total Volume</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>33</b>
% Approach Total	100.0	0.0	0.0	0.0		0.0	91.7	8.3	0.0		60.0	0.0	40.0	0.0		20.0	80.0	0.0	0.0		
PHF	0.250	0.000	0.000	0.000	0.250	0.000	0.688	0.250	0.000	0.750	0.750	0.000	0.500	0.000	0.625	0.750	0.750	0.000	0.000	0.938	0.917
Entering Leg	1	0	0	0	1	0	11	1	0	12	3	0	2	0	5	3	12	0	0	15	33
Exiting Leg	0					15					4					14					33
<b>Total</b>	<b>1</b>					<b>27</b>					<b>9</b>					<b>29</b>					<b>66</b>

PDI File #: **175607 (39)**  
 Location: **N: Parking Lot S: Tomasello Drive**  
 Location: **E: Winthrop Avenue (Route 145) W: Winthrop Avenue (Route 145)**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



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

**Buses**

	Parking Lot					Winthrop Avenue (Route 145)					Tomasello Drive					Winthrop Avenue (Route 145)					Total
	North					East					South					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	
3:30 PM	0	0	0	0	0	0	4	0	0	4	0	0	2	0	2	1	4	0	0	5	11
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	3	0	0	3	5
<b>Total</b>	0	0	0	0	0	0	4	0	0	4	0	0	4	0	4	1	7	0	0	8	16
4:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	1	1	0	0	2	7
4:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	1	1	0	0	2	5
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
<b>Total</b>	0	0	0	0	0	0	8	0	0	8	1	0	1	0	2	2	4	0	0	6	16
5:00 PM	0	0	0	0	0	0	2	0	0	2	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	2	0	0	2	2
5:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2
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	3	0	0	3	0	0	0	0	0	1	2	0	0	3	6
6:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
<b>Total</b>	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
<b>Grand Total</b>	0	0	0	0	0	0	16	0	0	16	1	0	5	0	6	4	15	0	0	19	41
Approach %	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		16.7	0.0	83.3	0.0		21.1	78.9	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	39.0	0.0	0.0	39.0	2.4	0.0	12.2	0.0	14.6	9.8	36.6	0.0	0.0	46.3	
Exiting Leg Total	0					16					4					21					41

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

	Parking Lot					Winthrop Avenue (Route 145)					Tomasello Drive					Winthrop Avenue (Route 145)					Total
	North					East					South					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	
3:30 PM	0	0	0	0	0	0	4	0	0	4	0	0	2	0	2	1	4	0	0	5	11
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	3	0	0	3	5
4:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	1	1	0	0	2	7
4:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	1	1	0	0	2	5
<b>Total Volume</b>	0	0	0	0	0	0	11	0	0	11	0	0	5	0	5	3	9	0	0	12	28
% Approach Total	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		25.0	75.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.550	0.000	0.000	0.550	0.000	0.000	0.625	0.000	0.625	0.750	0.563	0.000	0.000	0.600	0.636
Entering Leg	0	0	0	0	0	0	11	0	0	11	0	0	5	0	5	3	9	0	0	12	28
Exiting Leg	0					9					3					16					28
<b>Total</b>	0					20					8					28					56

PDI File #: 175607 (39)  
 Location: N: Parking Lot S: Tomasello Drive  
 Location: E: Winthrop Avenue (Route 145) W: Winthrop Avenue (Route 145)  
 City, State: Revere, MA  
 Client: VHB/ A. Berthaume  
 Site Code: 13796.00  
 Count Date: Tuesday, May 09, 2017  
 Start Time: 3:30 PM  
 End Time: 6:30 PM  
 Class:



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

**Bicycles (on Roadway and Crosswalks)**

	Parking Lot								Winthrop Avenue (Route 145)								Tomasello Drive								Winthrop Avenue (Route 145)								Total			
	North								East								South								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					
3:30 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	
3:45 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	
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	
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	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	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	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	
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	1	0	1	0	0	1	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	1	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	
5:45 PM	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	
Total	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
6:00 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	
6:15 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	1	1	0	0	0	1	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	
Grand Total	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	1	1	2	0	0	0	0	0	4	
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	100.0	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		
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	50.0	0.0	50.0	0.0	0.0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total	0								0								2								2								4			

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

5:00 PM	Parking Lot								Winthrop Avenue (Route 145)								Tomasello Drive								Winthrop Avenue (Route 145)								Total			
	North								East								South								West											
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total					
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	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	
5:45 PM	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	
Total Volume	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
% 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	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	0.000	0.000	0.000	0.000	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	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500		
Entering Leg	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	
Exiting Leg	0								0								2								2								4			
Total	0								0								4								4								4			

PDI File #: 175607 (39)  
 Location: N: Parking Lot S: Tomasello Drive  
 Location: E: Winthrop Avenue (Route 145) W: Winthrop Avenue (Route 145)  
 City, State: Revere, MA  
 Client: VHB/ A. Berthaume  
 Site Code: 13796.00  
 Count Date: Tuesday, May 09, 2017  
 Start Time: 3:30 PM  
 End Time: 6:30 PM  
 Class:



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

**Pedestrians**

	Parking Lot								Winthrop Avenue (Route 145)								Tomasello Drive								Winthrop Avenue (Route 145)								Total
	North								East								South								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		
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1	8	0	0	0	0	2	3	5	13				
3:45 PM	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	4	2	6	8				
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	2	10	0	0	0	0	6	5	11	21				
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	8	0	0	0	0	6	2	8	16				
4:15 PM	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	3	3	4				
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	9	17	0	0	0	0	1	1	2	19				
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	5	0	0	0	0	3	5	8	13				
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	15	31	0	0	0	0	10	11	21	52				
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	3	10	0	0	0	0	1	4	5	15				
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	4	9	0	0	0	0	2	0	2	11				
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5	8	0	0	0	0	2	3	5	13				
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	3	10	0	0	0	0	7	8	15	25				
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	15	37	0	0	0	0	12	15	27	64				
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	1	11	0	0	0	0	2	0	2	13				
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	2	13	0	0	0	0	3	0	3	16				
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	3	24	0	0	0	0	5	0	5	29				
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67	35	102	0	0	0	0	33	31	64	166				
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	65.7	34.3		0.0	0.0	0.0	0.0	51.6	48.4						
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	40.4	21.1	61.4	0.0	0.0	0.0	0.0	19.9	18.7	38.6					
Exiting Leg Total	0							0							102							64							166				

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

	Parking Lot								Winthrop Avenue (Route 145)								Tomasello Drive								Winthrop Avenue (Route 145)								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5	8	0	0	0	0	2	3	5	13				
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	3	10	0	0	0	0	7	8	15	25				
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	1	11	0	0	0	0	2	0	2	13				
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	2	13	0	0	0	0	3	0	3	16				
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	11	42	0	0	0	0	14	11	25	67				
% 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	73.8	26.2		0.0	0.0	0.0	0.0	56.0	44.0						
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	0.705	0.550	0.808	0.000	0.000	0.000	0.000	0.500	0.344	0.417	0.670				
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	11	42	0	0	0	0	14	11	25	67				
Exiting Leg	0							0							42							25							67				
Total	0							0							84							50							134				

PDI File #: **175607 (45)**  
 Location: **N: Bennington Street S: Bennington Street**  
 Location: **E: Crescent Avenue**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



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

**Cars, Heavy Vehicles, and Buses (Combined)**

	Bennington Street				Crescent Avenue				Bennington Street				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:30 AM	235	0	0	235	33	31	0	64	0	31	0	31	330
6:45 AM	217	0	0	217	23	33	0	56	0	32	0	32	305
<b>Total</b>	<b>452</b>	<b>0</b>	<b>0</b>	<b>452</b>	<b>56</b>	<b>64</b>	<b>0</b>	<b>120</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>63</b>	<b>635</b>
7:00 AM	256	0	0	256	67	36	0	103	0	66	0	66	425
7:15 AM	277	0	0	277	78	23	0	101	0	60	0	60	438
7:30 AM	294	0	0	294	47	31	0	78	0	56	0	56	428
7:45 AM	221	0	0	221	48	57	0	105	0	53	1	54	380
<b>Total</b>	<b>1048</b>	<b>0</b>	<b>0</b>	<b>1048</b>	<b>240</b>	<b>147</b>	<b>0</b>	<b>387</b>	<b>0</b>	<b>235</b>	<b>1</b>	<b>236</b>	<b>1671</b>
8:00 AM	246	0	0	246	59	61	0	120	0	43	0	43	409
8:15 AM	219	0	2	221	57	44	0	101	0	46	0	46	368
8:30 AM	209	0	0	209	45	31	0	76	0	42	0	42	327
8:45 AM	186	0	0	186	27	24	0	51	0	65	0	65	302
<b>Total</b>	<b>860</b>	<b>0</b>	<b>2</b>	<b>862</b>	<b>188</b>	<b>160</b>	<b>0</b>	<b>348</b>	<b>0</b>	<b>196</b>	<b>0</b>	<b>196</b>	<b>1406</b>
9:00 AM	156	0	2	158	35	16	0	51	0	51	0	51	260
9:15 AM	143	0	0	143	32	18	0	50	0	60	0	60	253
<b>Total</b>	<b>299</b>	<b>0</b>	<b>2</b>	<b>301</b>	<b>67</b>	<b>34</b>	<b>0</b>	<b>101</b>	<b>0</b>	<b>111</b>	<b>0</b>	<b>111</b>	<b>513</b>
<b>Grand Total</b>	<b>2659</b>	<b>0</b>	<b>4</b>	<b>2663</b>	<b>551</b>	<b>405</b>	<b>0</b>	<b>956</b>	<b>0</b>	<b>605</b>	<b>1</b>	<b>606</b>	<b>4225</b>
Approach %	99.8	0.0	0.2		57.6	42.4	0.0		0.0	99.8	0.2		
Total %	62.9	0.0	0.1	63.0	13.0	9.6	0.0	22.6	0.0	14.3	0.0	14.3	
Exiting Leg Total				1160				0				3065	4225
Cars	2617	0	3	2620	536	404	0	940	0	580	1	581	4141
% Cars	98.4	0.0	75.0	98.4	97.3	99.8	0.0	98.3	0.0	95.9	100.0	95.9	98.0
Exiting Leg Total				1119				0				3022	4141
Heavy Vehicles	21	0	1	22	8	1	0	9	0	14	0	14	45
% Heavy Vehicles	0.8	0.0	25.0	0.8	1.5	0.2	0.0	0.9	0.0	2.3	0.0	2.3	1.1
Exiting Leg Total				23				0				22	45
Buses	21	0	0	21	7	0	0	7	0	11	0	11	39
% Buses	0.8	0.0	0.0	0.8	1.3	0.0	0.0	0.7	0.0	1.8	0.0	1.8	0.9
Exiting Leg Total				18				0				21	39

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	Bennington Street				Crescent Avenue				Bennington Street				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	256	0	0	256	67	36	0	103	0	66	0	66	425
7:15 AM	277	0	0	277	78	23	0	101	0	60	0	60	438
7:30 AM	294	0	0	294	47	31	0	78	0	56	0	56	428
7:45 AM	221	0	0	221	48	57	0	105	0	53	1	54	380
<b>Total Volume</b>	<b>1048</b>	<b>0</b>	<b>0</b>	<b>1048</b>	<b>240</b>	<b>147</b>	<b>0</b>	<b>387</b>	<b>0</b>	<b>235</b>	<b>1</b>	<b>236</b>	<b>1671</b>
% Approach Total	100.0	0.0	0.0		62.0	38.0	0.0		0.0	99.6	0.4		
PHF	0.891	0.000	0.000	0.891	0.769	0.645	0.000	0.921	0.000	0.890	0.250	0.894	0.954
Cars	1028	0	0	1028	231	146	0	377	0	224	1	225	1630
Cars %	98.1	0.0	0.0	98.1	96.3	99.3	0.0	97.4	0.0	95.3	100.0	95.3	97.5
Heavy Vehicles	5	0	0	5	4	1	0	5	0	3	0	3	13
Heavy Vehicles %	0.5	0.0	0.0	0.5	1.7	0.7	0.0	1.3	0.0	1.3	0.0	1.3	0.8
Buses	15	0	0	15	5	0	0	5	0	8	0	8	28
Buses %	1.4	0.0	0.0	1.4	2.1	0.0	0.0	1.3	0.0	3.4	0.0	3.4	1.7
Cars Enter Leg	1028	0	0	1028	231	146	0	377	0	224	1	225	1630
Heavy Enter Leg	5	0	0	5	4	1	0	5	0	3	0	3	13
Bus Enter Leg	15	0	0	15	5	0	0	5	0	8	0	8	28
<b>Total Entering Leg</b>	<b>1048</b>	<b>0</b>	<b>0</b>	<b>1048</b>	<b>240</b>	<b>147</b>	<b>0</b>	<b>387</b>	<b>0</b>	<b>235</b>	<b>1</b>	<b>236</b>	<b>1671</b>
Cars Exiting Leg				455				0				1175	1630

PDI File #: **175607 (45)**  
 Location: **N: Bennington Street S: Bennington Street**  
 Location: **E: Crescent Avenue**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



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

**Cars, Heavy Vehicles, and Buses (Combined)**

	Bennington Street				Crescent Avenue				Bennington Street				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
Heavy Exiting Leg				7				0				6	13
Buses Exiting Leg				13				0				15	28
Total Exiting Leg				475				0				1196	1671



PDI File #: **175607 (45)**  
 Location: **N: Bennington Street S: Bennington Street**  
 Location: **E: Crescent Avenue**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



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

**Cars**

	Bennington Street				Crescent Avenue				Bennington Street				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:30 AM	233	0	0	233	32	31	0	63	0	30	0	30	326
6:45 AM	214	0	0	214	23	33	0	56	0	32	0	32	302
<b>Total</b>	<b>447</b>	<b>0</b>	<b>0</b>	<b>447</b>	<b>55</b>	<b>64</b>	<b>0</b>	<b>119</b>	<b>0</b>	<b>62</b>	<b>0</b>	<b>62</b>	<b>628</b>
7:00 AM	249	0	0	249	64	36	0	100	0	59	0	59	408
7:15 AM	272	0	0	272	75	23	0	98	0	58	0	58	428
7:30 AM	290	0	0	290	47	31	0	78	0	56	0	56	424
7:45 AM	217	0	0	217	45	56	0	101	0	51	1	52	370
<b>Total</b>	<b>1028</b>	<b>0</b>	<b>0</b>	<b>1028</b>	<b>231</b>	<b>146</b>	<b>0</b>	<b>377</b>	<b>0</b>	<b>224</b>	<b>1</b>	<b>225</b>	<b>1630</b>
8:00 AM	242	0	0	242	59	61	0	120	0	43	0	43	405
8:15 AM	218	0	2	220	54	44	0	98	0	43	0	43	361
8:30 AM	204	0	0	204	44	31	0	75	0	41	0	41	320
8:45 AM	184	0	0	184	27	24	0	51	0	61	0	61	296
<b>Total</b>	<b>848</b>	<b>0</b>	<b>2</b>	<b>850</b>	<b>184</b>	<b>160</b>	<b>0</b>	<b>344</b>	<b>0</b>	<b>188</b>	<b>0</b>	<b>188</b>	<b>1382</b>
9:00 AM	155	0	1	156	34	16	0	50	0	48	0	48	254
9:15 AM	139	0	0	139	32	18	0	50	0	58	0	58	247
<b>Total</b>	<b>294</b>	<b>0</b>	<b>1</b>	<b>295</b>	<b>66</b>	<b>34</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>106</b>	<b>0</b>	<b>106</b>	<b>501</b>
<b>Grand Total</b>	<b>2617</b>	<b>0</b>	<b>3</b>	<b>2620</b>	<b>536</b>	<b>404</b>	<b>0</b>	<b>940</b>	<b>0</b>	<b>580</b>	<b>1</b>	<b>581</b>	<b>4141</b>
Approach %	99.9	0.0	0.1		57.0	43.0	0.0		0.0	99.8	0.2		
Total %	63.2	0.0	0.1	63.3	12.9	9.8	0.0	22.7	0.0	14.0	0.0	14.0	
Exiting Leg Total				1119				0				3022	4141

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

7:00 AM	Bennington Street				Crescent Avenue				Bennington Street				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	249	0	0	249	64	36	0	100	0	59	0	59	408
7:15 AM	272	0	0	272	75	23	0	98	0	58	0	58	428
7:30 AM	290	0	0	290	47	31	0	78	0	56	0	56	424
7:45 AM	217	0	0	217	45	56	0	101	0	51	1	52	370
<b>Total Volume</b>	<b>1028</b>	<b>0</b>	<b>0</b>	<b>1028</b>	<b>231</b>	<b>146</b>	<b>0</b>	<b>377</b>	<b>0</b>	<b>224</b>	<b>1</b>	<b>225</b>	<b>1630</b>
<b>% Approach Total</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>		<b>61.3</b>	<b>38.7</b>	<b>0.0</b>		<b>0.0</b>	<b>99.6</b>	<b>0.4</b>		
PHF	0.886	0.000	0.000	0.886	0.770	0.652	0.000	0.933	0.000	0.949	0.250	0.953	0.952
Entering Leg	1028	0	0	1028	231	146	0	377	0	224	1	225	1630
Exiting Leg				455				0				1175	1630
<b>Total</b>				<b>1483</b>				<b>377</b>				<b>1400</b>	<b>3260</b>

PDI File #: **175607 (45)**  
 Location: **N: Bennington Street S: Bennington Street**  
 Location: **E: Crescent Avenue**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



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

**Heavy Vehicles**

	Bennington Street				Crescent Avenue				Bennington Street				Total	
	North				East				South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
6:30 AM	1	0	0	1	0	0	0	0	0	0	1	0	1	2
6:45 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	2
<b>Total</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>1</b>	<b>0</b>	<b>1</b>	<b>4</b>
7:00 AM	2	0	0	2	1	0	0	1	0	2	0	2	2	5
7:15 AM	0	0	0	0	2	0	0	2	0	0	0	0	0	2
7:30 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	2
7:45 AM	1	0	0	1	1	1	0	2	0	1	0	1	1	4
<b>Total</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>13</b>	
8:00 AM	3	0	0	3	0	0	0	0	0	0	0	0	0	3
8:15 AM	1	0	0	1	2	0	0	2	0	3	0	3	6	
8:30 AM	4	0	0	4	1	0	0	1	0	1	0	1	6	
8:45 AM	1	0	0	1	0	0	0	0	0	3	0	3	4	
<b>Total</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>19</b>	
9:00 AM	0	0	1	1	1	0	0	1	0	3	0	3	5	
9:15 AM	4	0	0	4	0	0	0	0	0	0	0	0	4	
<b>Total</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>9</b>	
<b>Grand Total</b>	<b>21</b>	<b>0</b>	<b>1</b>	<b>22</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>14</b>	<b>45</b>	
Approach %	95.5	0.0	4.5		88.9	11.1	0.0		0.0	100.0	0.0			
Total %	46.7	0.0	2.2	48.9	17.8	2.2	0.0	20.0	0.0	31.1	0.0	31.1		
Exiting Leg Total				23				0				22	45	

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

8:15 AM	Bennington Street				Crescent Avenue				Bennington Street				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
8:15 AM	1	0	0	1	2	0	0	2	0	3	0	3	6
8:30 AM	4	0	0	4	1	0	0	1	0	1	0	1	6
8:45 AM	1	0	0	1	0	0	0	0	0	3	0	3	4
9:00 AM	0	0	1	1	1	0	0	1	0	3	0	3	5
<b>Total Volume</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>21</b>
<b>% Approach Total</b>	<b>85.7</b>	<b>0.0</b>	<b>14.3</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>		
PHF	0.375	0.000	0.250	0.438	0.500	0.000	0.000	0.500	0.000	0.833	0.000	0.833	0.875
Entering Leg	6	0	1	7	4	0	0	4	0	10	0	10	21
Exiting Leg				15				0				6	21
<b>Total</b>				<b>22</b>				<b>4</b>				<b>16</b>	<b>42</b>

PDI File #: **175607 (45)**  
 Location: **N: Bennington Street S: Bennington Street**  
 Location: **E: Crescent Avenue**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



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

**Buses**

	Bennington Street				Crescent Avenue				Bennington Street				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:30 AM	1	0	0	1	1	0	0	1	0	0	0	0	2
6:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</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>3</b>
7:00 AM	5	0	0	5	2	0	0	2	0	5	0	5	12
7:15 AM	5	0	0	5	1	0	0	1	0	2	0	2	8
7:30 AM	2	0	0	2	0	0	0	0	0	0	0	0	2
7:45 AM	3	0	0	3	2	0	0	2	0	1	0	1	6
<b>Total</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>28</b>
8:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
8:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
8:45 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
<b>Total</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</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>5</b>
9:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
9:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	2
<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>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>3</b>
<b>Grand Total</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>39</b>
Approach %	100.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
Total %	53.8	0.0	0.0	53.8	17.9	0.0	0.0	17.9	0.0	28.2	0.0	28.2	
Exiting Leg Total				18				0				21	39

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

7:00 AM	Bennington Street				Crescent Avenue				Bennington Street				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	5	0	0	5	2	0	0	2	0	5	0	5	12
7:15 AM	5	0	0	5	1	0	0	1	0	2	0	2	8
7:30 AM	2	0	0	2	0	0	0	0	0	0	0	0	2
7:45 AM	3	0	0	3	2	0	0	2	0	1	0	1	6
<b>Total Volume</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>28</b>
<b>% Approach Total</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</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>		
PHF	0.750	0.000	0.000	0.750	0.625	0.000	0.000	0.625	0.000	0.400	0.000	0.400	0.583
Entering Leg	15	0	0	15	5	0	0	5	0	8	0	8	28
Exiting Leg				13				0				15	28
<b>Total</b>				<b>28</b>				<b>5</b>				<b>23</b>	<b>56</b>

PDI File #: **175607 (45)**  
 Location: **N: Bennington Street S: Bennington Street**  
 Location: **E: Crescent Avenue**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 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)**

	Bennington Street						Crescent Avenue						Bennington Street						Total
	North						East						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	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	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
7:00 AM	0	0	0	0	0	0	1	0	0	0	0	1	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
7:30 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	2	0	0	0	0	2	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
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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>	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Grand Total</b>	1	0	0	0	0	1	2	0	0	1	0	3	0	0	0	0	0	0	4
Approach %	100.0	0.0	0.0	0.0	0.0		66.7	0.0	0.0	33.3	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	25.0	0.0	0.0	0.0	0.0	25.0	50.0	0.0	0.0	25.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	2						1						1						4

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

6:45 AM	Bennington Street						Crescent Avenue						Bennington Street						Total
	North						East						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	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	1	0	0	0	0	1	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
7:30 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
<b>Total Volume</b>	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	2
<b>% Approach Total</b>	0.0	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0						2						0						2
Exiting Leg	2						0						0						2
<b>Total</b>	2						2						0						4

PDI File #: **175607 (45)**  
 Location: **N: Bennington Street S: Bennington Street**  
 Location: **E: Crescent Avenue**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **6:30 AM**  
 End Time: **9:30 AM**  
 Class:



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

**Pedestrians**

	Bennington Street						Crescent Avenue						Bennington Street						Total	
	North						East						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		
6:30 AM	0	0	0	0	14	14	0	0	0	1	0	1	0	0	0	0	0	0	0	15
6:45 AM	0	0	0	0	7	7	0	0	0	16	0	16	0	0	0	0	0	0	0	23
<b>Total</b>	0	0	0	0	21	21	0	0	0	17	0	17	0	0	0	0	0	0	0	38
7:00 AM	0	0	0	0	1	1	0	0	0	17	2	19	0	0	0	0	0	0	0	20
7:15 AM	0	0	0	0	1	1	0	0	0	3	2	5	0	0	0	0	0	0	0	6
7:30 AM	0	0	0	0	0	0	0	0	0	3	2	5	0	0	0	0	1	1	6	6
7:45 AM	0	0	0	0	0	0	0	0	0	21	2	23	0	0	0	0	0	0	0	23
<b>Total</b>	0	0	0	0	2	2	0	0	0	44	8	52	0	0	0	0	1	1	1	55
8:00 AM	0	0	0	0	0	0	0	0	0	44	7	51	0	0	0	0	0	0	0	51
8:15 AM	0	0	0	0	0	0	0	0	0	20	6	26	0	0	0	0	0	0	0	26
8:30 AM	0	0	0	1	1	2	0	0	0	4	2	6	0	0	0	0	0	0	0	8
8:45 AM	0	0	0	0	1	1	0	0	0	1	1	2	0	0	0	0	0	0	0	3
<b>Total</b>	0	0	0	1	2	3	0	0	0	69	16	85	0	0	0	0	0	0	0	88
9:00 AM	0	0	0	1	3	4	0	0	0	0	1	1	0	0	0	1	0	1	6	
9:15 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
<b>Total</b>	0	0	0	2	3	5	0	0	0	0	1	1	0	0	0	1	0	1	7	
<b>Grand Total</b>	0	0	0	3	28	31	0	0	0	130	25	155	0	0	0	1	1	2	188	
Approach %	0.0	0.0	0.0	9.7	90.3		0.0	0.0	0.0	83.9	16.1		0.0	0.0	0.0	50.0	50.0			
Total %	0.0	0.0	0.0	1.6	14.9	16.5	0.0	0.0	0.0	69.1	13.3	82.4	0.0	0.0	0.0	0.5	0.5	1.1		
Exiting Leg Total	31						155						2						188	

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

7:45 AM	Bennington Street						Crescent Avenue						Bennington Street						Total	
	North						East						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	0	0	0	0	0	0	0	0	0	21	2	23	0	0	0	0	0	0	0	23
8:00 AM	0	0	0	0	0	0	0	0	0	44	7	51	0	0	0	0	0	0	0	51
8:15 AM	0	0	0	0	0	0	0	0	0	20	6	26	0	0	0	0	0	0	0	26
8:30 AM	0	0	0	1	1	2	0	0	0	4	2	6	0	0	0	0	0	0	0	8
<b>Total Volume</b>	0	0	0	1	1	2	0	0	0	89	17	106	0	0	0	0	0	0	0	108
<b>% Approach Total</b>	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	84.0	16.0		0.0	0.0	0.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.250	0.250	0.250	0.000	0.000	0.000	0.506	0.607	0.520	0.000	0.000	0.000	0.000	0.000	0.000	0.529	
Entering Leg	0	0	0	1	1	2	0	0	0	89	17	106	0	0	0	0	0	0	0	108
Exiting Leg	2						106						0						108	
<b>Total</b>	4						212						0						216	

PDI File #: **175607 (45)**  
 Location: **N: Bennington Street S: Bennington Street**  
 Location: **E: Crescent Avenue**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



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

**Cars, Heavy Vehicles, and Buses (Combined)**

	Bennington Street				Crescent Avenue				Bennington Street				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:30 PM	97	0	0	97	36	17	0	53	0	125	0	125	275
3:45 PM	89	0	1	90	35	12	0	47	0	135	0	135	272
<b>Total</b>	<b>186</b>	<b>0</b>	<b>1</b>	<b>187</b>	<b>71</b>	<b>29</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>260</b>	<b>0</b>	<b>260</b>	<b>547</b>
4:00 PM	102	0	0	102	43	12	0	55	0	140	0	140	297
4:15 PM	101	0	0	101	28	10	0	38	0	140	0	140	279
4:30 PM	96	0	0	96	21	12	0	33	0	132	0	132	261
4:45 PM	113	1	0	114	33	10	0	43	0	158	0	158	315
<b>Total</b>	<b>412</b>	<b>1</b>	<b>0</b>	<b>413</b>	<b>125</b>	<b>44</b>	<b>0</b>	<b>169</b>	<b>0</b>	<b>570</b>	<b>0</b>	<b>570</b>	<b>1152</b>
5:00 PM	102	0	0	102	36	15	0	51	0	143	0	143	296
5:15 PM	95	0	1	96	26	14	0	40	0	148	0	148	284
5:30 PM	90	0	1	91	27	13	0	40	1	162	0	163	294
5:45 PM	95	1	2	98	34	7	0	41	0	121	0	121	260
<b>Total</b>	<b>382</b>	<b>1</b>	<b>4</b>	<b>387</b>	<b>123</b>	<b>49</b>	<b>0</b>	<b>172</b>	<b>1</b>	<b>574</b>	<b>0</b>	<b>575</b>	<b>1134</b>
6:00 PM	76	0	0	76	38	10	0	48	0	118	0	118	242
6:15 PM	94	0	0	94	37	7	0	44	0	128	0	128	266
<b>Total</b>	<b>170</b>	<b>0</b>	<b>0</b>	<b>170</b>	<b>75</b>	<b>17</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>246</b>	<b>0</b>	<b>246</b>	<b>508</b>
<b>Grand Total</b>	<b>1150</b>	<b>2</b>	<b>5</b>	<b>1157</b>	<b>394</b>	<b>139</b>	<b>0</b>	<b>533</b>	<b>1</b>	<b>1650</b>	<b>0</b>	<b>1651</b>	<b>3341</b>
Approach %	99.4	0.2	0.4		73.9	26.1	0.0		0.1	99.9	0.0		
Total %	34.4	0.1	0.1	34.6	11.8	4.2	0.0	16.0	0.0	49.4	0.0	49.4	
Exiting Leg Total				2049				3				1289	3341
Cars	1134	2	5	1141	391	138	0	529	1	1633	0	1634	3304
% Cars	98.6	100.0	100.0	98.6	99.2	99.3	0.0	99.2	100.0	99.0	0.0	99.0	98.9
Exiting Leg Total				2029				3				1272	3304
Heavy Vehicles	11	0	0	11	3	1	0	4	0	9	0	9	24
% Heavy Vehicles	1.0	0.0	0.0	1.0	0.8	0.7	0.0	0.8	0.0	0.5	0.0	0.5	0.7
Exiting Leg Total				12				0				12	24
Buses	5	0	0	5	0	0	0	0	0	8	0	8	13
% Buses	0.4	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.5	0.4
Exiting Leg Total				8				0				5	13

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

	Bennington Street				Crescent Avenue				Bennington Street				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:45 PM	113	1	0	114	33	10	0	43	0	158	0	158	315
5:00 PM	102	0	0	102	36	15	0	51	0	143	0	143	296
5:15 PM	95	0	1	96	26	14	0	40	0	148	0	148	284
5:30 PM	90	0	1	91	27	13	0	40	1	162	0	163	294
<b>Total Volume</b>	<b>400</b>	<b>1</b>	<b>2</b>	<b>403</b>	<b>122</b>	<b>52</b>	<b>0</b>	<b>174</b>	<b>1</b>	<b>611</b>	<b>0</b>	<b>612</b>	<b>1189</b>
% Approach Total	99.3	0.2	0.5		70.1	29.9	0.0		0.2	99.8	0.0		
PHF	0.885	0.250	0.500	0.884	0.847	0.867	0.000	0.853	0.250	0.943	0.000	0.939	0.944
Cars	393	1	2	396	122	52	0	174	1	608	0	609	1179
Cars %	98.3	100.0	100.0	98.3	100.0	100.0	0.0	100.0	100.0	99.5	0.0	99.5	99.2
Heavy Vehicles	5	0	0	5	0	0	0	0	0	2	0	2	7
Heavy Vehicles %	1.3	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.3	0.6
Buses	2	0	0	2	0	0	0	0	0	1	0	1	3
Buses %	0.5	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.2	0.3
Cars Enter Leg	393	1	2	396	122	52	0	174	1	608	0	609	1179
Heavy Enter Leg	5	0	0	5	0	0	0	0	0	2	0	2	7
Bus Enter Leg	2	0	0	2	0	0	0	0	0	1	0	1	3
<b>Total Entering Leg</b>	<b>400</b>	<b>1</b>	<b>2</b>	<b>403</b>	<b>122</b>	<b>52</b>	<b>0</b>	<b>174</b>	<b>1</b>	<b>611</b>	<b>0</b>	<b>612</b>	<b>1189</b>

PDI File #: **175607 (45)**  
 Location: **N: Bennington Street S: Bennington Street**  
 Location: **E: Crescent Avenue**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



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

**Cars, Heavy Vehicles, and Buses (Combined)**

	Bennington Street				Crescent Avenue				Bennington Street				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
Cars Exiting Leg				732				2				445	1179
Heavy Exiting Leg				2				0				5	7
Buses Exiting Leg				1				0				2	3
<b>Total Exiting Leg</b>				<b>735</b>				<b>2</b>				<b>452</b>	<b>1189</b>

PDI File #: **175607 (45)**  
 Location: **N: Bennington Street S: Bennington Street**  
 Location: **E: Crescent Avenue**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



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**Cars**

	Bennington Street				Crescent Avenue				Bennington Street				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:30 PM	94	0	0	94	36	17	0	53	0	122	0	122	269
3:45 PM	86	0	1	87	35	12	0	47	0	131	0	131	265
<b>Total</b>	<b>180</b>	<b>0</b>	<b>1</b>	<b>181</b>	<b>71</b>	<b>29</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>253</b>	<b>0</b>	<b>253</b>	<b>534</b>
4:00 PM	102	0	0	102	42	12	0	54	0	135	0	135	291
4:15 PM	100	0	0	100	28	10	0	38	0	140	0	140	278
4:30 PM	96	0	0	96	20	11	0	31	0	130	0	130	257
4:45 PM	112	1	0	113	33	10	0	43	0	157	0	157	313
<b>Total</b>	<b>410</b>	<b>1</b>	<b>0</b>	<b>411</b>	<b>123</b>	<b>43</b>	<b>0</b>	<b>166</b>	<b>0</b>	<b>562</b>	<b>0</b>	<b>562</b>	<b>1139</b>
5:00 PM	97	0	0	97	36	15	0	51	0	143	0	143	291
5:15 PM	95	0	1	96	26	14	0	40	0	148	0	148	284
5:30 PM	89	0	1	90	27	13	0	40	1	160	0	161	291
5:45 PM	95	1	2	98	33	7	0	40	0	121	0	121	259
<b>Total</b>	<b>376</b>	<b>1</b>	<b>4</b>	<b>381</b>	<b>122</b>	<b>49</b>	<b>0</b>	<b>171</b>	<b>1</b>	<b>572</b>	<b>0</b>	<b>573</b>	<b>1125</b>
6:00 PM	76	0	0	76	38	10	0	48	0	118	0	118	242
6:15 PM	92	0	0	92	37	7	0	44	0	128	0	128	264
<b>Total</b>	<b>168</b>	<b>0</b>	<b>0</b>	<b>168</b>	<b>75</b>	<b>17</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>246</b>	<b>0</b>	<b>246</b>	<b>506</b>
<b>Grand Total</b>	<b>1134</b>	<b>2</b>	<b>5</b>	<b>1141</b>	<b>391</b>	<b>138</b>	<b>0</b>	<b>529</b>	<b>1</b>	<b>1633</b>	<b>0</b>	<b>1634</b>	<b>3304</b>
Approach %	99.4	0.2	0.4		73.9	26.1	0.0		0.1	99.9	0.0		
Total %	34.3	0.1	0.2	34.5	11.8	4.2	0.0	16.0	0.0	49.4	0.0	49.5	
Exiting Leg Total				2029				3				1272	3304

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

	Bennington Street				Crescent Avenue				Bennington Street				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:45 PM	112	1	0	113	33	10	0	43	0	157	0	157	313
5:00 PM	97	0	0	97	36	15	0	51	0	143	0	143	291
5:15 PM	95	0	1	96	26	14	0	40	0	148	0	148	284
5:30 PM	89	0	1	90	27	13	0	40	1	160	0	161	291
<b>Total Volume</b>	<b>393</b>	<b>1</b>	<b>2</b>	<b>396</b>	<b>122</b>	<b>52</b>	<b>0</b>	<b>174</b>	<b>1</b>	<b>608</b>	<b>0</b>	<b>609</b>	<b>1179</b>
% Approach Total	99.2	0.3	0.5		70.1	29.9	0.0		0.2	99.8	0.0		
PHF	0.877	0.250	0.500	0.876	0.847	0.867	0.000	0.853	0.250	0.950	0.000	0.946	0.942
Entering Leg	393	1	2	396	122	52	0	174	1	608	0	609	1179
Exiting Leg				732				2				445	1179
<b>Total</b>				<b>1128</b>				<b>176</b>				<b>1054</b>	<b>2358</b>



PDI File #: **175607 (45)**  
 Location: **N: Bennington Street S: Bennington Street**  
 Location: **E: Crescent Avenue**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



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

**Heavy Vehicles**

	Bennington Street				Crescent Avenue				Bennington Street				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:30 PM	2	0	0	2	0	0	0	0	0	2	0	2	4
3:45 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
<b>Total</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>3</b>	<b>0</b>	<b>3</b>	<b>6</b>
4:00 PM	0	0	0	0	1	0	0	1	0	2	0	2	3
4:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	1	1	0	2	0	2	0	2	4
4:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>9</b>
5:00 PM	3	0	0	3	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
5:30 PM	1	0	0	1	0	0	0	0	0	2	0	2	3
5:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
<b>Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>7</b>
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	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>0</b>	<b>0</b>	<b>2</b>
<b>Grand Total</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>9</b>	<b>24</b>
Approach %	100.0	0.0	0.0		75.0	25.0	0.0		0.0	100.0	0.0		
Total %	45.8	0.0	0.0	45.8	12.5	4.2	0.0	16.7	0.0	37.5	0.0	37.5	
Exiting Leg Total				12				0				12	24

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

	Bennington Street				Crescent Avenue				Bennington Street				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:30 PM	2	0	0	2	0	0	0	0	0	2	0	2	4
3:45 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
4:00 PM	0	0	0	0	1	0	0	1	0	2	0	2	3
4:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
<b>Total Volume</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>10</b>
% Approach Total	100.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.500	0.000	0.000	0.500	0.250	0.000	0.000	0.250	0.000	0.625	0.000	0.625	0.625
Entering Leg	4	0	0	4	1	0	0	1	0	5	0	5	10
Exiting Leg				6				0				4	10
<b>Total</b>				<b>10</b>				<b>1</b>				<b>9</b>	<b>20</b>

PDI File #: **175607 (45)**  
 Location: **N: Bennington Street S: Bennington Street**  
 Location: **E: Crescent Avenue**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthaume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



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

**Buses**

	Bennington Street				Crescent Avenue				Bennington Street				Total	
	North				East				South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
3:30 PM	1	0	0	1	0	0	0	0	0	0	1	0	1	2
3:45 PM	2	0	0	2	0	0	0	0	0	0	3	0	3	5
<b>Total</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>4</b>	<b>0</b>	<b>4</b>	<b>7</b>
4:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	3	3
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	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>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>4</b>
5:00 PM	2	0	0	2	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
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>	<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>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 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>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Grand Total</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</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>13</b>
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0			
Total %	38.5	0.0	0.0	38.5	0.0	0.0	0.0	0.0	0.0	61.5	0.0	61.5		
Exiting Leg Total				8				0					5	13

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

	Bennington Street				Crescent Avenue				Bennington Street				Total	
	North				East				South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
3:30 PM	1	0	0	1	0	0	0	0	0	0	1	0	1	2
3:45 PM	2	0	0	2	0	0	0	0	0	0	3	0	3	5
4:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	3	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<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>7</b>	<b>0</b>	<b>7</b>	<b>10</b>
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0			
PHF	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.583	0.000	0.583	0.500	
Entering Leg	3	0	0	3	0	0	0	0	0	7	0	7	10	
Exiting Leg				7				0					3	10
<b>Total</b>				<b>10</b>				<b>0</b>					<b>10</b>	<b>20</b>

PDI File #: **175607 (45)**  
 Location: **N: Bennington Street S: Bennington Street**  
 Location: **E: Crescent Avenue**  
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**Bicycles (on Roadway and Crosswalks)**

	Bennington Street						Crescent Avenue						Bennington Street						Total
	North						East						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	
3:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
4:00 PM	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
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	3
<b>Total</b>	<b>2</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>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>3</b>
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	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>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Grand Total</b>	<b>2</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>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>6</b>
Approach %	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	50.0	50.0		0.0	50.0	0.0	0.0	50.0		
Total %	33.3	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	16.7	16.7	33.3	0.0	16.7	0.0	0.0	16.7	33.3	
Exiting Leg Total	1						2						3						6

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

4:30 PM	Bennington Street						Crescent Avenue						Bennington Street						Total
	North						East						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	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
<b>Total Volume</b>	<b>2</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>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>5</b>
% Approach Total	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0		0.0	50.0	0.0	0.0	50.0		
PHF	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.250	0.000	0.000	0.250	0.500	0.417
Entering Leg	2						1						5						
Exiting Leg	1						1						3						
<b>Total</b>	<b>3</b>						<b>2</b>						<b>5</b>						<b>10</b>

PDI File #: **175607 (45)**  
 Location: **N: Bennington Street S: Bennington Street**  
 Location: **E: Crescent Avenue**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



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

**Pedestrians**

	Bennington Street							Crescent Avenue							Bennington Street							Total
	North							East							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		
3:30 PM	0	0	0	0	0	1	1	0	0	0	0	0	13	13	0	0	0	0	0	0	0	14
3:45 PM	0	0	0	0	0	0	0	0	0	0	1	4	5	0	0	0	0	0	0	0	5	
<b>Total</b>	0	0	0	0	0	1	1	0	0	0	1	17	18	0	0	0	0	0	0	0	19	
4:00 PM	0	0	0	0	0	1	1	0	0	0	6	7	13	0	0	0	0	0	0	0	14	
4:15 PM	0	0	0	1	2	3	3	0	0	0	2	0	2	0	0	0	0	0	0	0	5	
4:30 PM	0	0	0	1	1	2	2	0	0	0	2	2	4	0	0	0	0	0	0	0	6	
4:45 PM	0	0	0	1	0	1	1	0	0	0	2	5	7	0	0	0	1	0	1	1	9	
<b>Total</b>	0	0	0	3	4	7	7	0	0	0	12	14	26	0	0	0	1	0	1	1	34	
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	2	
5:15 PM	0	0	0	3	4	7	7	0	0	0	5	3	8	0	0	0	0	0	0	0	15	
5:30 PM	0	0	0	0	0	0	0	0	0	0	2	7	9	0	0	0	0	0	0	0	9	
5:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	2	
<b>Total</b>	0	0	0	3	4	7	7	0	0	0	10	11	21	0	0	0	0	0	0	0	28	
6:00 PM	0	0	0	0	2	2	2	0	0	0	0	2	2	0	0	0	0	0	0	0	4	
6:15 PM	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
<b>Total</b>	0	0	0	1	2	3	3	0	0	0	0	2	2	0	0	0	0	0	0	0	5	
<b>Grand Total</b>	0	0	0	7	11	18	18	0	0	0	23	44	67	0	0	0	1	0	1	1	86	
Approach %	0.0	0.0	0.0	38.9	61.1			0.0	0.0	0.0	34.3	65.7			0.0	0.0	0.0	100.0	0.0			
Total %	0.0	0.0	0.0	8.1	12.8	20.9	20.9	0.0	0.0	0.0	26.7	51.2	77.9	77.9	0.0	0.0	0.0	1.2	0.0	1.2	1.2	
Exiting Leg Total	18							67							1							86

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

3:30 PM	Bennington Street							Crescent Avenue							Bennington Street							Total
	North							East							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		
3:30 PM	0	0	0	0	0	1	1	0	0	0	0	0	13	13	0	0	0	0	0	0	0	14
3:45 PM	0	0	0	0	0	0	0	0	0	0	1	4	5	0	0	0	0	0	0	0	5	
4:00 PM	0	0	0	0	1	1	1	0	0	0	6	7	13	0	0	0	0	0	0	0	14	
4:15 PM	0	0	0	1	2	3	3	0	0	0	2	0	2	0	0	0	0	0	0	0	5	
<b>Total Volume</b>	0	0	0	1	4	5	5	0	0	0	9	24	33	0	0	0	0	0	0	0	38	
<b>% Approach Total</b>	0.0	0.0	0.0	20.0	80.0			0.0	0.0	0.0	27.3	72.7			0.0	0.0	0.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.250	0.500	0.417	0.417	0.000	0.000	0.000	0.375	0.462	0.635	0.635	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.679
Entering Leg	0	0	0	1	4	5	5	0	0	0	9	24	33	0	0	0	0	0	0	0	38	
Exiting Leg	5							33							0							38
<b>Total</b>	10							66							0							76

PDI File #: 175607 (46)

Location: N: State Road S: Bennington Street NE: Unity Avenue

Location: E: Winthrop Avenue W: Winthrop Avenue

City, State: Revere, MA

Client: VHB/ A. Berthume

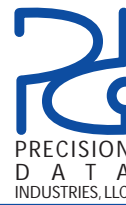
Site Code: 13796.00

Count Date: Tuesday, May 09, 2017

Start Time: 6:30 AM

End Time: 9:30 AM

Class:



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

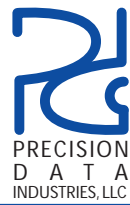
Cars, Heavy Vehicles, and Buses (Combined)

Table with columns for State Road, Unity Avenue, Winthrop Avenue, Bennington Street, and Winthrop Avenue. Sub-columns include North, Northeast, East, South, and West directions. Rows show traffic counts for various times from 6:30 AM to 9:15 AM, plus Grand Total, Approach %, and Exiting Leg Total.

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

Table showing Peak Hour Analysis for 7:00 AM, 7:15 AM, 7:30 AM, and 7:45 AM. Columns and sub-columns are identical to the main table above.

PDI File #: 175607 (46)  
 Location: N: State Road S: Bennington Street NE: Unity Avenue  
 Location: E: Winthrop Avenue W: Winthrop Avenue  
 City, State: Revere, MA  
 Client: VHB/ A. Berthume  
 Site Code: 13796.00  
 Count Date: Tuesday, May 09, 2017  
 Start Time: 6:30 AM  
 End Time: 9:30 AM  
 Class:



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

**Cars, Heavy Vehicles, and Buses (Combined)**

	State Road						Unity Avenue						Winthrop Avenue						Bennington Street						Winthrop Avenue						Total
	North						Northeast						East						South						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	
PHF	0.728	0.869	0.708	0.000	0.250	0.927	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.633	0.000	0.759	0.846	0.000	0.848	0.775	0.891	0.000	0.841	0.000	0.836	0.954
Cars	162	690	16	0	1	869	0	0	0	0	0	0	0	0	0	0	0	0	37	0	170	328	0	535	361	75	0	35	0	471	1875
Cars %	97.6	98.3	94.1	0.0	100.0	98.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.4	0.0	98.3	95.1	0.0	96.2	97.8	91.5	0.0	94.6	0.0	96.5	97.2
Heavy Vehicles	1	3	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	0	6	3	3	0	0	0	6	17
Heavy Vehicles %	0.6	0.4	5.9	0.0	0.0	0.6	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	0.6	1.4	0.0	1.1	0.8	3.7	0.0	0.0	0.0	1.2	0.9
Buses	3	9	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	12	0	15	5	4	0	2	0	11	38
Buses %	1.8	1.3	0.0	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.6	0.0	1.2	3.5	0.0	2.7	1.4	4.9	0.0	5.4	0.0	2.3	2.0
Cars Enter Leg	162	690	16	0	1	869	0	0	0	0	0	0	0	0	0	0	0	0	37	0	170	328	0	535	361	75	0	35	0	471	1875
Heavy Enter Leg	1	3	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	0	6	3	3	0	0	0	6	17
Bus Enter Leg	3	9	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	12	0	15	5	4	0	2	0	11	38
Total Entering Leg	166	702	17	0	1	886	0	0	0	0	0	0	0	0	0	0	0	0	38	0	173	345	0	556	369	82	0	37	0	488	1930
Cars Exiting Leg						206						0						128						1051						490	1875
Heavy Exiting Leg						1						0						4						6						6	17
Buses Exiting Leg						4						0						5						14						15	38
Total Exiting Leg						211						0						137						1071						511	1930

PDI File #: 175607 (46)  
 Location: N: State Road S: Bennington Street NE: Unity Avenue  
 Location: E: Winthrop Avenue W: Winthrop Avenue  
 City, State: Revere, MA  
 Client: VHB/ A. Berthume  
 Site Code: 13796.00  
 Count Date: Tuesday, May 09, 2017  
 Start Time: 6:30 AM  
 End Time: 9:30 AM  
 Class:



**Cars**

	State Road						Unity Avenue						Winthrop Avenue						Bennington Street						Winthrop Avenue						Total
	North						Northeast						East						South						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	
6:30 AM	35	167	2	1	0	205	0	0	0	0	0	0	0	0	0	1	0	1	7	0	12	52	0	71	75	16	1	5	0	97	374
6:45 AM	35	157	4	0	0	196	0	1	0	0	0	1	0	0	0	0	0	0	8	0	18	33	0	59	67	19	0	3	0	89	345
Total	70	324	6	1	0	401	0	1	0	0	0	1	0	0	0	1	0	1	15	0	30	85	0	130	142	35	1	8	0	186	719
7:00 AM	33	199	4	0	0	236	0	0	0	0	0	0	0	0	0	0	0	0	15	0	35	72	0	122	72	15	0	6	0	93	451
7:15 AM	34	152	2	0	0	188	0	0	0	0	0	0	0	0	0	0	0	0	4	0	57	96	0	157	118	17	0	7	0	142	487
7:30 AM	38	191	5	0	1	235	0	0	0	0	0	0	0	0	0	0	0	0	6	0	44	72	0	122	92	22	0	11	0	125	482
7:45 AM	57	148	5	0	0	210	0	0	0	0	0	0	0	0	0	0	0	0	12	0	34	88	0	134	79	21	0	11	0	111	455
Total	162	690	16	0	1	869	0	0	0	0	0	0	0	0	0	0	0	0	37	0	170	328	0	535	361	75	0	35	0	471	1875
8:00 AM	39	178	3	0	0	220	0	0	0	0	0	0	0	0	0	0	0	0	11	0	39	75	0	125	64	26	1	8	0	99	444
8:15 AM	29	156	7	1	0	193	0	0	0	0	0	0	0	0	0	0	0	0	10	0	31	57	0	98	75	31	0	8	0	114	405
8:30 AM	26	118	7	0	0	151	0	0	0	0	0	0	0	1	2	0	0	3	15	0	27	59	0	101	74	25	1	13	0	113	368
8:45 AM	34	115	4	0	0	153	1	0	0	0	0	1	0	0	0	0	0	0	10	0	19	54	0	83	77	35	0	11	0	123	360
Total	128	567	21	1	0	717	1	0	0	0	0	1	0	1	2	0	0	3	46	0	116	245	0	407	290	117	2	40	0	449	1577
9:00 AM	28	89	4	1	0	122	1	0	0	0	0	1	0	0	0	0	0	0	12	0	19	50	0	81	68	29	0	10	0	107	311
9:15 AM	24	76	5	0	0	105	0	0	0	0	0	0	0	0	0	0	0	0	10	0	25	52	0	87	60	38	0	3	0	101	293
Total	52	165	9	1	0	227	1	0	0	0	0	1	0	0	0	0	0	0	22	0	44	102	0	168	128	67	0	13	0	208	604
Grand Total	412	1746	52	3	1	2214	2	1	0	0	0	3	0	1	2	1	0	4	120	0	360	760	0	1240	921	294	3	96	0	1314	4775
Approach %	18.6	78.9	2.3	0.1	0.0		66.7	33.3	0.0	0.0	0.0		0.0	25.0	50.0	25.0	0.0		9.7	0.0	29.0	61.3	0.0		70.1	22.4	0.2	7.3	0.0		
Total %	8.6	36.6	1.1	0.1	0.0	46.4	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	2.5	0.0	7.5	15.9	0.0	26.0	19.3	6.2	0.1	2.0	0.0	27.5	
Exiting Leg Total	460						6						466						2668						1175						4775

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	State Road						Unity Avenue						Winthrop Avenue						Bennington Street						Winthrop Avenue						Total
	North						Northeast						East						South						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	33	199	4	0	0	236	0	0	0	0	0	0	0	0	0	0	0	0	15	0	35	72	0	122	72	15	0	6	0	93	451
7:15 AM	34	152	2	0	0	188	0	0	0	0	0	0	0	0	0	0	0	0	4	0	57	96	0	157	118	17	0	7	0	142	487
7:30 AM	38	191	5	0	1	235	0	0	0	0	0	0	0	0	0	0	0	0	6	0	44	72	0	122	92	22	0	11	0	125	482
7:45 AM	57	148	5	0	0	210	0	0	0	0	0	0	0	0	0	0	0	0	12	0	34	88	0	134	79	21	0	11	0	111	455
Total Volume	162	690	16	0	1	869	0	0	0	0	0	0	0	0	0	0	0	0	37	0	170	328	0	535	361	75	0	35	0	471	1875
% Approach Total	18.6	79.4	1.8	0.0	0.1		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		6.9	0.0	31.8	61.3	0.0		76.6	15.9	0.0	7.4	0.0		
PHF	0.711	0.867	0.800	0.000	0.250	0.921	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.617	0.000	0.746	0.854	0.000	0.852	0.765	0.852	0.000	0.795	0.000	0.829	0.963
Entering Leg	162	690	16	0	1	869	0	0	0	0	0	0	0	0	0	0	0	0	37	0	170	328	0	535	361	75	0	35	0	471	1875
Exiting Leg	206						0						128						1051						490						1875
Total	1075						0						128						1586						961						3750

PDI File #: 175607 (46)  
 Location: N: State Road S: Bennington Street NE: Unity Avenue  
 Location: E: Winthrop Avenue W: Winthrop Avenue  
 City, State: Revere, MA  
 Client: VHB/ A. Berthume  
 Site Code: 13796.00  
 Count Date: Tuesday, May 09, 2017  
 Start Time: 6:30 AM  
 End Time: 9:30 AM  
 Class:



**Heavy Vehicles**

	State Road						Unity Avenue						Winthrop Avenue						Bennington Street						Winthrop Avenue						Total
	North						Northeast						East						South						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	
6:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	1	0	0	1	4	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	
Total	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	3	0	1	0	0	4	7	
7:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2	0	0	0	0	2	5	
7:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	1	2	0	0	0	3	6	
7:30 AM	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	3	
7:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	1	3	
Total	1	3	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	0	6	3	3	0	0	0	6	17	
8:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	3	2	0	2	0	7	9
8:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	3	1	0	0	0	4	9	
8:30 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	1	0	0	0	0	1	6	
8:45 AM	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	4	1	0	0	0	0	1	7	
Total	2	4	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	10	0	12	8	3	0	2	0	13	31
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	0	2	0	1	0	3	6	
9:15 AM	1	1	2	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	1	0	0	0	3	9	
Total	1	1	2	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	5	2	3	0	1	0	6	15	
Grand Total	4	9	3	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4	20	0	25	16	9	1	3	0	29	70
Approach %	25.0	56.3	18.8	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		4.0	0.0	16.0	80.0	0.0		55.2	31.0	3.4	10.3	0.0		
Total %	5.7	12.9	4.3	0.0	0.0	22.9	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		1.4	0.0	5.7	28.6	0.0	35.7	22.9	12.9	1.4	4.3	0.0	41.4	
Exiting Leg Total	7						1						13						25						24						70

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	State Road						Unity Avenue						Winthrop Avenue						Bennington Street						Winthrop Avenue						Total
	North						Northeast						East						South						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	
8:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	3	2	0	2	0	7	9
8:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	3	1	0	0	0	4	9	
8:30 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	1	0	0	0	0	1	6	
8:45 AM	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	4	1	0	0	0	0	1	7	
Total Volume	2	4	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	10	0	12	8	3	0	2	0	13	31
% Approach Total	33.3	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	0.0		8.3	0.0	8.3	83.3	0.0		61.5	23.1	0.0	15.4	0.0		
PHF	0.500	0.500	0.000	0.000	0.000	0.750	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	0.625	0.000	0.750	0.667	0.375	0.000	0.250	0.000	0.464	0.861
Entering Leg	2	4	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	10	0	12	8	3	0	2	0	13	31
Exiting Leg	3						0						4						12						12						31
Total	9						0						4						24						25						62



PDI File #: 175607 (46)  
 Location: N: State Road S: Bennington Street NE: Unity Avenue  
 Location: E: Winthrop Avenue W: Winthrop Avenue  
 City, State: Revere, MA  
 Client: VHB/ A. Berthume  
 Site Code: 13796.00  
 Count Date: Tuesday, May 09, 2017  
 Start Time: 6:30 AM  
 End Time: 9:30 AM  
 Class:



**Buses**

	State Road						Unity Avenue						Winthrop Avenue						Bennington Street						Winthrop Avenue						Total
	North						Northeast						East						South						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	
6:30 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	1	4
6:45 AM	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
Total	1	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	2	7
7:00 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	3	2	0	2	0	7	15
7:15 AM	2	5	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	4	0	5	0	1	0	0	0	1	13
7:30 AM	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	1	1	0	0	0	2	6
7:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	1	0	0	0	0	1	4
Total	3	9	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	12	0	15	5	4	0	2	0	11	38
8:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	2	0	0	0	3	5
8:15 AM	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	3
8:30 AM	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	5	7
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	1	0	0	0	0	1	1
Total	2	3	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3	6	0	0	0	9	16
9:00 AM	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	3	0	0	0	4	5
9:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	3
Total	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	1	3	0	0	0	4	8
Grand Total	7	15	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4	16	0	21	9	15	0	2	0	26	69
Approach %	31.8	68.2	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		4.8	0.0	19.0	76.2	0.0		34.6	57.7	0.0	7.7	0.0		
Total %	10.1	21.7	0.0	0.0	0.0	31.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	5.8	23.2	0.0	30.4	13.0	21.7	0.0	2.9	0.0	37.7	
Exiting Leg Total	6						0						16						24						23						69

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	State Road						Unity Avenue						Winthrop Avenue						Bennington Street						Winthrop Avenue						Total
	North						Northeast						East						South						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	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	3	2	0	2	0	7	15
7:15 AM	2	5	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	4	0	5	0	1	0	0	0	1	13
7:30 AM	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	1	1	0	0	0	2	6
7:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	1	0	0	0	0	1	4
Total Volume	3	9	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	12	0	15	5	4	0	2	0	11	38
% Approach Total	25.0	75.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		6.7	0.0	13.3	80.0	0.0		45.5	36.4	0.0	18.2	0.0		
PHF	0.375	0.450	0.000	0.000	0.000	0.429	0.000	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	0.500	0.500	0.000	0.625	0.417	0.500	0.000	0.250	0.000	0.393	0.633
Entering Leg	3	9	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	12	0	15	5	4	0	2	0	11	38
Exiting Leg	4						0						5						14						15						
Total	16						0						5						29						26						76



PDI File #: 175607 (46)  
 Location: N: State Road S: Bennington Street NE: Unity Avenue  
 Location: E: Winthrop Avenue W: Winthrop Avenue  
 City, State: Revere, MA  
 Client: VHB/ A. Berthume  
 Site Code: 13796.00  
 Count Date: Tuesday, May 09, 2017  
 Start Time: 6:30 AM  
 End Time: 9:30 AM  
 Class:



**Pedestrians**

	State Road										Unity Avenue										Winthrop Avenue										Bennington Street										Winthrop Avenue										Total
	North					Northeast					East					South					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											
6:30 AM	0	0	0	0	0	0	10	10	0	0	0	0	0	2	4	6	0	0	0	0	0	1	1	2	0	0	0	0	0	12	3	15	0	0	0	0	0	3	20	23	56										
6:45 AM	0	0	0	0	0	6	13	19	0	0	0	0	0	10	4	14	0	0	0	0	0	12	1	13	0	0	0	0	0	18	2	20	0	0	0	0	0	8	40	48	114										
Total	0	0	0	0	0	6	23	29	0	0	0	0	0	12	8	20	0	0	0	0	0	13	2	15	0	0	0	0	0	30	5	35	0	0	0	0	0	11	60	71	170										
7:00 AM	0	0	0	0	0	4	15	19	0	0	0	0	0	15	4	19	0	0	0	0	0	20	2	22	0	0	0	0	0	26	2	28	0	0	0	0	0	6	27	33	121										
7:15 AM	0	0	0	0	0	4	27	31	0	0	0	0	0	20	2	22	0	0	0	0	0	23	1	24	0	0	0	0	0	18	5	23	0	0	0	0	0	4	48	52	152										
7:30 AM	0	0	0	0	0	3	27	30	0	0	0	0	0	8	4	12	0	0	0	0	0	3	2	5	0	0	0	0	0	13	2	15	0	0	0	0	0	6	41	47	109										
7:45 AM	0	0	0	0	0	4	19	23	0	0	0	0	0	14	5	19	0	0	0	0	0	16	0	16	0	0	0	0	0	25	6	31	0	0	0	0	0	3	38	41	130										
Total	0	0	0	0	0	15	88	103	0	0	0	0	0	57	15	72	0	0	0	0	0	62	5	67	0	0	0	0	0	82	15	97	0	0	0	0	0	19	154	173	512										
8:00 AM	0	0	0	0	0	0	21	21	0	0	0	0	0	39	13	52	0	0	0	0	0	42	8	50	0	0	0	0	0	24	4	28	0	0	0	0	0	1	49	50	201										
8:15 AM	0	0	0	0	0	2	18	20	0	0	0	0	0	11	6	17	0	0	0	0	0	19	1	20	0	0	0	0	0	25	4	29	0	0	0	0	0	3	29	32	118										
8:30 AM	0	0	0	0	0	0	12	12	0	0	0	0	0	9	7	16	0	0	0	0	0	3	3	6	0	0	0	0	0	19	9	28	0	0	0	0	0	5	24	29	91										
8:45 AM	0	0	0	0	0	6	12	18	0	0	0	0	0	5	5	10	0	0	0	0	0	2	1	3	0	0	0	0	0	15	2	17	0	0	0	0	0	5	22	27	75										
Total	0	0	0	0	0	8	63	71	0	0	0	0	0	64	31	95	0	0	0	0	0	66	13	79	0	0	0	0	0	83	19	102	0	0	0	0	0	14	124	138	485										
9:00 AM	0	0	0	0	0	4	9	13	0	0	0	0	0	3	2	5	0	0	0	0	0	5	1	6	0	0	0	0	0	13	3	16	0	0	0	0	0	5	17	22	62										
9:15 AM	0	0	0	0	0	1	7	8	0	0	0	0	0	3	0	3	0	0	0	0	0	1	1	2	0	0	0	0	0	8	2	10	0	0	0	0	0	5	10	15	38										
Total	0	0	0	0	0	5	16	21	0	0	0	0	0	6	2	8	0	0	0	0	0	6	2	8	0	0	0	0	0	21	5	26	0	0	0	0	0	10	27	37	100										
Grand Total	0	0	0	0	0	34	190	224	0	0	0	0	0	139	56	195	0	0	0	0	0	147	22	169	0	0	0	0	0	216	44	260	0	0	0	0	0	54	365	419	1267										
Approach %	0.0	0.0	0.0	0.0	0.0	15.2	84.8		0.0	0.0	0.0	0.0	0.0	71.3	28.7		0.0	0.0	0.0	0.0	0.0	87.0	13.0		0.0	0.0	0.0	0.0	0.0	83.1	16.9		0.0	0.0	0.0	0.0	0.0	12.9	87.1												
Total %	0.0	0.0	0.0	0.0	0.0	2.7	15.0	17.7	0.0	0.0	0.0	0.0	0.0	11.0	4.4	15.4	0.0	0.0	0.0	0.0	0.0	11.6	1.7	13.3	0.0	0.0	0.0	0.0	0.0	17.0	3.5	20.5	0.0	0.0	0.0	0.0	0.0	4.3	28.8	33.1											
Exiting Leg Total	224								195								169								260								419								1267										

Peak Hour Analysis from 06:30 AM to 09:30 AM begins at:

	State Road										Unity Avenue										Winthrop Avenue										Bennington Street										Winthrop Avenue										Total
	North					Northeast					East					South					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											
7:15 AM	0	0	0	0	0	4	27	31	0	0	0	0	0	20	2	22	0	0	0	0	0	23	1	24	0	0	0	0	0	18	5	23	0	0	0	0	0	4	48	52	152										
7:30 AM	0	0	0	0	0	3	27	30	0	0	0	0	0	8	4	12	0	0	0	0	0	3	2	5	0	0	0	0	0	13	2	15	0	0	0	0	0	6	41	47	109										
7:45 AM	0	0	0	0	0	4	19	23	0	0	0	0	0	14	5	19	0	0	0	0	0	16	0	16	0	0	0	0	0	25	6	31	0	0	0	0	0	3	38	41	130										
8:00 AM	0	0	0	0	0	0	21	21	0	0	0	0	0	39	13	52	0	0	0	0	0	42	8	50	0	0	0	0	0	24	4	28	0	0	0	0	0	1	49	50	201										
Total Volume	0	0	0	0	0	11	94	105	0	0	0	0	0	81	24	105	0	0	0	0	0	84	11	95	0	0	0	0	0	80	17	97	0	0	0	0	0	14	176	190	592										
% Approach Total	0.0	0.0	0.0	0.0	0.0	10.5	89.5		0.0	0.0	0.0	0.0	0.0	77.1	22.9		0.0	0.0	0.0	0.0	0.0	88.4	11.6		0.0	0.0	0.0	0.0	0.0	82.5	17.5		0.0	0.0	0.0	0.0	0.0	7.4	92.6												
PHF	0.000	0.000	0.000	0.000	0.000	0.688	0.870	0.847	0.000	0.000	0.000	0.000	0.000	0.519	0.462	0.505	0.000	0.000	0.000	0.000	0.000	0.500	0.344	0.475	0.000	0.000	0.000	0.000	0.000	0.800	0.708	0.782	0.000	0.000	0.000	0.000	0.000	0.583	0.898	0.913	0.736										
Entering Leg	0	0	0	0	0	11	94	105	0	0	0	0	0	81	24	105	0	0	0	0	0	84	11	95	0	0	0	0	0	80	17	97	0	0	0	0	0	14	176	190	592										
Exiting Leg	105								105								95								97								190								592										
Total	210										210										190										194										380										1184

PDI File #: **175607 (46)**  
 Location: **N: State Road S: Bennington Street NE: Unity Avenue**  
 Location: **E: Winthrop Avenue W: Winthrop Avenue**  
 City, State: **Revere, MA**  
 Client: **VHB/ A. Berthume**  
 Site Code: **13796.00**  
 Count Date: **Tuesday, May 09, 2017**  
 Start Time: **3:30 PM**  
 End Time: **6:30 PM**  
 Class:



**Cars, Heavy Vehicles, and Buses (Combined)**

	State Road						Unity Avenue					Winthrop Avenue						Bennington Street						Winthrop Avenue						Total		
	North						Northeast					East						South						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	
3:30 PM	39	53	9	0	0	101	1	0	0	0	0	1	0	0	0	0	0	0	8	2	63	89	0	162	51	64	0	9	0	124	388	
3:45 PM	34	41	8	1	0	84	1	0	0	0	0	1	0	0	0	0	0	0	14	0	78	87	0	179	48	51	0	22	0	121	385	
Total	73	94	17	1	0	185	2	0	0	0	0	2	0	0	0	0	0	0	22	2	141	176	0	341	99	115	0	31	0	245	773	
4:00 PM	31	52	10	0	0	93	1	0	0	1	0	2	0	0	0	0	0	0	10	0	78	73	0	161	50	64	0	18	0	132	388	
4:15 PM	37	38	9	0	0	84	0	0	0	0	0	0	0	0	0	1	0	1	11	0	89	93	0	193	66	63	0	21	0	150	428	
4:30 PM	24	44	15	0	0	83	0	0	0	0	0	0	0	0	0	0	0	0	14	0	66	75	0	155	55	64	0	18	0	137	375	
4:45 PM	36	39	10	0	1	86	1	0	1	0	0	2	0	0	0	0	0	0	26	0	79	85	0	190	65	65	0	18	0	148	426	
Total	128	173	44	0	1	346	2	0	1	1	0	4	0	0	0	1	0	1	61	0	312	326	0	699	236	256	0	75	0	567	1617	
5:00 PM	29	42	11	0	0	82	0	0	0	0	0	0	0	0	0	0	0	0	17	0	91	92	0	200	59	51	1	27	0	138	420	
5:15 PM	28	40	5	0	0	73	0	1	1	0	0	2	0	0	0	0	0	0	22	0	82	71	1	176	58	71	1	22	0	152	403	
5:30 PM	35	49	8	0	1	93	0	0	0	0	0	0	0	0	0	0	0	0	16	0	83	87	0	186	49	62	0	6	0	117	396	
5:45 PM	38	41	12	0	0	91	0	0	0	0	0	0	0	0	0	0	0	0	17	0	73	88	0	178	57	67	0	14	0	138	407	
Total	130	172	36	0	1	339	0	1	1	0	0	2	0	0	0	0	0	0	72	0	329	338	1	740	223	251	2	69	0	545	1626	
6:00 PM	40	24	13	0	0	77	0	0	0	0	0	0	0	0	0	0	0	0	27	0	43	63	0	133	56	68	2	26	0	152	362	
6:15 PM	28	38	14	0	0	80	0	0	0	0	0	0	0	0	0	0	0	0	19	1	91	72	0	183	48	55	0	20	0	123	386	
Total	68	62	27	0	0	157	0	0	0	0	0	0	0	0	0	0	0	0	46	1	134	135	0	316	104	123	2	46	0	275	748	
Grand Total	399	501	124	1	2	1027	4	1	2	1	0	8	0	0	0	1	0	1	201	3	916	975	1	2096	662	745	4	221	0	1632	4764	
Approach %	38.9	48.8	12.1	0.1	0.2		50.0	12.5	25.0	12.5	0.0		0.0	0.0	0.0	100.0	0.0		9.6	0.1	43.7	46.5	0.0		40.6	45.6	0.2	13.5	0.0			
Total %	8.4	10.5	2.6	0.0	0.0	21.6	0.1	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	4.2	0.1	19.2	20.5	0.0	44.0	13.9	15.6	0.1	4.6	0.0	34.3		
Exiting Leg Total						1143						8												1071							1375	4764
Cars	381	492	121	1	2	997	4	1	2	1	0	8	0	0	0	1	0	1	200	3	910	961	1	2075	652	732	4	220	0	1608	4689	
% Cars	95.5	98.2	97.6	100.0	100.0	97.1	100.0	100.0	100.0	100.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	100.0	99.5	100.0	99.3	98.6	100.0	99.0	98.5	98.3	100.0	99.5	0.0	98.5	98.4	
Exiting Leg Total						1136						8												1054							1343	4689
Heavy Vehicles	9	7	2	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	10	0	13	7	6	0	0	0	13	44	
% Heavy Vehicles	2.3	1.4	1.6	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.2	1.0	0.0	0.6	1.1	0.8	0.0	0.0	0.0	0.8	0.9	
Exiting Leg Total						2						0												9							19	44
Buses	9	2	1	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	8	3	7	0	1	0	11	31	
% Buses	2.3	0.4	0.8	0.0	0.0	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	0.0	0.0	0.4	0.4	0.0	0.4	0.5	0.9	0.0	0.5	0.0	0.7	0.7	
Exiting Leg Total						5						0												5							13	31

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

4:15 PM	State Road						Unity Avenue					Winthrop Avenue						Bennington Street						Winthrop Avenue						Total	
	North						Northeast					East						South						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	37	38	9	0	0	84	0	0	0	0	0	0	0	0	0	1	0	1	11	0	89	93	0	193	66	63	0	21	0	150	428
4:30 PM	24	44	15	0	0	83	0	0	0	0	0	0	0	0	0	0	0	0	14	0	66	75	0	155	55	64	0	18	0	137	375
4:45 PM	36	39	10	0	1	86	1	0	1	0	0	2	0	0	0	0	0	0	26	0	79	85	0	190	65	65	0	18	0	148	426
5:00 PM	29	42	11	0	0	82	0	0	0	0	0	0	0	0	0	0	0	0	17	0	91	92	0	200	59	51	1	27	0	138	420
Total Volume	126	163	45	0	1	335	1	0	1	0	0	2	0	0	0	1	0	1	68	0	325	345	0	738	245	243	1	84	0	573	1649
% Approach Total	37.6	48.7	13.4	0.0	0.3		50.0	0.0	50.0	0.0	0.0		0.0	0.0	0.0	100.0	0.0		9.2	0.0	44.0	46.7	0.0		42.8	42.4	0.2	14.7	0.0		

PDI File #: 175607 (46)  
 Location: N: State Road S: Bennington Street NE: Unity Avenue  
 Location: E: Winthrop Avenue W: Winthrop Avenue  
 City, State: Revere, MA  
 Client: VHB/ A. Berthume  
 Site Code: 13796.00  
 Count Date: Tuesday, May 09, 2017  
 Start Time: 3:30 PM  
 End Time: 6:30 PM



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

**Cars, Heavy Vehicles, and Buses (Combined)**

Class:	State Road						Unity Avenue						Winthrop Avenue						Bennington Street						Winthrop Avenue						Total											
	North						Northeast						East						South						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												
PHF	0.851	0.926	0.750	0.000	0.250	0.974	0.250	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.250	0.654	0.000	0.893	0.927	0.000	0.923	0.928	0.935	0.250	0.778	0.000	0.955	0.963											
Cars	123	159	42	0	1	325	1	0	1	0	0	2	0	0	0	1	0	1	67	0	323	342	0	732	240	238	1	83	0	562	1622											
Cars %	97.6	97.5	93.3	0.0	100.0	97.0	100.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	100.0	98.5	0.0	99.4	99.1	0.0	99.2	98.0	97.9	100.0	98.8	0.0	98.1	98.4											
Heavy Vehicles	1	2	2	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3	0	5	5	3	0	0	0	8	18											
Heavy Vehicles %	0.8	1.2	4.4	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.3	0.9	0.0	0.7	2.0	1.2	0.0	0.0	0.0	1.4	1.1											
Buses	2	2	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	1	0	3	9											
Buses %	1.6	1.2	2.2	0.0	0.0	1.5	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	0.0	0.3	0.0	0.0	0.1	0.0	0.8	0.0	1.2	0.0	0.5	0.5											
Cars Enter Leg	123	159	42	0	1	325	1	0	1	0	0	2	0	0	0	1	0	1	67	0	323	342	0	732	240	238	1	83	0	562	1622											
Heavy Enter Leg	1	2	2	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3	0	5	5	3	0	0	0	8	18											
Bus Enter Leg	2	2	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	1	0	3	9											
Total Entering Leg	126	163	45	0	1	335	1	0	1	0	0	2	0	0	0	1	0	1	68	0	325	345	0	738	245	243	1	84	0	573	1649											
Cars Exiting Leg																															408	1	347	401	465	1622						
Heavy Exiting Leg																																					1	0	6	7	4	18
Buses Exiting Leg																																					2	0	3	2	2	9
Total Exiting Leg																																					411	1	356	410	471	1649

PDI File #: 175607 (46)

Location: N: State Road S: Bennington Street NE: Unity Avenue

Location: E: Winthrop Avenue W: Winthrop Avenue

City, State: Revere, MA

Client: VHB/ A. Berthume

Site Code: 13796.00

Count Date: Tuesday, May 09, 2017

Start Time: 3:30 PM

End Time: 6:30 PM

Class:



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

Cars

Table with columns for State Road, Unity Avenue, Winthrop Avenue, Bennington Street, and Winthrop Avenue. Rows include time intervals (3:30 PM to 6:15 PM) and summary rows (Grand Total, Approach %, Total %, Exiting Leg Total).

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

Table showing peak hour analysis for 4:45 PM. Columns are the same as the main table. Rows include time intervals (4:45 PM to 5:30 PM), Total Volume, % Approach Total, PHF, and Entering/Exiting Leg Totals.

PDI File #: 175607 (46)

Location: N: State Road S: Bennington Street NE: Unity Avenue

Location: E: Winthrop Avenue W: Winthrop Avenue

City, State: Revere, MA

Client: VHB/ A. Berthume

Site Code: 13796.00

Count Date: Tuesday, May 09, 2017

Start Time: 3:30 PM

End Time: 6:30 PM

Class:



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

Heavy Vehicles

Table with columns for State Road, Unity Avenue, Winthrop Avenue, Bennington Street, and Winthrop Avenue. Rows include time intervals (3:30 PM to 6:15 PM), Grand Total, Approach %, Total %, and Exiting Leg Total.

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

Table with columns for State Road, Unity Avenue, Winthrop Avenue, Bennington Street, and Winthrop Avenue. Rows include time intervals (3:30 PM to 4:15 PM), Total Volume, % Approach Total, PHF, Entering Leg, Exiting Leg, and Total.

PDI File #: 175607 (46)  
 Location: N: State Road S: Bennington Street NE: Unity Avenue  
 Location: E: Winthrop Avenue W: Winthrop Avenue  
 City, State: Revere, MA  
 Client: VHB/ A. Berthume  
 Site Code: 13796.00  
 Count Date: Tuesday, May 09, 2017  
 Start Time: 3:30 PM  
 End Time: 6:30 PM  
 Class:



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

**Buses**

	State Road							Unity Avenue					Winthrop Avenue						Bennington Street						Winthrop Avenue						Total
	North							Northeast					East						South						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	
3:30 PM	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	0	0	0	2	5
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	0	0	0	0	2	4
Total	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	3	1	0	0	0	4	9
4:00 PM	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	4	0	1	0	0	0	1	8
4:15 PM	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	0	1	2	
4:30 PM	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	2	0	0	0	2	3
4:45 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	5	0	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	4	0	3	0	1	0	4	14
5:00 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	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	1	0	0	0	1	1
5:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	1	5
6:00 PM	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	0	0	0	1	2
6:15 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	1	0	0	0	1	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	2	0	0	0	2	3
Grand Total	9	2	1	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	8	3	7	0	1	0	11	31
Approach %	75.0	16.7	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	50.0	50.0	0.0		27.3	63.6	0.0	9.1	0.0		
Total %	29.0	6.5	3.2	0.0	0.0	38.7	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	12.9	12.9	0.0	25.8	9.7	22.6	0.0	3.2	0.0	35.5	
Exiting Leg Total						5																		5						13	31

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

	State Road							Unity Avenue					Winthrop Avenue						Bennington Street						Winthrop Avenue						Total
	North							Northeast					East						South						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	
3:30 PM	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	0	0	0	2	5
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	0	0	0	0	2	4
4:00 PM	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	4	0	1	0	0	0	1	8
4:15 PM	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	0	1	2	
Total Volume	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	0	7	3	2	0	1	0	6	19
% 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	42.9	57.1	0.0		50.0	33.3	0.0	16.7	0.0		
PHF	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	0.375	0.333	0.000	0.438	0.375	0.500	0.000	0.250	0.000	0.750	0.594
Entering Leg	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	0	7	3	2	0	1	0	6	19
Exiting Leg						4																		3						10	19
Total						10																		10						16	38



PDI File #: 175607 (46)  
 Location: N: State Road S: Bennington Street NE: Unity Avenue  
 Location: E: Winthrop Avenue W: Winthrop Avenue  
 City, State: Revere, MA  
 Client: VHB/ A. Berthoume  
 Site Code: 13796.00  
 Count Date: Tuesday, May 09, 2017  
 Start Time: 3:30 PM  
 End Time: 6:30 PM



**Bicycles (on Roadway and Crosswalks)**

	State Road								Unity Avenue								Winthrop Avenue								Bennington Street								Winthrop Avenue								Total	
	North				Northeast				East				South				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		
3:30 PM	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	0	1	
3:45 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>	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	0	0	1
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
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
4:30 PM	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	0	1
4:45 PM	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	0	0	0	0	0	0	1	
<b>Total</b>	0	1	0	0	0	0	0	1	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	0	1	
5:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	1	0	0	0	0	1	0	0	1	0	0	1	0	1	0	5	
5:15 PM	0	0	0	0	0	0	2	2	0	0	0	0	0	1	0	1	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	
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	
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	
<b>Total</b>	0	0	0	0	0	1	2	3	0	0	0	0	0	1	0	1	0	0	0	0	0	0	3	3	0	0	1	0	0	1	1	3	0	0	0	0	0	1	0	1	0	11
6:00 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	
6:15 PM	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	
<b>Total</b>	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	
<b>Grand Total</b>	0	1	0	0	0	1	2	4	0	0	0	0	0	3	0	3	0	0	0	0	0	1	3	4	0	0	1	0	0	2	1	4	0	0	0	0	0	1	0	1	16	
<b>Approach %</b>	0.0	25.0	0.0	0.0	0.0	25.0	50.0	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	25.0	0.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0			
<b>Total %</b>	0.0	6.3	0.0	0.0	0.0	6.3	12.5	25.0	0.0	0.0	0.0	0.0	18.8	0.0	18.8	0.0	0.0	0.0	0.0	0.0	6.3	18.8	25.0	0.0	0.0	6.3	0.0	0.0	12.5	6.3	25.0	0.0	0.0	0.0	0.0	0.0	6.3	0.0	6.3			
<b>Exiting Leg Total</b>	4								3								4								4								1	16								

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

	State Road								Unity Avenue								Winthrop Avenue								Bennington Street								Winthrop Avenue								Total
	North				Northeast				East				South				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	
4:30 PM	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	0	0
4:45 PM	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	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	1	5
5:15 PM	0	0	0	0	0	0	2	2	0	0	0	0	0	1	0	1	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
<b>Total Volume</b>	0	1	0	0	0	1	2	4	0	0	0	0	0	2	0	2	0	0	0	0	0	3	3	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	1	11	
<b>% Approach Total</b>	0.0	25.0	0.0	0.0	0.0	25.0	50.0	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	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		
<b>PHF</b>	0.000	0.250	0.000	0.000	0.000	0.250	0.250	0.500	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.375	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.550			
<b>Entering Leg</b>	0	1	0	0	0	1	2	4	0	0	0	0	2	0	2	0	0	0	0	0	0	3	3	0	0	1	0	0	0	0	1	0	0	0	1	0	1	0	1	11	
<b>Exiting Leg</b>	4								2								3								1								1	11							
<b>Total</b>	8								4								6								2								2	22							

PDI File #: 175607 (46)  
 Location: N: State Road S: Bennington Street NE: Unity Avenue  
 Location: E: Winthrop Avenue W: Winthrop Avenue  
 City, State: Revere, MA  
 Client: VHB/ A. Berthume  
 Site Code: 13796.00  
 Count Date: Tuesday, May 09, 2017  
 Start Time: 3:30 PM  
 End Time: 6:30 PM  
 Class:



**Pedestrians**

	State Road									Unity Avenue									Winthrop Avenue									Bennington Street									Winthrop Avenue									Total
	North									Northeast									East									South									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						
3:30 PM	0	0	0	0	0	31	14	45	0	0	0	0	0	12	17	29	0	0	0	0	0	5	12	17	0	0	0	0	0	6	10	16	0	0	0	0	0	33	27	60	167					
3:45 PM	0	0	0	0	0	12	7	19	0	0	0	0	0	10	9	19	0	0	0	0	0	1	5	6	0	0	0	0	0	7	11	18	0	0	0	0	0	17	11	28	90					
Total	0	0	0	0	0	43	21	64	0	0	0	0	0	22	26	48	0	0	0	0	0	6	17	23	0	0	0	0	0	13	21	34	0	0	0	0	0	50	38	88	257					
4:00 PM	0	0	0	0	0	24	10	34	0	0	0	0	0	14	6	20	0	0	0	0	0	6	5	11	0	0	0	0	0	4	13	17	0	0	0	0	0	24	12	36	118					
4:15 PM	0	0	0	0	0	20	13	33	0	0	0	0	0	14	7	21	0	0	0	0	0	3	6	9	0	0	0	0	0	4	13	17	0	0	0	0	0	27	23	50	130					
4:30 PM	0	0	0	0	0	24	6	30	0	0	0	0	0	7	15	22	0	0	0	0	0	3	4	7	0	0	0	0	0	9	11	20	0	0	0	0	0	29	10	39	118					
4:45 PM	0	0	0	0	0	10	13	23	0	0	0	0	0	4	9	13	0	0	0	0	0	2	3	5	0	0	0	0	0	10	8	18	0	0	0	0	0	15	19	34	93					
Total	0	0	0	0	0	78	42	120	0	0	0	0	0	39	37	76	0	0	0	0	0	14	18	32	0	0	0	0	0	27	45	72	0	0	0	0	0	95	64	159	459					
5:00 PM	0	0	0	0	0	17	10	27	0	0	0	0	0	10	6	16	0	0	0	0	0	3	2	5	0	0	0	0	0	13	19	32	0	0	0	0	0	37	7	44	124					
5:15 PM	0	0	0	0	0	30	12	42	0	0	0	0	0	11	6	17	0	0	0	0	0	6	3	9	0	0	0	0	0	2	18	20	0	0	0	0	0	53	14	67	155					
5:30 PM	0	0	0	0	0	14	6	20	0	0	0	0	0	10	9	19	0	0	0	0	0	6	11	17	0	0	0	0	0	4	17	21	0	0	0	0	0	29	6	35	112					
5:45 PM	0	0	0	0	0	20	4	24	0	0	0	0	0	8	5	13	0	0	0	0	0	3	3	6	0	0	0	0	0	4	15	19	0	0	0	0	0	29	11	40	102					
Total	0	0	0	0	0	81	32	113	0	0	0	0	0	39	26	65	0	0	0	0	0	18	19	37	0	0	0	0	0	23	69	92	0	0	0	0	0	148	38	186	493					
6:00 PM	0	0	0	0	0	25	10	35	0	0	0	0	0	8	12	20	0	0	0	0	0	0	8	8	0	0	0	0	0	1	15	16	0	0	0	0	0	31	13	44	123					
6:15 PM	0	0	0	0	0	24	6	30	0	0	0	0	0	8	12	20	0	0	0	0	0	5	2	7	0	0	0	0	0	8	18	26	0	0	0	0	0	25	7	32	115					
Total	0	0	0	0	0	49	16	65	0	0	0	0	0	16	24	40	0	0	0	0	0	5	10	15	0	0	0	0	0	9	33	42	0	0	0	0	0	56	20	76	238					
Grand Total	0	0	0	0	0	251	111	362	0	0	0	0	0	116	113	229	0	0	0	0	0	43	64	107	0	0	0	0	0	72	168	240	0	0	0	0	0	349	160	509	1447					
Approach %	0.0	0.0	0.0	0.0	0.0	69.3	30.7	0.0	0.0	0.0	0.0	0.0	50.7	49.3	0.0	0.0	0.0	0.0	0.0	40.2	59.8	0.0	0.0	0.0	0.0	0.0	30.0	70.0	0.0	0.0	0.0	0.0	0.0	68.6	31.4											
Total %	0.0	0.0	0.0	0.0	0.0	17.3	7.7	25.0	0.0	0.0	0.0	0.0	0.0	8.0	7.8	15.8	0.0	0.0	0.0	0.0	0.0	3.0	4.4	7.4	0.0	0.0	0.0	0.0	0.0	5.0	11.6	16.6	0.0	0.0	0.0	0.0	0.0	24.1	11.1	35.2						
Exiting Leg Total	362									229									107									240									509									1447

Peak Hour Analysis from 03:30 PM to 06:30 PM begins at:

	State Road									Unity Avenue									Winthrop Avenue									Bennington Street									Winthrop Avenue									Total
	North									Northeast									East									South									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						
3:30 PM	0	0	0	0	0	31	14	45	0	0	0	0	0	12	17	29	0	0	0	0	0	5	12	17	0	0	0	0	0	6	10	16	0	0	0	0	0	33	27	60	167					
3:45 PM	0	0	0	0	0	12	7	19	0	0	0	0	0	10	9	19	0	0	0	0	0	1	5	6	0	0	0	0	0	7	11	18	0	0	0	0	0	17	11	28	90					
4:00 PM	0	0	0	0	0	24	10	34	0	0	0	0	0	14	6	20	0	0	0	0	0	6	5	11	0	0	0	0	0	4	13	17	0	0	0	0	0	24	12	36	118					
4:15 PM	0	0	0	0	0	20	13	33	0	0	0	0	0	14	7	21	0	0	0	0	0	3	6	9	0	0	0	0	0	4	13	17	0	0	0	0	0	27	23	50	130					
Total Volume	0	0	0	0	0	87	44	131	0	0	0	0	0	50	39	89	0	0	0	0	0	15	28	43	0	0	0	0	0	21	47	68	0	0	0	0	0	101	73	174	505					
% Approach Total	0.0	0.0	0.0	0.0	0.0	66.4	33.6	0.0	0.0	0.0	0.0	0.0	56.2	43.8	0.0	0.0	0.0	0.0	0.0	34.9	65.1	0.0	0.0	0.0	0.0	0.0	30.9	69.1	0.0	0.0	0.0	0.0	0.0	58.0	42.0											
PHF	0.000	0.000	0.000	0.000	0.000	0.702	0.786	0.728	0.000	0.000	0.000	0.000	0.000	0.893	0.574	0.767	0.000	0.000	0.000	0.000	0.000	0.625	0.583	0.632	0.000	0.000	0.000	0.000	0.000	0.750	0.904	0.944	0.000	0.000	0.000	0.000	0.000	0.765	0.676	0.725	0.756					
Entering Leg	0	0	0	0	0	87	44	131	0	0	0	0	0	50	39	89	0	0	0	0	0	15	28	43	0	0	0	0	0	21	47	68	0	0	0	0	0	101	73	174	505					
Exiting Leg	131									89									43									68									174									505
Total	262									178									86									136									348									1010

# HYM Suffolk Downs

Parking Lot Enter/Exit Counts

location: Revere, MA

project #: 13796.01

date: Thursday, September 28, 2017

26 26 parked cars before 10:30

25 mph on Tomesello Way

34 34 parked past 6:00pm

Time	Parking Lot				Total Enter	Total Exit	Total Parked	Total Vehicles
	Enter		Exiting					
	From North	From South	To North	To South				
10:30 AM	4	1	3	6	5	9	22	14
10:45 AM	7	6	2	1	13	3	32	16
11:00 AM	7	5	5	2	12	7	37	19
11:15 AM	7	5	8	2	12	10	39	22
11:30 AM	13	8	7	2	21	9	51	30
11:45 AM	18	4	5	2	22	7	66	29
12:00 PM	15	4	4	1	19	5	80	24
12:15 PM	8	12	6	4	20	10	90	30
12:30 PM	21	10	8	4	31	12	109	43
12:45 PM	19	8	6	0	27	6	130	33
1:00 PM	13	8	8	1	21	9	142	30
1:15 PM	12	16	3	4	28	7	163	35
1:30 PM	8	10	15	3	18	18	163	36
1:45 PM	5	7	4	1	12	5	170	17
2:00 PM	10	6	13	2	16	15	171	31
2:15 PM	2	9	11	3	11	14	168	25
2:30 PM	9	4	14	4	13	18	163	31
2:45 PM	5	4	7	4	9	11	161	20
3:00 PM	2	4	11	2	6	13	154	19
3:15 PM	6	5	11	2	11	13	152	24
3:30 PM	6	5	13	5	11	18	145	29
3:45 PM	8	3	12	2	11	14	142	25
4:00 PM	6	4	14	0	10	14	138	24
4:15 PM	5	4	11	4	9	15	132	24
4:30 PM	8	2	8	3	10	11	131	21
4:45 PM	3	2	13	2	5	15	121	20
5:00 PM	1	1	10	1	2	11	112	13
5:15 PM	2	3	18	0	5	18	99	23
5:30 PM	4	1	14	4	5	18	86	23
5:45 PM	2	3	45	12	5	57	34	62
					400	392		852

89  
78  
77  
79  
121

# HYM Suffolk Downs

Parking Lot Enter/Exit Counts  
 location: Revere, MA  
 project #: 13796.01  
 date: Thursday, October 05, 2017

23 23 parked cars before 10:30  
 25 mph on Tomesello Way  
 4 4 cars in lot past 8:30

Time	Parking Lot				Total Enter	Total Exit	Total Parked	Total Vehicles
	Enter		Exiting					
	From North	From South	To North	To South				
10:30 AM	4	0	4	2	4	6	21	10
10:45 AM	5	2	0	0	7	0	28	7
11:00 AM	11	0	5	0	11	5	34	16
11:15 AM	5	5	3	0	10	3	41	13
11:30 AM	12	7	3	0	19	3	57	22
11:45 AM	15	6	5	1	21	6	72	27
12:00 PM	15	7	5	0	22	5	89	27
12:15 PM	18	13	8	1	31	9	111	40
12:30 PM	20	11	13	3	31	16	126	47
12:45 PM	17	12	8	3	29	11	144	40
1:00 PM	17	10	7	0	27	7	164	34
1:15 PM	19	13	5	3	32	8	188	40
1:30 PM	10	6	16	10	16	26	178	42
1:45 PM	14	7	8	5	21	13	186	34
2:00 PM	5	8	16	3	13	19	180	32
2:15 PM	5	2	15	3	7	18	169	25
2:30 PM	9	8	22	3	17	25	161	42
2:45 PM	10	5	9	4	15	13	163	28
3:00 PM	10	5	15	4	15	19	159	34
3:15 PM	7	3	15	5	10	20	149	30
3:30 PM	7	5	13	3	12	16	145	28
3:45 PM	5	0	13	6	5	19	131	24
4:00 PM	5	2	10	3	7	13	125	20
4:15 PM	3	2	12	1	5	13	117	18
4:30 PM	3	5	12	1	8	13	112	21
4:45 PM	5	5	7	2	10	9	113	19
5:00 PM	3	1	16	2	4	18	99	22
5:15 PM	7	2	6	4	9	10	98	19
5:30 PM	7	2	21	3	9	24	83	33
5:45 PM	2	1	12	4	3	16	70	19
6:00 PM	1	0	2	4	1	6	65	7
6:15 PM	1	1	8	2	2	10	57	12
6:30 PM	2	0	3	2	2	5	54	7
6:45 PM	0	0	8	2	0	10	44	10
7:00 PM	1	0	6	0	1	6	39	7
7:15 PM	0	0	3	1	0	4	35	4
7:30 PM	1	0	5	0	1	5	31	6
7:45 PM	0	0	14	1	0	15	16	15
8:00 PM	1	1	10	3	2	13	5	15
8:15 PM	2	2	1	2	4	3	6	7
					443	460		930

78  
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# Vehicular Crash Data

Grouped Crash Data from MassDOT Website  
Crash Rate Sheets

Suffolk Downs Redevelopment Phase 1 Waiver  
Boardman Street at Route 1A

Crash Number	City/Town	Crash Date	Crash Time	Weekday	Police Agency	RMV Document #	Report IDs	Crash Severity	Number of Vehicles	Number of NonFatal Injuries	Number of Fatal Injuries	Manner of Collision	Road Surface	Ambient Light	Weather Condition	Roadway	Near Intersection Roadway	Distance And Direction From Intersection	Vehicle Travel Directions	Most Harmful Events	Vehicle Action Prior to Crash	Vehicle Configuration	Non Motorist Type
2826813	BOSTON	12/4/2011	11:15 PM	7	State police	PW201134200921	2011-0E4-007871	Property damage only (none injured)	1	0	0	Single vehicle crash	Dry	Dark - lighted roadway	Clear	MCCLELLAN HIGHWAY Rte 1A N	BOARDMAN STREET		V1:E	V1:Collision with median barrier	V1: Travelling straight ahead	V1:Passenger car	
<small>SELECT [Crash Number], [City/Town], [Crash Date], [Crash Time], [Police Agency], [RMV Document #], [Report IDs], [Crash Severity], [Number of Vehicles], [Number of NonFatal Injuries], [Number of Fatal Injuries], [Manner of Collision], [Road Surface], [Ambient Light], [Weather Condition], [Roadway], [Near Intersection Roadway], [Distance And Direction From Intersection], [Vehicle Travel Directions], [Most Harmful Events], [Vehicle Action Prior to Crash], [Vehicle Configuration], [Non Motorist Type] [X] [Y] FROM [tbl_CRASH_REPORT_VIEW] WHERE ([Crash Date] &gt;= '2010-01-01' AND [Crash Date] &lt;= '2014-12-31')</small> <small>This query was also restricted by a map filter.</small>																							

Suffolk Downs Redevelopment Phase 1 Waiver  
Jughandle at Route 1A

Crash Number	City/Town	Crash Date	Crash Time	Weekday	Police Agency	RMV Document #	Report IDs	Crash Severity	Number of Vehicles	Number of NonFatal Injuries	Number of Fatal Injuries	Manner of Collision	Road Surface	Ambient Light	Weather Condition	Roadway	Near Intersection Roadway	Distance And Direction From Intersection	Vehicle Travel Directions	Most Harmful Events	Vehicle Action Prior to Crash	Vehicle Configuration	Non Motorist Type
2691695	REVERE	1/7/2011	1:24 PM		Local police	PR201101800220		Non-fatal injury	2	1	0	Sideswipe, same direction	Dry	Daylight	Clear	RAMP- RT 1A SB TO RT 1A NB / LEE BURBANK HIGHWAY Rte 1A S			V1: / V2:8	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1: Travelling straight ahead / V2:Turning left	V1:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires) V2:(Passenger car)	
3349294	REVERE	12/8/2012	3:42 PM		Local police	PR201234800534	12-585052-AC	Property damage only (none injured)	2	0	0	Head-on	Dry	Dusk	Cloudy/Unknown	LEE BURBANK HIGHWAY	Rte 1A		V1: / V2:5	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1: Making U-turn / V2:Turning left	V1:(Passenger car) V2:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires)	
<small>SELECT [Crash Number], [City/Town], [Crash Date], [Crash Time], [Police Agency], [RMV Document #], [Report IDs], [Crash Severity], [Number of Vehicles], [Number of NonFatal Injuries], [Number of Fatal Injuries], [Manner of Collision], [Road Surface], [Ambient Light], [Weather Condition], [Roadway], [Near Intersection Roadway], [Distance And Direction From Intersection], [Vehicle Travel Directions], [Most Harmful Events], [Vehicle Action Prior to Crash], [Vehicle Configuration], [Non Motorist Type], [Y] FROM [DB_CRASH_REPORT_VIEW] WHERE ([Crash Date] &gt;= '2010-01-01' AND [Crash Date] &lt;= '2014-12-31')</small> <small>This query was also restricted by a map filter.</small>																							

Suffolk Downs Redevelopment Phase 1 Waiver  
Winthrop Avenue at Route 1A Southbound On-Ramp

Crash Number	City/Town	Crash Date	Crash Time	Weekday	Police Agency	RMV Document #	Report IDs	Crash Severity	Number of Vehicles	Number of NonFatal Injuries	Number of Fatal Injuries	Manner of Collision	Road Surface	Ambient Light	Weather Condition	Roadway	Near Intersection Roadway	Distance And Direction From Intersection	Vehicle Travel Directions	Most Harmful Events	Vehicle Action Prior to Crash	Vehicle Configuration	Non Motorist Type
406586	REVERE	7/25/2015	1:45 PM	6	State police	PW201520800407	2015-0AS-005542 / 2015-0AS-005542	Non-fatal injury	2	2	0	Rear-end	Dry	Daylight	Cloudy	REVERE BEACH PARKWAY	RAMP-RT 145 NB/REVERE BEACH PKWY TO RT 1	0	V1:E / V2:E	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1: Travelling straight ahead / V2:Slowing or stopped in traffic	V1:(Passenger car) V2:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires)	0
408190	REVERE	9/3/2015	11:20 AM	4	State police	PW201525200630	2015-0AS-006629	Non-fatal injury	3	1	0	Rear-end	Dry	Daylight	Clear	RAMP-RT 145 NB/REVERE BEACH PKWY TO RT 1 / REVERE BEACH PARKWAY		0	V1:W / V2:W / V3:W	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic) V3:(Collision with motor vehicle in traffic)	V1: Travelling straight ahead / V2:Slowing or stopped in traffic / V3:Slowing or stopped in traffic	V1:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires) V2:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires) V3:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires)	0
268120	REVERE	1/13/2011	4:27 AM	4	State police	PW201101900122	2011-0AS-000159	Property damage only (none injured)	2	0	0	Rear-end	Wet	Dark - lighted roadway	Not Reported	Rte 145 S			V1:S / V2:S	V1:(Collision with light pole or other post/support) V2:(Collision with motor vehicle in traffic)	V1: Travelling straight ahead / V2:Travelling straight ahead	V1:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires) V2:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires)	
270904	REVERE	2/19/2011	11:43 PM	6	State police	PW201106800711	2011-0AS-000857	Property damage only (none injured)	1	0	0	Single vehicle crash	Dry	Dark - roadway not lighted	Clear	Rte 145 N			V1:N	V1:(Collision with utility pole)	V1: Travelling straight ahead	V1:(Passenger car)	
271609	REVERE	4/19/2011	1:15 PM	2	State police	PW20111100206	2011-0AS-001866	Non-fatal injury	2	1	0	Rear-end	Wet	Daylight	Cloudy/Rain	REVERE BEACH PARKWAY	LEE BURBANK HIGHWAY		V1:W / V2:W	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1: Slowing or stopped in traffic / V2:Travelling straight ahead	V1:(Passenger car) V2:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires)	
272757	REVERE	5/13/2011	4:35 PM	5	State police	PW201115300516	2011-0AS-002360	Non-fatal injury	2	2	0	Angle	Dry	Daylight	Clear	Rte 145 S	RAMP-REVERE BEACH PARKWAY TO 1A SB		V1:S / V2:E	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1: Turning left / V2:Travelling straight ahead	V1:(Passenger car) V2:(Passenger car)	
274287	REVERE	7/19/2011	8:20 PM	2	State police	PW201120200105	2011-0AS-004248	Property damage only (none injured)	2	0	0	Angle	Dry	Dark - lighted roadway	Clear	Rte 145 N	RAMP- REVERE BEACH PARKWAY TO RT 1A SB		V1:W / V2:W	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1: Travelling straight ahead / V2:Travelling straight ahead	V1:(Passenger car) V2:(Passenger car)	
337265	REVERE	11/16/2011	2:48 AM	3	State police	PW201308400922	2011-0AS-007059	Property damage only (none injured)	2	0	0	Head-on	Dry	Dark - lighted roadway	Cloudy	REVERE BEACH PARKWAY	HITCHBORN STREET		V1:E / V2:W	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1: Travelling straight ahead / V2:Travelling straight ahead	V1:(Passenger car) V2:(Passenger car)	
311366	REVERE	5/27/2012	4:33 PM	7	State police	PW201215000235	2012-0AS-004582	Not Reported	3	0	0	Rear-end	Dry	Daylight	Not Reported	REVERE BEACH PARKWAY	LEE BURBANK HIGHWAY		V1:N / V2:E / V3:N	V1:(Reported but invalid) V2:(Collision with motor vehicle in traffic) V3:(Collision with motor vehicle in traffic)	V1: Changing lanes / V2:Slowing or stopped in traffic / V3:Travelling straight ahead	V1:(Passenger car) V2:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires) V3:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires)	
336987	REVERE	3/11/2013	8:33 AM	1	State police	PW201307800616	2013-0AS-002217	Non-fatal injury	2	1	0	Sideswipe, same direction	Dry	Daylight	Clear	Rte 145 E	Rte 145		V1:E / V2:E	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1: Travelling straight ahead / V2:Turning left	V1:(Passenger car) V2:(Tractor/semi-trailer)	
354842	REVERE	7/28/2013	7:05 PM	7	State police	PW201321700417	2013-0AS-007723	Property damage only (none injured)	2	0	0	Rear-end	Dry	Daylight	Clear	REVERE BEACH PARKWAY Rte 145 N			V1:W / V2:W	V1:(Collision with other movable object) V2:(Collision with motor vehicle in traffic)	V1: Slowing or stopped in traffic / V2:Travelling straight ahead	V1:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires) V2:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires)	
366472	REVERE	11/21/2013	4:40 PM	4	State police	PW201333700913	2013-0AS-011250	Non-fatal injury	2	1	0	Angle	Dry	Dark - lighted roadway	Clear	Rte 145 E	LEE BURBANK HIGHWAY Rte 1A S		V1:E / V2:S	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1: Travelling straight ahead / V2:Travelling straight ahead	V1:(Passenger car) V2:(Passenger car)	
380066	REVERE	5/5/2014	11:10 AM	1	State police	PW201413400139	2014-0AS-003098	Non-fatal injury	2	1	0	Angle	Dry	Daylight	Cloudy	REVERE BEACH PARKWAY Rte UNKNOWN E	LEE BURBANK HIGHWAY		V1:E / V2:S	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1: Travelling straight ahead / V2:Turning left	V1:(Passenger car) V2:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires)	
380276	REVERE	5/6/2014	1:55 PM	2	State police	PW201413900919	2014-0AS-003125	Non-fatal injury	3	1	0	Rear-end	Dry	Daylight	Clear	REVERE BEACH PARKWAY Rte UNKNOWN E	LEE BURBANK HIGHWAY		V1:W / V2:W / V3:W	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic) V3:(Collision with motor vehicle in traffic)	V1: Travelling straight ahead / V2:Slowing or stopped in traffic / V3:Not reported	V1:(Passenger car) V2:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires) V3:(Passenger car)	
387105	REVERE	6/19/2014	2:57 PM	4	Local police	PR201417900304	14-17292-AC	Unknown	2	0	0	Rear-end	Dry	Daylight	Clear/Unknown	REVERE BEACH PARKWAY			V1:N / V2:W	V1:(Collision with utility pole) V2:(Collision with motor vehicle in traffic)	V1: Travelling straight ahead / V2:Parkd	V1:(Passenger car) V2:(Passenger car)	
396122	REVERE	10/3/2014	2:35 PM	5	State police	PW201429001411	2014-0AS-007450	Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Clear	REVERE BEACH PARKWAY	RAMP-RT 145 NB/REVERE BEACH PKWY TO RT 1		V1:W / V2:W	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1: Travelling straight ahead / V2:Slowing or stopped in traffic	V1:(Truck/trailer) V2:(Passenger car)	
398537	REVERE	11/30/2014	2:07 AM	7	State police	PW201435300126	2014-0AS-008870	Property damage only (none injured)	1	0	0	Single vehicle crash	Dry	Dark - lighted roadway	Clear	REVERE BEACH PARKWAY	HILLSIDE AVENUE		V1:N	V1:(Collision with tree)	V1: Travelling straight ahead	V1:(Passenger car)	

SELECT [Crash Number],  
[City/Town], [Crash Date],  
[Crash Time], [Police Agency], [RMV Document #].  
This query was also restricted by a map filter.





Suffolk Downs Redevelopment Phase 1 Waiver  
American Legion Hwy at Bell Circle (South)

Crash Number	City/Town	Crash Date	Crash Time	Weekday	Police Agency	RMV Document #	Report IDs	Crash Severity	Number of Vehicles	Number of NonFatal Injuries	Number of Fatal Injuries	Manner of Collision	Road Surface	Ambient Light	Weather Condition	Roadway	Near Intersection Roadway	Distance And Direction From Intersection	Vehicle Travel Directions	Most Harmful Events	Vehicle Action Prior to Crash	Vehicle Configuration	Non Motorist Type
4097713	REVERE	9/28/2015	7:00 AM		1 MBTA police	PR201528700123	2015-10362 / 2015-10362	Non-fatal injury	2	3	0	Rear-end	Dry	Daylight	Clear/Clear	LEE BURBANK HIGHWAY	BELL CIRCLE	300 feet S of	V1:R / V2:R	V1:Collision with motor vehicle in traffic / V2:Collision with motor vehicle in traffic	V1: Travelling straight ahead / V2:Travelling straight ahead	V1:(Bus (seats for more than 15 people, including driver)) V2:(Light truck/van, mini-van, panel, pickup, sport utility) with only four tires	0
4011095	REVERE	1/5/2015	9:43 AM		1 Local police	PR201502200139	15rev-413-ac	Property damage only (none injured)	2	0	0	Rear-end	Dry	Daylight	Clear	BELL CIRCLE		0	V1:N / V2:N	V1:Collision with motor vehicle in traffic / V2:Collision with motor vehicle in traffic	V1: Travelling straight ahead / V2:Slowing or stopped in traffic	V1:(Passenger car) V2:(Passenger car)	0
4011296	REVERE	1/1/2015	11:01 PM		4 Local police	PR201503500607	15rev-96-ac	Non-fatal injury	3	3	0	Rear-end	Dry	Dark - lighted roadway	Clear	BELL CIRCLE		0	V1:N / V2:N / V3:N	V1:Collision with motor vehicle in traffic / V2:Collision with motor vehicle in traffic / V3:Collision with parked motor vehicle	V1: Slowing or stopped in traffic / V2:Slowing or stopped in traffic / V3:Travelling straight ahead	V1:(Passenger car) V2:(Light truck/van, mini-van, panel, pickup, sport utility) with only four tires V3:(Unknown vehicle configuration)	0
4020212	REVERE	2/27/2015	2:45 PM		5 Local police	PA201503700142 / PR201506800148	15rev-6514-ac / 15rev-8514-ac	Non-fatal injury	2	2	0	Angle	Wet	Daylight	Clear	BELL CIRCLE		0	V1:W / V2:W	V1:Collision with motor vehicle in traffic / V2:Collision with motor vehicle in traffic	V1: Slowing or stopped in traffic / V2:Slowing or stopped in traffic	V1:(Passenger car) V2:(Unknown heavy truck, cannot classify)	0
4069672	REVERE	5/30/2015	6:40 PM		6 Local police	PR201516000631	15-16498-ac	Property damage only (none injured)	2	0	0	Rear-end	Dry	Daylight	Clear	BELL CIRCLE		0	V1:E / V2:E	V1:Collision with motor vehicle in traffic / V2:Collision with motor vehicle in traffic	V1: Travelling straight ahead / V2:Slowing or stopped in traffic	V1:(Passenger car) V2:(Passenger car)	0
4124078	REVERE	10/18/2015	11:28 AM		7 Local police	PR201529500133	15REV-34002-AC / 15REV-34003-AC / 15REV-34002-AC / 15REV-34002-AC / 15REV-34002-AC / 15REV-34	Non-fatal injury	1	1	0	Single vehicle crash	Dry	Daylight	Clear	BELL CIRCLE		0	V1:N	V1:(Other)	V1: Travelling straight ahead	V1:(Motorcycle)	0
2706817	REVERE	2/12/2011	9:18 PM		6 Local police	PR201105900146		Not Reported	2	0	0	Angle	Dry	Dark - lighted roadway	Clear	BELL CIRCLE			V1:N / V2:N	V1:Collision with motor vehicle in traffic / V2:Collision with motor vehicle in traffic	V1: Travelling straight ahead / V2:Travelling straight ahead	V1:(Passenger car) V2:(Light truck/van, mini-van, panel, pickup, sport utility) with only four tires V2:(Passenger car)	0
2704259	REVERE	1/28/2011	8:00 PM		5 Local police	PR201103800148		Non-fatal injury	2	2	0	Angle	Dry	Dark - lighted roadway	Clear	BELL CIRCLE			V1:W / V2:W	V1:Collision with motor vehicle in traffic / V2:Collision with motor vehicle in traffic	V1: Travelling straight ahead / V2:Travelling straight ahead	V1:(Passenger car) V2:(Passenger car)	0
2702434	REVERE	2/8/2011	10:35 PM		2 Local police	PR201104601137		Not Reported	2	0	0	Angle	Wet	Daylight	Rain	BELL CIRCLE			V1:R / V2:R	V1:Collision with motor vehicle in traffic / V2:Collision with motor vehicle in traffic	V1: Travelling straight ahead / V2:Travelling straight ahead	V1:(Passenger car) V2:(Passenger car)	0
2714894	REVERE	3/19/2011	2:40 PM		6 Local police	PR201108300345		Non-fatal injury	2	1	0	Rear-end	Dry	Daylight	Clear	LEE BURBANK HIGHWAY	EVERETT STREET		V1:N / V2:N	V1:Collision with motor vehicle in traffic / V2:Collision with motor vehicle in traffic	V1: Slowing or stopped in traffic / V2:Travelling straight ahead	V1:(Light truck/van, mini-van, panel, pickup, sport utility) with only four tires V2:(Passenger car)	0
2953333	REVERE	12/3/2011	9:20 AM		6 Local police	PR201114800528		Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Cloudy	BELL CIRCLE			V1:W / V2:R	V1:Collision with motor vehicle in traffic / V2:Collision with motor vehicle in traffic	V1: Turning right / V2:Turning right	V1:(Truck tractor (bobtail)) V2:(Passenger car)	0
2723519	REVERE	5/3/2011	11:45 AM		2 Local police	PR201113600318		Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Clear	BELL CIRCLE			V1:R / V2:R	V1:Collision with motor vehicle in traffic / V2:Collision with motor vehicle in traffic	V1: Leaving traffic lane / V2:Travelling straight ahead	V1:(Passenger car) V2:(Light truck/van, mini-van, panel, pickup, sport utility) with only four tires	0
3560144	REVERE	8/5/2013	6:07 AM		1 Local police	PR201322700414	13-21304-ac	Property damage only (none injured)	2	0	0	Sidewipe, same direction	Dry	Daylight	Clear	BELL CIRCLE			V1:W / V2:W	V1:Collision with motor vehicle in traffic / V2:Collision with motor vehicle in traffic	V1: Travelling straight ahead / V2:Travelling straight ahead	V1:(Light truck/van, mini-van, panel, pickup, sport utility) with only four tires V2:(Passenger car)	0
3509935	REVERE	7/4/2013	12:43 PM		4 Local police	PR201319100105	13-17897-AC	Non-fatal injury	2	1	0	Rear-end	Dry	Daylight	Clear	BELL CIRCLE Rte 16 N / Rte 16			V1:N / V2:N	V1:Collision with motor vehicle in traffic / V2:Collision with motor vehicle in traffic	V1: Slowing or stopped in traffic / V2:Slowing or stopped in traffic	V1:(Passenger car) V2:(Passenger car)	0
3285537	REVERE	9/17/2012	5:05 PM		1 Local police	PR201227100606		Property damage only (none injured)	2	0	0	Rear-end	Dry	Daylight	Clear	BELL CIRCLE			V1:W / V2:W	V1:Collision with motor vehicle in traffic / V2:Collision with motor vehicle in traffic	V1: Slowing or stopped in traffic / V2:Travelling straight ahead	V1:(Passenger car) V2:(Passenger car)	0
2728459	REVERE	5/26/2011	5:30 PM		4 Local police	PR201115300130		Non-fatal injury	2	1	0	Rear-end	Dry	Daylight	Clear	BELL CIRCLE			V1:R / V2:R	V1:Collision with motor vehicle in traffic / V2:Collision with motor vehicle in traffic	V1: Slowing or stopped in traffic / V2:Travelling straight ahead	V1:(Light truck/van, mini-van, panel, pickup, sport utility) with only four tires V2:(Light truck/van, mini-van, panel, pickup, sport utility) with only four tires	0
3563557	REVERE	8/17/2013	7:46 AM		6 Local police	PR201322700335	13-22590-ac	Unknown	2	0	0	Angle	Dry	Daylight	Clear/Other	BELL CIRCLE			V1:N / V2:E	V1:Collision with motor vehicle in traffic / V2:Collision with motor vehicle in traffic	V1: Travelling straight ahead / V2:Travelling straight ahead	V1:(Passenger car) V2:(Passenger car)	0
3032068	REVERE	4/12/2012	7:41 AM		4 Local police	PR201207300231		Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Rain	BELL CIRCLE			V1:W / V2:W	V1:Collision with motor vehicle in traffic / V2:Collision with motor vehicle in traffic	V1: Turning right / V2:Turning right	V1:(Light truck/van, mini-van, panel, pickup, sport utility) with only four tires V2:(Unknown heavy truck, cannot classify)	0
3663073	REVERE	10/30/2013	12:26 AM		3 Local police	PR201330901528	13-30380-AC	Non-fatal injury	2	1	0	Sidewipe, opposite direction	Dry	Dark - lighted roadway	Clear	BELL CIRCLE			V1:N / V2:N	V1:Collision with motor vehicle in traffic / V2:Collision with motor vehicle in traffic	V1: Travelling straight ahead / V2:Travelling straight ahead	V1:(Passenger car) V2:(Passenger car)	0
3380583	REVERE	3/23/2013	1:48 AM		6 Local police	PR201308700508	13-7324-AC	Property damage only (none injured)	2	0	0	Sidewipe, same direction	Dry	Dark - lighted roadway	Clear/Other	BELL CIRCLE			V1:N / V2:N	V1:Collision with motor vehicle in traffic / V2:Collision with other movable object	V1: Travelling straight ahead / V2:Changing lanes	V1:(Truck/trailer) V2:(Passenger car)	0
3595654	REVERE	9/18/2013	11:25 AM		3 Local police	PR201326900416	13-25993-AC	Property damage only (none injured)	2	0	0	Rear-end	Dry	Daylight	Clear	BELL CIRCLE			V1:N / V2:N	V1:Collision with motor vehicle in traffic / V2:Collision with motor vehicle in traffic	V1: Travelling straight ahead / V2:Slowing or stopped in traffic	V1:(Passenger car) V2:(Passenger car)	0
3264970	REVERE	9/17/2012	8:12 AM		1 Local police	PR201225500345		Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Clear	BELL CIRCLE			V1:W / V2:W	V1:Collision with motor vehicle in traffic / V2:Collision with motor vehicle in traffic	V1: Travelling straight ahead / V2:Changing lanes	V1:(Passenger car) V2:(Single-unit truck (3-or-more axles))	0
3475234	REVERE	6/7/2013	12:30 PM		5 Local police	PR201316400740	13-15070-AC	Property damage only (none injured)	2	0	0	Angle	Wet	Daylight	Cloudy/Rain	BELL CIRCLE			V1:W / V2:W	V1:Collision with motor vehicle in traffic / V2:Collision with motor vehicle in traffic	V1: Travelling straight ahead / V2:Travelling straight ahead	V1:(Light truck/van, mini-van, panel, pickup, sport utility) with only four tires V2:(Tractor/semi-trailer)	0
3419238	REVERE	5/6/2013	1:05 PM		1 Local police	PR201313501104	13-11625-AC	Non-fatal injury	4	3	0	Rear-end	Dry	Daylight	Clear	BELL CIRCLE			V1:N / V2:N / V3:N / V4:N	V1:Collision with motor vehicle in traffic / V2:Collision with motor vehicle in traffic / V3:Collision with motor vehicle in traffic / V4:Collision with motor vehicle in traffic	V1: Travelling straight ahead / V2:Slowing or stopped in traffic / V3:Slowing or stopped in traffic / V4:Slowing or stopped in traffic	V1:(Truck/trailer) V2:(Truck/trailer) V3:(Passenger car) V4:(Passenger car)	0
3211378	REVERE	6/2/2012	4:07 PM		6 Local police	PR201215800224		Property damage only (none injured)	3	0	0	Rear-end	Wet	Daylight	Rain	BELL CIRCLE Rte 1A N			V1:N / V2:N / V3:N	V1:Collision with motor vehicle in traffic / V2:Collision with motor vehicle in traffic / V3:Collision with motor vehicle in traffic	V1: Travelling straight ahead / V2:Travelling straight ahead / V3:Travelling straight ahead	V1:(Passenger car) V2:(Passenger car) V3:(Passenger car)	0
2751984	REVERE	8/3/2011	3:00 PM		3 Local police	PR201112800718		Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Clear	BELL CIRCLE			V1:R / V2:R	V1:Collision with motor vehicle in traffic / V2:Collision with motor vehicle in traffic	V1: Other / V2:Other	V1:(Bus (seats for 7-15 people, including driver)) V2:(Truck/trailer)	0
3119530	REVERE	12/14/2012	2:34 PM		5 Local police	PR201235300636		Unknown	3	0	0	Rear-end	Dry	Daylight	Clear	BELL CIRCLE Rte 60 N			V1:N / V2:N / V3:N	V1:Collision with motor vehicle in traffic / V2:Collision with motor vehicle in traffic / V3:Collision with motor vehicle in traffic	V1: Slowing or stopped in traffic / V2:Slowing or stopped in traffic / V3:Slowing or stopped in traffic	V1:(Passenger car) V2:(Passenger car) V3:(Passenger car)	0
3783053	REVERE	3/25/2014	11:46 AM		2 Local police	PR201403500437	14-8141-ac	Property damage only (none injured)	1	0	0	Angle	Dry	Daylight	Cloudy	BELL CIRCLE			V1:W	V1:Collision with motor vehicle in traffic	V1: Travelling straight ahead	V1:(Light truck/van, mini-van, panel, pickup, sport utility) with only four tires	0
3806158	REVERE	2/14/2014	11:46 AM		5 Local police	PR201405200503	14-4412-ac	Property damage only (none injured)	2	0	0	Angle	Wet	Daylight	Cloudy	BELL CIRCLE			V1:R / V2:R	V1:Collision with motor vehicle in traffic / V2:Collision with motor vehicle in traffic	V1: Travelling straight ahead / V2:Travelling straight ahead	V1:(Passenger car) V2:(Passenger car)	0
3792168	REVERE	3/13/2014	9:29 AM		4 Local police	PR201407900409	14-6945-ac	Property damage only (none injured)	2	0	0	Angle	Snow	Daylight	Snow/Cloudy	BELL CIRCLE			V1:W / V2:W	V1:Collision with motor vehicle in traffic / V2:Collision with motor vehicle in traffic	V1: Other / V2:Other	V1:(Passenger car) V2:(Passenger car)	0
3880361	REVERE	7/4/2014	2:45 PM		5 Local police	PR201419000349	14-18102-AC	Non-fatal injury	2	2	0	Angle	Wet	Daylight	Rain	BELL CIRCLE			V1:W / V2:W	V1:Collision with motor vehicle in traffic / V2:Collision with motor vehicle in traffic	V1: Travelling straight ahead / V2:Travelling straight ahead	V1:(Passenger car) V2:(Light truck/van, mini-van, panel, pickup, sport utility) with only four tires	0
3898758	REVERE	7/25/2014	9:29 AM		5 Local police	PR201421700115	14-21465-ac	Non-fatal injury	2	1	0	Angle	Dry	Daylight	Clear	BELL CIRCLE			V1:W / V2:W	V1:Collision with motor vehicle in traffic / V2:Collision with motor vehicle in traffic	V1: Turning left / V2:Travelling straight ahead	V1:(Passenger car) V2:(Passenger car)	0
3949781	REVERE	9/4/2014	6:15 PM		4 Local police	PR201425400324	14-26563-AC	Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Clear	BELL CIRCLE			V1:R / V2:R	V1:Collision with motor vehicle in traffic / V2:Collision with motor vehicle in traffic	V1: Travelling straight ahead / V2:Travelling straight ahead	V1:(Light truck/van, mini-van, panel, pickup, sport utility) with only four tires V2:(Passenger car)	0

SELECT [Crash Number], [City/Town], [Crash Date], [Crash Time], [Police Agency], [RMV Document #], [Report IDs], [Crash Severity], [Number of Vehicles], [Number of NonFatal Injuries], [Number of Fatal Injuries], [Manner of Collision], [Road Surface], [Ambient Light], [Weather Condition], [Roadway], [Near Intersection Roadway], [Distance And Direction From Intersection], [Vehicle Travel Directions], [Most Harmful Events], [Vehicle Action Prior to Crash], [Vehicle Configuration], [Non Motorist Type], [DL\_TY] FROM [tbl\_CRASH\_REPORT\_VIEW] WHERE ([Crash Date] >= '2010-01-01' AND [Crash Date] <= '2014-12-31')

This query was also restricted by a map filter.

Suffolk Downs Redevelopment Phase 1 Waiver  
Route 16 at Bell Circle

Crash Number	City/Town	Crash Date	Crash Time	Weekday	Police Agency	RMV Document #	Report ID#	Crash Severity	Number of Vehicles	Number of NonFatal Injuries	Number of Fatal Injuries	Manner of Collision	Road Surface	Ambient Light	Weather Condition	Roadway	Near Intersection Roadway	Distance And Direction From Intersection	Vehicle Travel Directions	Most Harmful Events	Vehicle Action Prior to Crash	Vehicle Configuration	Non Motorist Type
4081704	REVERE	5/22/2015	5:28 PM		5 Local police	PR201519600314	15rev-15524-ac	Property damage only (none injured)	2	0	0	Rear-end	Dry	Daylight	Clear	BELL CIRCLE / LEE BURBANK HIGHWAY Rte SRIA N / VETERANS OF FOREIGN WARS PARKWAY Rte SRIA N		0	0 V1S / V2S	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1: Travelling straight ahead / V2:Slowing or stopped in traffic	V1:(Passenger car) V2:(Passenger car)	0
4041348	REVERE	5/9/2015	8:25 AM		6 State police	PW201513400422	2015-0A5-003046	Property damage only (none injured)	2	0	0	Rear-end	Dry	Daylight	Cloudy	RAMP-RT 16 EB TO RTS 1A/60 WB Rte 16 E	LEE BURBANK HIGHWAY Rte 1A N		0 V1E / V2 E	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1: Travelling straight ahead / V2:Slowing or stopped in traffic	V1:(Passenger car) V2:(Light truck/van, mini-van, panel, pickup, sport utility) with only four tires)	0
2714906	REVERE	3/18/2011	10:00 AM		5 Local police	PR201108300349		Non-fatal injury	3	1	0	Not reported	Not reported	Not reported	BELL CIRCLE Rte 60 N / Rte 1A N			V1N / V2 N / V3 N	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic) V3:(Collision with motor vehicle in traffic)	V1: Travelling straight ahead / V2:Travelling straight ahead / V3:Travelling straight ahead	V1:(Passenger car) V2:(Passenger car) V3:(Light truck/van, mini-van, panel, pickup, sport utility) with only four tires)		
2724244	REVERE	5/6/2011	5:19 PM		5 Local police	PR201113700113		Property damage only (none injured)	2	0	0	Sidewipe, same direction	Dry	Daylight	Clear	VETERANS OF FOREIGN WARS PARKWAY Rte 1A N / BELL CIRCLE / LEE BURBANK HIGHWAY Rte 16 E			V1E / V2 E	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1: Not reported / V2:Changing lanes	V1:(Truck/trailer) V2:(Light truck/van, mini-van, panel, pickup, sport utility) with only four tires)	
2730428	REVERE	6/4/2011	1:50 AM		6 Local police	PR201116000144		Non-fatal injury	2	2	0	Sidewipe, same direction	Dry	Dark - lighted roadway	Clear	BELL CIRCLE / Rte 16			V1E / V2 E	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1: Travelling straight ahead / V2:Travelling straight ahead	V1:(Passenger car) V2:(Motorcycle)	
3168284	REVERE	3/20/2012	6:04 AM		2 State police	PH201219300902	2012-0A5-002298	Non-fatal injury	1	1	0	Single vehicle crash	Dry	Dusk	Clear	RAMP - REVERE BEACH PKWY TO BELL CIRCLE Rte 16 E	BELL CIRCLE		V1 E	V1:(Collision with tree)	V1: Travelling straight ahead	V1:(Light truck/van, mini-van, panel, pickup, sport utility) with only four tires)	
3407635	REVERE	4/3/2013	10:25 AM		3 Local police	PR201310600115	13-8361-AC	Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Clear	BELL CIRCLE / LEE BURBANK HIGHWAY Rte 16 E / VETERANS OF FOREIGN WARS PARKWAY Rte 1A N /			V1N / V2 N	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1: Travelling straight ahead / V2:Travelling straight ahead	V1:(Passenger car) V2:(Passenger car)	
3560577	REVERE	8/7/2013	11:12 AM		3 Local police	PR201322700511	13-21533-ac	Non-fatal injury	2	1	0	Rear-end	Dry	Daylight	Clear	BELL CIRCLE / VETERANS OF FOREIGN WARS PARKWAY Rte 1A N /			V1N / V2 N	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1: Slowing or stopped in traffic / V2:Travelling straight ahead	V1:(Passenger car) V2:(Passenger car)	
3882642	REVERE	4/20/2014	8:48 PM		7 Local police	PR201411400918		Non-fatal injury	2	1	0	Rear-end	Dry	Dark - lighted roadway	Clear	BELL CIRCLE / LEE BURBANK HIGHWAY Rte 16 E			V1N / V2 N	V1:(Collision with motor vehicle in traffic) V2:(Collision with parked motor vehicle)	V1: Travelling straight ahead / V2:Travelling straight ahead	V1:(Light truck/van, mini-van, panel, pickup, sport utility) with only four tires) V2:(Passenger car)	
3869045	REVERE	6/1/2014	5:26 PM		7 Local police	PR201415600515	14-15232-AC	Non-fatal injury	3	1	0	Angle	Dry	Daylight	Clear	LEE BURBANK HIGHWAY Rte 1A N	RAMP-RT 16 EB TO RTS 1A/60 WB Rte 16 E		V1# / V2:# / V3:#	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic) V3:(Collision with motor vehicle in traffic)	V1: Unknown / V2:Travelling straight ahead / V3:Travelling straight ahead	V1:(Light truck/van, mini-van, panel, pickup, sport utility) with only four tires) V2:(Light truck/van, mini-van, panel, pickup, sport utility) with only four tires) V3:(Light truck/van, mini-van, panel, pickup, sport utility) with only four tires)	
3878864	REVERE	6/23/2014	4:14 PM		1 Local police	PR201418400122	14-17790-AC	Unknown	2	0	0	Rear-end	Dry	Daylight	Clear	BELL CIRCLE	LEE BURBANK HIGHWAY		V1S / V2S	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1: Slowing or stopped in traffic / V2:Travelling straight ahead	V1:(Passenger car) V2:(Passenger car)	

SELECT [Crash Number], [City/Town], [Crash Date], [Crash Time], [Police Agency], [RMV Document #], [Report ID#], [Crash Severity], [Number of Vehicles], [Number of NonFatal Injuries], [Number of Fatal Injuries], [Manner of Collision], [Road Surface], [Ambient Light], [Weather Condition], [Roadway], [Near Intersection Roadway], [Distance And Direction From Intersection], [Vehicle Travel Directions], [Most Harmful Events], [Vehicle Action Prior to Crash], [Vehicle Configuration], [Non Motorist Type], [X], [Y] FROM [TBL\_CRASH\_REPORT\_VIEW] WHERE ([Crash Date] >= '2010-01-01' AND [Crash Date] <= '2014-12-31')

This query was also restricted by a map filter.

Suffolk Downs Redevelopment Phase 1 Waiver  
VFW Hwy at Bell Circle

Crash Number	City/Town	Crash Date	Crash Time	Weekday	Police Agency	RMV Document #	Report IDs	Crash Severity	Number of Vehicles	Number of NonFatal Injuries	Number of Fatal Injuries	Manner of Collision	Road Surface	Ambient Light	Weather Condition	Roadway	Near Intersection Roadway	Distance And Direction From Intersection	Vehicle Travel Directions	Most Harmful Events	Vehicle Action Prior to Crash	Vehicle Configuration	Non Motorist Type
4002255	REVERE	1/15/2015	8:58 AM		4 Local police	PR201500500644	15rev-1490-ac	Property damage only (none injured)	2	0	0	Sideswipe, same direction	Wet	Daylight	Cloudy	AMERICAN LEGION HIGHWAY	BELL CIRCLE		D V1.5 / V2.8	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1: Turning right / V2:Turning right V1: Travelling straight ahead / V2:Not reported	V1:(Passenger car) V2:(Tractor/semi-trailer)	0
4010557	REVERE	2/5/2015	7:25 PM		4 Local police	PR201505000531	15rev-3831-ac	Property damage only (none injured)	2	0	0	Rear-end	Wet	Dark - lighted roadway	Cloudy/Rain	BELL CIRCLE	AMERICAN LEGION HIGHWAY		0 V1.N / V2.8	V1:(Collision with motor vehicle in traffic) V2:( )	V1: Travelling straight ahead / V2:Not reported	V1:(Tractor/semi-trailer) V2:(Unknown vehicle configuration)	0
4083480	REVERE	7/11/2015	7:43 AM		6 Local police	PR201520300435	15rev-21616-ac 15rev-40017-ac / 15rev-40017-ac / 15rev-40017-ac / 15rev-40017-ac / 15rev-40017-ac / 15rev-40	Non-fatal injury	2	2	0	Angle	Dry	Daylight	Clear/Unknown	BELL CIRCLE / AMERICAN LEGION HIGHWAY		0	D V1.5 / V2.W	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1: Travelling straight ahead / V2:Travelling straight ahead	V1:(Passenger car) V2:(Passenger car)	0
4124575	REVERE	12/7/2015	6:28 PM		1 Local police	PR201534900221		Property damage only (none injured)	2	0	0	Not reported	Not reported	Not reported	Not Reported	BELL CIRCLE	Rte 1A		0 V1.E / V2.5	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1: Slowing or stopped in traffic / V2:Travelling straight ahead	V1:(Passenger car) V2:(Tractor/semi-trailer)	0
2723520	REVERE	5/7/2011	7:00 AM		6 Local police	PR201113600319		Non-fatal injury	3	1	0	Rear-end	Dry	Daylight	Clear/Clear	Rte 1A / BELL CIRCLE			V1.8 / V2.8 / V3.8	V1:(Unknown) V2:(Unknown) V3:(Unknown)	V1: Unknown / V2: Unknown / V3: Unknown	V1:(Passenger car) V2:(Tractor/semi-trailer) V1:(Light truck/van, mini-van, panel, pickup, sport utility) with only four tires) V2:(Light truck/van, mini-van, panel, pickup, sport utility) with only four tires) V3:(Passenger car)	
2722450	REVERE	6/13/2011	2:40 PM		1 Local police	PR201116500432		Not Reported	2	0	0	Angle	Dry	Daylight	Clear	BELL CIRCLE Rte 1A S			V1.8 / V2.8	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1: Travelling straight ahead / V2:Travelling straight ahead	V1:(Unknown heavy truck, cannot classify) V2:(Passenger car)	
3349287	REVERE	12/5/2012	6:14 PM		3 Local police	PR201234800520	12-584774-AC	Non-fatal injury	1	1	0	Single vehicle crash	Dry	Dawn	Clear/Unknown	BELL CIRCLE	Rte 1A		V1.N	V1:(Collision with pedestrian)	V1: Travelling straight ahead	V1:(Passenger car)	P2-Pedestrian
3872032	REVERE	6/30/2014	12:07 PM		1 Local police	PR201419000122	14-18528-AC	Non-fatal injury	1	1	0	Unknown	Dry	Daylight	Clear	AMERICAN LEGION HIGHWAY / BELL CIRCLE Rte SR1A S			V1.W	V1:(Collision with pedestrian)	V1: Travelling straight ahead	V1:(Single-unit truck (3-or more axles))	P2-Pedestrian
3965539	REVERE	10/19/2014	2:12 AM		7 Local police	PR201429400343	14-31297-AC	Property damage only (none injured)	2	0	0	Angle	Wet	Dark - lighted roadway	Cloudy/Rain	AMERICAN LEGION HIGHWAY / BELL CIRCLE			V1.5 / V2.8	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1: Travelling straight ahead / V2:Travelling straight ahead	V1:(Passenger car) V2:(Passenger car)	
3965540	REVERE	10/18/2014	12:26 AM		6 Local police	PR201429400344	14-31188-ac	Property damage only (none injured)	2	0	0	Rear-end	Dry	Dark - lighted roadway	Clear	AMERICAN LEGION HIGHWAY	BELL CIRCLE		V1.8 / V2.N	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1: Travelling straight ahead / V2:Slowing or stopped in traffic	V1:(Passenger car) V2:(Passenger car)	
3965543	REVERE	10/15/2014	9:50 PM		3 Local police	PR201429400347	14-30957-AC	Property damage only (none injured)	2	0	0	Angle	Dry	Dark - lighted roadway	Clear/Cloudy	VETERANS OF FOREIGN WARS PARKWAY Rte 1A N	BELL CIRCLE		V1.E / V2.N	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1: Travelling straight ahead / V2:Travelling straight ahead	V1:(Passenger car) V2:(Bus (seats for 7-15 people, including driver))	

SELECT [Crash Number], [City/Town], [Crash Date], [Crash Time], [Police Agency], [RMV Document #], [Report ID], [Crash Severity], [Number of Vehicles], [Number of NonFatal Injuries], [Number of Fatal Injuries], [Manner of Collision], [Road Surface], [Ambient Light], [Weather Condition], [Roadway], [Near Intersection Roadway], [Distance And Direction From Intersection], [Vehicle Travel Directions], [Most Harmful Events], [Vehicle Action Prior to Crash], [Vehicle Configuration], [Non Motorist Type], [X], [Y] FROM [TBL\_CRASH\_REPORT\_VIEW] WHERE ([Crash Date] >= '2010-01-01' AND [Crash Date] <= '2014-12-31')

This query was also restricted by a map filter.

Suffolk Downs Redevelopment Phase 1 Waiver  
Beach Street at Bell Circle

Crash Number	Crash Date	Crash Time	Weekday	City/Town	Locality	Crash Severity	Number of NonFatal Injuries	Number of Fatal Injuries	Manner of Collision	Vehicle Action Prior to Crash	Vehicle Travel Directions	Most Harmful Events	Vehicle Configuration	Non Motorist Type	Road Surface	Ambient Light	Weather Condition	Roadway	Distance And Direction From Intersection	Police Agency	RMV Document #	Report IDs	Roadway Contributing Code
3289597	9/30/2012	2:10 AM	Sun	REVERE	REVERE	Non-fatal injury	1	0	Angle	V1: Travelling straight ahead / V2: Travelling straight ahead	V1: S / V2: W	V1: (Collision with motor vehicle in traffic) V2: (Collision with motor vehicle in traffic)	V1: (Passenger car) V2: (Passenger car)		Dry	Dark - lighted roadway	Cloudy	BELL CIRCLE		Local police	PR201228500241		Not reported
3549267	7/21/2013	2:51 AM	Sun	REVERE	REVERE	Property damage only (none injured)	0	0	Angle	V1: Travelling straight ahead / V2: Travelling straight ahead	V1: N / V2: E	V1: (Collision with motor vehicle in traffic) V2: (Collision with motor vehicle in traffic)	V1: (Passenger car) V2: (Passenger car)		Dry	Dark - lighted roadway	Clear	BELL CIRCLE / BEACH STREET		Local police	PR201321100247	13-19710-AC	Not reported
3713972	11/16/2013	3:13 PM	Sat	REVERE	REVERE	Non-fatal injury	1	0	Angle	V1: Travelling straight ahead / V2: Travelling straight ahead	V1: W / V2: N	V1: (Collision with motor vehicle in traffic) V2: (Collision with motor vehicle in traffic)	V1: (Passenger car) V2: (Passenger car)		Dry	Daylight	Clear/Cloudy	BEACH STREET / JOHN MOONEY ROAD		Local police	PR201332400522	13-32211-ac	Not reported
3731463	10/10/2013	2:43 PM	Thu	REVERE	REVERE	Non-fatal injury	1	0	Angle	V1: Backing / V2: Slowing or stopped in traffic	V1: S / V2: S	V1: (Collision with motor vehicle in traffic) V2: (Collision with motor vehicle in traffic)	V1: (Bus (seats for 7-15 people, including driver) V2: (Motorcycle)		Dry	Daylight	Cloudy	BELL CIRCLE / BEACH STREET /		Local police	PR201332300135	13-28450-ac	Not reported
2742750	7/7/2011	12:00 PM	Thu	REVERE	REVERE	Property damage only (none injured)	0	0	Angle	V1: Travelling straight ahead / V2: Travelling straight ahead	V1: W / V2: S	V1: (Collision with motor vehicle in traffic) V2: (Collision with motor vehicle in traffic)	V1: (Passenger car) V2: (Light truck/van, mini-van, panel, pickup, sport utility) with only four tires)		Dry	Dark - lighted roadway	Clear	BELL CIRCLE / BEACH STREET / AMERICAN LEGION HIGHWAY		Local police	PR20112000409		Not reported
3244681	6/17/2012	3:07 PM	Sun	REVERE	REVERE	Non-fatal injury	2	0	Rear-end	V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic	V1: N / V2: N	V1: (Collision with motor vehicle in traffic) V2: (Collision with motor vehicle in traffic)	V1: (Passenger car) V2: (Light truck/van, mini-van, panel, pickup, sport utility) with only four tires)		Wet	Daylight	Clear	BELL CIRCLE		Local police	PR201218000213		Not reported
3560151	7/31/2013	3:19 PM	Wed	REVERE	REVERE	Property damage only (none injured)	0	0	Not reported	V1: Unknown / V2: Unknown	V1: S / V2: S	V1: (Collision with motor vehicle in traffic) V2: (Collision with motor vehicle in traffic)	V1: (Motorcycle) V2: (Unknown vehicle configuration)		Not reported	Not reported	Not Reported	BELL CIRCLE		Local police	PR201322700419	13-20848-AC	Not reported
3602900	9/26/2013	8:45 AM	Thu	REVERE	REVERE	Property damage only (none injured)	0	0	Angle	V1: Entering traffic lane / V2: Travelling straight ahead	V1: E / V2: S	V1: (Collision with motor vehicle in traffic) V2: (Collision with motor vehicle in traffic)	V1: (Passenger car) V2: (Tractor/semi-trailer)		Dry	Daylight	Clear	BELL CIRCLE		Local police	PR201326900122	13-26905-AC	Not reported
3007893	2/29/2012	8:50 AM	Wed	REVERE	REVERE	Property damage only (none injured)	0	0	Rear-end	V1: Travelling straight ahead / V2: Slowing or stopped in traffic	V1: W / V2: W	V1: (Collision with motor vehicle in traffic) V2: (Collision with motor vehicle in traffic)	V1: (Passenger car) V2: (Passenger car)		Wet	Dark - lighted roadway	Rain/Snow	BEACH STREET		Local police	PR201206800121		Not reported
3064744	4/8/2012	1:54 AM	Sun	REVERE	REVERE	Non-fatal injury	4	0	Angle	V1: Travelling straight ahead / V2: Travelling straight ahead	V1: N / V2: B	V1: (Collision with motor vehicle in traffic) V2: (Collision with motor vehicle in traffic)	V1: (Passenger car) V2: (Passenger car)		Dry	Dark - lighted roadway	Clear	BELL CIRCLE Rte 1A N / BEACH STREET		Local police	PR201210100731		Not reported
3645443	10/30/2013	9:54 AM	Wed	REVERE	REVERE	Property damage only (none injured)	0	0	Angle	V1: Other / V2: Turning right	V1: N / V2: N	V1: (Collision with motor vehicle in traffic) V2: (Collision with motor vehicle in traffic)	V1: (Light truck/van, mini-van, panel, pickup, sport utility) with only four tires) V2: (Tractor/semi-trailer)		Wet	Daylight	Cloudy/Rain	BEACH STREET / BELL CIRCLE Rte 1A S		Local police	PR201330900913	13-30405-ac	Not reported
3910370	8/14/2014	5:29 PM	Thu	REVERE	REVERE	Non-fatal injury	1	0	Rear-end	V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic / V3: Travelling straight ahead	V1: E / V2: E / V3: E	V1: (Collision with motor vehicle in traffic) V2: (Collision with motor vehicle in traffic) V3: (Collision with motor vehicle in traffic)	V1: (Passenger car) V2: (Passenger car) V3: (Single-unit truck (2 axle, 6-tire))		Dry	Daylight	Clear	BELL CIRCLE / Rte 60 E / BEACH STREET		Local police	PR201423000935	14-24144-ac	None
3797886	2/27/2014	6:37 AM	Thu	REVERE	REVERE	Property damage only (none injured)	0	0	Sideswipe, same direction	V1: Travelling straight ahead / V2: Travelling straight ahead	V1: N / V2: N	V1: (Collision with motor vehicle in traffic) V2: (Collision with motor vehicle in traffic)	V1: (Tractor/semi-trailer) V2: (Passenger car)		Dry	Daylight	Cloudy	BELL CIRCLE Rte 1A N / BEACH STREET Rte 1A N / BELL CIRCLE		Local police	PR201407800844	14-5601-ac	Unknown
3835933	3/10/2014	1:48 PM	Mon	REVERE	REVERE	Property damage only (none injured)	0	0	Angle	V1: Other / V2: Other	V1: W / V2: W	V1: (Collision with motor vehicle in traffic) V2: (Collision with motor vehicle in traffic)	V1: (Passenger car) V2: (Light truck/van, mini-van, panel, pickup, sport utility) with only four tires)		Dry	Daylight	Cloudy	MAHONEY CIRCLE / LEE BURBANK HIGHWAY Rte 1A S		Local police	PR201407800637	14-6680-ac	None
3849334	6/10/2014	8:52 AM	Tue	REVERE	REVERE	Property damage only (none injured)	0	0	Angle	V1: Travelling straight ahead / V2: Travelling straight ahead	V1: S / V2: E	V1: (Collision with motor vehicle in traffic) V2: (Collision with motor vehicle in traffic)	V1: (Tractor/semi-trailer) V2: (Passenger car)		Dry	Daylight	Clear	BELL CIRCLE / BEACH STREET		Local police	PR201416100444	14-16244-ac	None
3887139	7/19/2014	11:03 AM	Sat	REVERE	REVERE	Non-fatal injury	1	0	Angle	V1: Changing lanes / V2: Travelling straight ahead	V1: N / V2: N	V1: (Collision with motor vehicle in traffic) V2: (Collision with motor vehicle in traffic)	V1: (Truck tractor (bobtail)) V2: (Passenger car)		Dry	Daylight	Clear	Rte 16		Local police	PR201420400431 / PA201418200123	14-20818-ac / 14-20818-ac	Traffic congestion related
3939432	8/19/2014	2:27 AM	Tue	REVERE	REVERE	Unknown	0	0	Single vehicle crash	V1: Travelling straight ahead	V1: B	V1: (Collision with light pole or other post/support)	V1: (Passenger car)		Dry	Dark - lighted roadway	Clear	BEACH STREET / BELL CIRCLE Rte 1A S		Local police	PR201424000245	14-24644-AC	None
2702431	2/6/2011	5:47 PM	Sun	REVERE	REVERE	Property damage only (none injured)	0	0	Angle	V1: Travelling straight ahead / V2: Travelling straight ahead	V1: E / V2: N	V1: (Collision with motor vehicle in traffic) V2: (Collision with motor vehicle in traffic)	V1: (Passenger car) V2: (Light truck/van, mini-van, panel, pickup, sport utility) with only four tires)		Wet	Dark - lighted roadway	Cloudy	LEE BURBANK HIGHWAY Rte 1A N / BEACH STREET		Local police	PR201104601134		Not reported
2709655	3/3/2011	7:45 AM	Thu	REVERE	REVERE	Property damage only (none injured)	0	0	Angle	V1: Travelling straight ahead / V2: Entering traffic lane	V1: W / V2: S	V1: (Collision with motor vehicle in traffic) V2: (Collision with motor vehicle in traffic)	V1: (V2:)		Dry	Daylight	Clear	BEACH STREET / JOHN MOONEY ROAD		Local police	PR201107500131		Not reported
3761732	1/4/2014	10:03 PM	Sat	REVERE	REVERE	Non-fatal injury	3	0	Angle	V1: Travelling straight ahead / V2: Slowing or stopped in traffic / V3: Slowing or stopped in traffic	V1: S / V2: N / V3: N	V1: (Collision with motor vehicle in traffic) V2: (Collision with motor vehicle in traffic) V3: (Collision with motor vehicle in traffic)	V1: (Light truck/van, mini-van, panel, pickup, sport utility) with only four tires) V2: (Passenger car) V3: (Light truck/van, mini-van, panel, pickup, sport utility) with only four tires)		Ice	Dark - lighted roadway	Clear	BEACH STREET		Local police	PR201401300221	14-423-ac	Not reported
3994096	12/7/2014	3:19 PM	Sun	REVERE	REVERE	Property damage only (none injured)	0	0	Single vehicle crash	V1: Leaving traffic lane	V1: W	V1: (Collision with highway traffic sign post)	V1: (Passenger car)		Dry	Dusk	Clear	BELL CIRCLE / BEACH STREET		Local police	PR201500900345	36235-ac	None
4150487	12/17/2015	10:36 PM	Thu	REVERE	REVERE	Property damage only (none injured)	0	0	Sideswipe, same direction	V1: Changing lanes / V2: Entering traffic lane / V3: Entering traffic lane	V1: S / V2: E / V3: E	V1: (Collision with motor vehicle in traffic) V2: (Collision with motor vehicle in traffic) V3: (Collision with motor vehicle in traffic)	V1: (Passenger car) V2: (Passenger car) V3: (Passenger car)		Wet	Dark - lighted roadway	Rain	BELL CIRCLE		Local police	PR201535800244	15Rev-41135-ac	Road surface condition (wet, icy, snow, slush, etc.)

SELECT [Crash Number], [Crash Date], [Crash Time], [Crash Hour], [City/Town], [Locality], [IPA Abbreviation], [MassHighway District], [Crash Severity], [Maximum Injury Severity Reported], [Number of NonFatal Injuries], [Number of Fatal Injuries], [Number of Vehicles], [Manner of Collision], [Vehicle Action Prior to Crash], [Vehicle Travel Directions], [First Harmful Event], [First Harmful Event Location], [Most Harmful Events], [Vehicle Sequence of Events], [Vehicle Configuration], [FMSCA Reportable], [Age of Driver - Youngest Known], [Age of Driver - Oldest Known], [Driver Contributing Codes], [Non Motorist Type], [Non Motorist Action], [Non Motorist Location], [Hit & Run], [Road Surface], [Ambient Light], [Weather Condition], [Street Number], [Roadway], [Distance And Direction From Intersection], [Near Intersection Roadway], [Exit Route], [Distance And Direction From Exit Number], [Exit Number], [Milemarker Route], [Distance And Direction From Milemarker], [Milemarker], [Landmark], [Distance And Direction From Landmark], [Traffic Way], [Speed Limit], [Roadway Intersection Type], [Traffic Control Device Type], [Traffic Device Functioning], [Police Agency], [Linked RI Functional Classification], [Linked RI Access Control], [Linked RI Toll Road], [Linked RI Jurisdiction], [Linked RI Number of Travel Lanes], [Linked RI Opposing Number of Travel Lanes], [Linked RI Street Name], [Linked RI Street Operation], [Linked RI Facility Type], [Linked RI Speed Limit], [Linked RI Urban Type], [Linked RI Urbanized Area], [Linked RI Urban Location Type], [Linked RI Average Daily Traffic], [Linked RI Year of ADT], [Linked RI Truck Route], [Schoolbus Related], [In Geocoded], [Geocoding Method], [X], [Y].

This query was also restricted by a map filter.



Suffolk Downs Redevelopment Phase 1 Waiver  
Winthrop Avenue at Revere Beach Pkwy/Harris Street

3928684	8/30/2014	11:35 PM	6	REVERE	Non-fatal injury		1	0	2	Rear-end	V1: Slowing or stopped in traffic / V2: Travelling straight ahead	V1:W / V2:W	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires) V2:(Passenger car)		Dry	Dark - lighted roadway	Clear	RAMP-RT 1A SB TO RT 16 WB Rte 16 W		State police	PW201425200231	2014-0A5-006566
3963173	10/9/2014	11:51 PM	4	REVERE	Property damage only (none injured)		0	0	2	Head-on	V1: Travelling straight ahead / V2: Travelling straight ahead	V1:E / V2:W	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Passenger car) V2:(Passenger car)		Dry	Dark - lighted roadway	Clear	RAMP - BURBANK HWY TO REVERE BEACH PKWY Rte 16 E		State police	PW201429001515	2014-0A5-007636
3999867	12/25/2014	11:05 PM	4	REVERE	Non-fatal injury		1	0	2	Angle	V1: Turning left / V2: Travelling straight ahead	V1:E / V2:W	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires) V2:(Passenger car)		Dry	Dark - lighted roadway	Not Reported	REVERE BEACH PARKWAY / RAMP-RT 16 EB TO RTS 1A/60 WB Rte SR16 E /		State police	PW201502900810	2014-0A5-009384
4031744	12/30/2014	7:13 PM	2	REVERE	Non-fatal injury		2	0	2	Sideswipe, same direction	V1: Travelling straight ahead / V2: Overtaking/passing	V1:W / V2:W	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires) V2:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires)		Dry	Dark - lighted roadway	Clear/Unknown	RAMP-RT 16 EB TO RTS 1A/60 WB Rte 16 E		Local police	PR201500700826	14-38557-AC
This data was																							





Suffolk Downs Redevelopment Phase 1 Waiver  
North Shore Road at Winthrop Avenue

3772282	3/11/2014	7:35 PM	2	REVERE	Non-fatal injury	1	0	2	Angle	V1: Turning left / V2: Travelling straight ahead	V1: S / V2: N	V1: (Collision with motor vehicle in traffic) V2: (Collision with motor vehicle in traffic)	V1: (Passenger car) V2: (Light truck/van, mini-van, panel, pickup, sport utility) with only four tires	Dry	Dark - lighted roadway	Clear	REVERE BEACH PARKWAY Rte 145	State police	PW201408400529	2014-0AS-001838
3845941	3/19/2014	1:55 PM	3	REVERE	Property damage only (none injured)	0	0	2	Rear-end	V1: Travelling straight ahead / V2: Slowing or stopped in traffic	V1: E / V2: E	V1: (Collision with motor vehicle in traffic) V2: (Collision with motor vehicle in traffic)	V1: (Light truck/van, mini-van, panel, pickup, sport utility) with only four tires V2: (Passenger car)	Dry	Daylight	Clear	REVERE BEACH PARKWAY Rte 145 S / NORTHSHORE ROAD	Local police	PR201407000347	14-7567-AC
3788924	3/29/2014	4:51 PM	6	REVERE	Property damage only (none injured)	0	0	1	Single vehicle crash	V1: Turning right	V1: S	V1: (Collision with light pole or other post/support)	V1: (Light truck/van, mini-van, panel, pickup, sport utility) with only four tires	Wet	Daylight	Cloudy/Rain	REVERE BEACH PARKWAY Rte UNKNOWN	State police	PW201410401005	2014-0AS-002292
3802863	5/12/2014	1:24 AM	1	REVERE	Property damage only (none injured)	0	0	2	Angle	V1: Turning left / V2: Travelling straight ahead	V1: E / V2: W	V1: (Collision with motor vehicle in traffic) V2: (Collision with motor vehicle in traffic)	V1: (Passenger car) V2: (Light truck/van, mini-van, panel, pickup, sport utility) with only four tires	Dry	Dark - lighted roadway	Clear	Rte 145 N	State police	PW201413901018	2014-0AS-003270
3868051	6/30/2014	9:35 PM	1	REVERE	Non-fatal injury	1	0	2	Angle	V1: Turning left / V2: Travelling straight ahead	V1: W / V2: S	V1: (Collision with motor vehicle in traffic) V2: (Collision with motor vehicle in traffic)	V1: (Passenger car) V2: (Passenger car)	Dry	Dark - lighted roadway	Clear	REVERE BEACH PARKWAY Rte 145	State police	PW201418300215	2014-0AS-004843
3910545	8/8/2014	2:37 PM	5	REVERE	Property damage only (none injured)	0	0	2	Head-on	V1: Travelling straight ahead / V2: Turning left	V1: N / V2: E	V1: (Collision with motor vehicle in traffic) V2: (Collision with motor vehicle in traffic)	V1: (Light truck/van, mini-van, panel, pickup, sport utility) with only four tires V2: (Light truck/van, mini-van, panel, pickup, sport utility) with only four tires	Dry	Daylight	Not Reported	REVERE BEACH PARKWAY Rte UNKNOWN	State police	PW201423200817	2014-0AS-005900
3979937	11/28/2014	12:23 PM	5	REVERE	Property damage only (none injured)	0	0	2	Angle	V1: Travelling straight ahead / V2: Turning left	V1: E / V2: E	V1: (Collision with motor vehicle in traffic) V2: (Collision with motor vehicle in traffic)	V1: (Light truck/van, mini-van, panel, pickup, sport utility) with only four tires V2: (Passenger car)	Dry	Daylight	Clear	REVERE BEACH PARKWAY Rte SR145 S / NORTH SHORE ROAD	State police	PW201433901116	2014-0AS-008798
3990204	12/15/2014	11:15 AM	1	REVERE	Non-fatal injury	1	0	1	Angle	V1: Travelling straight ahead	V1: W	V1: (Collision with cyclist (bicycle, tricycle, unicycle, pedal car))	V1: (Passenger car)	Dry	Daylight	Clear	NORTH SHORE ROAD / REVERE BEACH PARKWAY Rte SR145 N	State police	PW201500600420	2014-0AS-009173
3997015	12/25/2014	1:58 AM	4	REVERE	Unknown	0	0	2	Angle	V1: Travelling straight ahead / V2: Travelling straight ahead	V1: S / V2: S	V1: (Collision with motor vehicle in traffic) V2: (Collision with motor vehicle in traffic)	V1: (Passenger car) V2: (Passenger car)	Dry	Dark - lighted roadway	Cloudy/Clear	NORTH SHORE ROAD	Local police	PR201500500136	14rev-38033-ac

This data was

**Suffolk Downs Redevelopment Phase 1 Waiver  
Tomasello Drive at Winthrop Avenue**

Crash Number	Crash Date	Crash Time	City/Town	Crash Severity	Number of NonFatal Injuries	Number of Fatal Injuries	Number of Vehicles	Manner of Collision	Vehicle Action Prior to Crash	Vehicle Configuration	Non Motorist Type	Road Surface	Ambient Light	Weather Condition	Roadway	Distance And Direction From Intersection	Police Agency	RMV Document #	Report IDs
4007248	2/3/2015	3:55 PM	REVERE	Property damage only (none injured)	0	0	1	Single vehicle crash	V1: Travelling straight ahead	V1:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires)	0	Snow	Daylight	Clear	REVERE BEACH PARKWAY Rte 145 S	0	State police	PW201504801214	2015-0A5-000723
4009384	2/17/2015	5:55 PM	REVERE	Property damage only (none injured)	0	0	2	Angle	V1: Other / V2:Travelling straight ahead	V1:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires) V2:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires)	0	Dry	Dark - lighted roadway	Clear	REVERE BEACH PARKWAY Rte 145 N	0	State police	PW201505000127	2015-0A5-001043
4017909	2/11/2015	6:57 PM	REVERE	Property damage only (none injured)	0	0	2	Angle	V1: Travelling straight ahead / V2:Slowing or stopped in traffic	V1:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires) V2:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires)	0	Ice	Dark - lighted roadway	Snow/Blowing sand, snow	REVERE BEACH PARKWAY Rte 145 N	0	State police	PW201506800411	2015-0A5-000899 / 2015-0A5-000899
4022262	3/12/2015	3:32 PM	REVERE	Non-fatal injury	1	0	3	Rear-end	V1: Slowing or stopped in traffic / V2:Travelling straight ahead / V3:Slowing or stopped in traffic	V1:(Passenger car) V2:(Passenger car) V3:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires)	0	Dry	Daylight	Not Reported	REVERE BEACH PARKWAY Rte 145 N	0	State police	PW201507900118	2015-0A5-001558
4044436	5/18/2015	6:35 PM	REVERE	Property damage only (none injured)	0	0	1	Single vehicle crash	V1: Turning right	V1:(Passenger car)	0	Dry	Daylight	Clear	REVERE BEACH PARKWAY Rte 145 S	0	State police	PW201514600933 / PW201514600933	2015-0A5-003352 / 2015-0A5-003352 / 2015-0A5-003352 / 2015-0A5-003352
4068467	7/20/2015	8:45 AM	REVERE	Non-fatal injury	1	0	2	Angle	V1: Travelling straight ahead / V2:Travelling straight ahead	V1:(Passenger car) V2:(Passenger car)	0	Dry	Daylight	Clear	REVERE BEACH PARKWAY Rte 145 N	0	State police	PW201521500330	2015-0A5-005345 / 2015-0A5-005345
4072249	8/8/2015	11:25 AM	REVERE	Non-fatal injury	1	0	2	Angle	V1: Travelling straight ahead / V2:Travelling straight ahead	V1:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires) V2:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires)	P3:Other non-motorist (wheelchair, etc.)	Dry	Daylight	Cloudy	REVERE BEACH PARKWAY Rte 145 S	0	State police	PW201522500311	2015-0A5-005889
4125931	12/20/2015	9:30 AM	REVERE	Non-fatal injury	1	0	2	Angle	V1: Travelling straight ahead / V2:Entering traffic lane	V1:(Passenger car) V2:(Passenger car)	0	Dry	Daylight	Clear	REVERE BEACH PARKWAY Rte 145 S	0	State police	PW201536200167	2015-0A5-008917 / 2015-0A5-008917 / 2015-0A5-008917
2679669	1/7/2011	10:25 AM	REVERE	Property damage only (none injured)	0	0	2	Angle	V1: Turning left / V2:Travelling straight ahead	V1:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires) V2:(Passenger car)		Dry	Daylight	Not Reported	REVERE BEACH PARKWAY		State police	PW201101300119	2011-0A5-000082
2820644	11/18/2011	9:28 AM	REVERE	Non-fatal injury	1	0	2	Angle	V1: Turning left / V2:Travelling straight ahead	V1:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires) V2:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires)		Dry	Daylight	Clear	TOMESSELLO WAY / REVERE BEACH PARKWAY Rte 145 S		State police	PW201133900211	2011-0A5-007115
3376953	10/12/2012	9:25 PM	REVERE	Property damage only (none injured)	0	0	2	Angle	V1: Travelling straight ahead / V2:Travelling straight ahead	V1:(Passenger car) V2:(Passenger car)		Dry	Dark - lighted roadway	Clear	WINTHROP PARKWAY Rte 145 N		State police	PW201309100715	2012-0A5-011781
3453053	6/3/2013	5:50 PM	REVERE	Property damage only (none injured)	0	0	1	Single vehicle crash	V1: Turning right	V1:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires)		Dry	Daylight	Cloudy	Rte 145 S		State police	PW201316400616	2013-0A5-005039
3541155	7/24/2013	4:15 PM	REVERE	Non-fatal injury	1	0	1	Angle	V1: Turning right	V1:(Passenger car)	P2:Pedalcyclist (bicycle, tricycle, unicycle, pedal car)	Dry	Daylight	Clear	REVERE BEACH PARKWAY Rte SR145 E / UNKNOWN		State police	PW201321100228	2013-0A5-007553
3603387	9/27/2013	4:00 PM	REVERE	Property damage only (none injured)	0	0	1	Single vehicle crash	V1: Travelling straight ahead	V1:(Passenger car)		Dry	Daylight	Clear	REVERE BEACH PARKWAY Rte SR145 S / UNNAMED ROAD		State police	PW201328001018	2013-0A5-009962
3826855	1/11/2014	6:18 PM	REVERE	Not Reported	0	0	1	Single vehicle crash	V1: Travelling straight ahead	V1:(Passenger car)	P2:Pedestrian	Wet	Dark - lighted roadway	Rain/Fog, smog, smoke	REVERE BEACH PARKWAY		Local police	PR201402400227	14-1178-AC
3830022	5/29/2014	10:45 AM	REVERE	Non-fatal injury	1	0	2	Angle	V1: Travelling straight ahead / V2:Turning left	V1:(Passenger car) V2:(Passenger car)		Dry	Daylight	Clear	REVERE BEACH PARKWAY Rte SR145 /		State police	PW201416100507	2014-0A5-003757
3842143	6/10/2014	5:09 AM	REVERE	Non-fatal injury	1	0	2	Angle	V1: Travelling straight ahead / V2:Travelling straight ahead	V1:(Passenger car) V2:(Passenger car)		Wet	Dawn	Cloudy	REVERE BEACH PARKWAY Rte SR145 /		State police	PW201416400413	2014-0A5-004139
3959853	9/22/2014	2:30 PM	REVERE	Non-fatal injury	3	0	2	Angle	V1: Travelling straight ahead / V2:Entering traffic lane	V1:(Passenger car) V2:(Passenger car)		Dry	Daylight	Clear	REVERE BEACH PARKWAY Rte SR145 /		State police	PW201428900546	2014-0A5-007136
3971139	10/22/2014	1:35 PM	REVERE	Property damage only (none injured)	0	0	2	Angle	V1: Travelling straight ahead / V2:Travelling straight ahead	V1:(Passenger car) V2:(Passenger car)		Wet	Daylight	Cloudy	REVERE BEACH PARKWAY Rte 145 E / WINTHROP AVENUE		State police	PW201431700624	2014-0A5-007925
3976529	11/21/2014	4:50 PM	REVERE	Property damage only (none injured)	0	0	2	Rear-end	V1: Changing lanes / V2:Travelling straight ahead	V1:(Passenger car) V2:(Passenger car)		Dry	Dark - lighted roadway	Clear	REVERE BEACH PARKWAY Rte 145 N		State police	PW201432900317	2014-0A5-008647
3997021	12/23/2014	6:13 AM	REVERE	Non-fatal injury	1	0	1	Head-on	V1: Turning left	V1:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires)	P2:Pedestrian	Wet	Dark - lighted roadway	Rain	REVERE BEACH PARKWAY Rte SR145 S / FURLONG DRIVE		Local police	PR201500500140	14rev-37809-ac

This data was

Suffolk Downs Redevelopment Phase 1 Waiver  
Crescent Avenue at Bennington Street

Crash Number	Crash Date	Crash Time	City/Town	Crash Severity	Number of NonFatal Injuries	Number of Fatal Injuries	Manner of Collision	Vehicle Action Prior to Crash	Most Harmful Events	Vehicle Configuration	Non Motorist Type	Road Surface	Ambient Light	Weather Condition	Roadway	Distance And Direction From Intersection	Near Intersection Roadway	Police Agency	RMV Document #	Report IDs
4064500	6/30/2015	7:24 AM	REVERE	Non-fatal injury	1	0	Angle	V1: Travelling straight ahead / V2:Turning left	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Passenger car) V2:(Passenger car)	0	Dry	Daylight	Clear	BENNINGTON STREET / CRESCENT AVENUE	0	0	Local police	PR201519500138	15rev-20162-ac
3392192	3/12/2013	8:03 PM	REVERE	Non-fatal injury	1	0	Head-on	V1: Travelling straight ahead	V1:(Collision with pedestrian)	V1:(Passenger car)	P2-Pedestrian	Wet	Dark - lighted roadway	Rain	BENNINGTON STREET			Local police	PR201308000349	13-6393
3126020	4/12/2012	2:28 PM	REVERE	Non-fatal injury	1	0	Angle	V1: Travelling straight ahead / V2:Turning left	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires) V2:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires)		Wet	Daylight	Rain	BENNINGTON STREET		CRESCENT AVENUE	Local police	PR201211000138	
2749393	7/26/2011	5:20 PM	REVERE	Property damage only (none injured)	0	0	Angle	V1: Entering traffic lane / V2:Travelling straight ahead	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Passenger car) V2:(Passenger car)		Dry	Daylight	Clear	CRESCENT AVENUE / BENNINGTON STREET			Local police	PR201121400645	
2738079	6/14/2011	3:20 PM	REVERE	Not Reported	0	0	Rear-end	V1: Slowing or stopped in traffic / V2:Travelling straight ahead	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:() V2:()		Dry	Daylight	Cloudy	BENNINGTON STREET			Local police	PR201118100140	

Suffolk Downs Redevelopment Phase 1 Waiver  
Bennington Street at Winthrop Avenue/State Road

Crash Number	Crash Date	Crash Time	City/Town	Crash Severity	Number of NonFatal Injuries	Number of Fatal Injuries	Number of Vehicles	Manner of Collision	Most Harmful Events	Vehicle Configuration	Non Motorist Type	Road Surface	Ambient Light	Weather Condition	Roadway	Distance And Direction From Intersection	Near Intersection Roadway	Police Agency	RMV Document #	Report IDs
4029015	2/18/2015	8:15 PM	REVERE	Non-fatal injury	1	0	2	Angle	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Passenger car) V2:(Passenger car)		0 Snow	Dark - lighted roadway	Cloudy	WINTHROP AVENUE	0		0 Local police	PR201509100135	15rev-5532-ac
2733403	6/10/2011	11:30 PM	REVERE	Property damage only (none injured)	0	0	2	Angle	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires) V2:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires)		Dry	Dark - lighted roadway	Clear	STATE ROAD / WINTHROP AVENUE			Local police	PR201116800341	
2757220	8/4/2011	11:30 PM	REVERE	Non-fatal injury	1	0	1	Sideswipe, same direction	V1:(Collision with pedestrian)	V1:(Passenger car)	P2-Pedestrian / P3-Pedestrian / P4-Pedestrian	Dry	Dark - roadway not lighted	Clear	STATE ROAD		WINTHROP AVENUE	Local police	PR201123800125	
2790854	10/15/2011	12:59 AM	REVERE	Non-fatal injury	2	0	2	Angle	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Passenger car) V2:(Passenger car)		Wet	Dark - lighted roadway	Cloudy/Rain	BENNINGTON STREET / WINTHROP AVENUE			Local police	PR201129700145	
2812488	11/18/2011	5:00 PM	REVERE	Non-fatal injury	1	0	1	Single vehicle crash	V1:(Collision with median barrier)	V1:(Passenger car)		Dry	Dark - lighted roadway	Clear	STATE ROAD / WINTHROP AVENUE / BENNINGTON STREET			Local police	PR201131400726	
3168289	3/23/2012	3:10 PM	REVERE	Property damage only (none injured)	0	0	2	Rear-end	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires) V2:(Passenger car)		Dry	Daylight	Clear	STATE ROAD Rte 145 S		WINTHROP AVENUE	State police	PW201219300714	2012-0A5-002434
3069205	5/1/2012	11:55 AM	REVERE	Not Reported	0	0	2	Angle	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires) V2:(Single-unit truck (2-axle, 6-tire))		Wet	Daylight	Cloudy/Rain	STATE ROAD Rte 145 E		WINTHROP AVENUE	State police	PW201213000406	2012-0A5-003682
3243283	8/1/2012	8:45 AM	REVERE	Property damage only (none injured)	0	0	2	Sideswipe, same direction	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires) V2:(Unknown heavy truck, cannot classify)		Dry	Daylight	Clear/Other	WINTHROP AVENUE / BENNINGTON STREET			Local police	PR201223300118	
3229836	8/7/2012	12:35 AM	REVERE	Property damage only (none injured)	0	0	1	Single vehicle crash	V1:(Collision with light pole or other post/support)	V1:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires)		Dry	Dark - lighted roadway	Not Reported	STATE ROAD Rte 145 E		WINTHROP AVENUE	State police	PW201222000223	2012-0A5-008648
3276342	9/6/2012	7:44 AM	REVERE	Non-fatal injury	1	0	1	Angle	V1:(Collision with pedestrian)	V1:(Passenger car)	P3-Pedestrian	Dry	Daylight	Clear	WINTHROP AVENUE			Local police	PR201225600205	
3349345	10/28/2012	11:14 PM	REVERE	Non-fatal injury	1	0	1	Single vehicle crash	V1:(Collision with pedestrian)	V1:(Passenger car)	P2-Pedestrian	Wet	Dark - lighted roadway	Rain/Cloudy	BENNINGTON STREET			Local police	PR201301001004	12-581341-AC
3368398	1/10/2013	5:13 PM	REVERE	Non-fatal injury	1	0	1	Unknown	V1:(Collision with pedestrian)	V1:(Passenger car)	P2-Pedestrian	Dry	Dark - lighted roadway	Clear	STATE ROAD			Local police	PR201302800143	13-858
3370528	1/24/2013	3:45 PM	REVERE	Non-fatal injury	3	0	3	Head-on	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic) V3:(Collision with motor vehicle in traffic)	V1:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires) V2:(Passenger car) V3:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires)		Dry	Daylight	Clear	BENNINGTON STREET			Local police	PR201303200113	13-1947
3368854	2/1/2013	8:09 AM	REVERE	Property damage only (none injured)	0	0	1	Single vehicle crash	V1:(Collision with pedestrian)	V1:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires)	P2-Pedestrian	Dry	Daylight	Clear	WINTHROP AVENUE		WASHINGTON AVENUE	Local police	PR201303800144	13-2712-AC
3543146	7/26/2013	11:51 AM	REVERE	Property damage only (none injured)	0	0	2	Rear-end	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Passenger car) V2:(Passenger car)		Wet	Daylight	Cloudy/Rain	WINTHROP AVENUE			Local police	PR201321100301	13-20290-AC
3589834	9/7/2013	9:40 PM	REVERE	Non-fatal injury	1	0	2	Angle	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Passenger car) V2:(Passenger car)		Dry	Dark - lighted roadway	Clear	WINTHROP AVENUE / BENNINGTON STREET			Local police	PR201325500327	13-24894-ac
3730850	12/9/2013	8:35 AM	REVERE	Non-fatal injury	1	0	1	Angle	V1:(Collision with pedestrian)	V1:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires)		Wet	Daylight	Cloudy/Rain	WINTHROP AVENUE			Local police	PR201335200210	13-34555-ac
3763059	1/8/2014	1:10 PM	REVERE	Non-fatal injury	1	0	1	Angle	V1:(Collision with pedestrian)	V1:(Passenger car)	P2-Pedestrian	Dry	Daylight	Clear	WINTHROP AVENUE		STATE ROAD	Local police	PR201402300715	14-831-AC
3809254	5/23/2014	12:10 AM	REVERE	Property damage only (none injured)	0	0	1	Single vehicle crash	V1:(Collision with curb)	V1:(Passenger car)		Wet	Dark - lighted roadway	Not Reported	STATE ROAD Rte 145 E		WINTHROP AVENUE	State police	PW201414700515	2014-0A5-003541
3949767	9/6/2014	11:44 AM	REVERE	Non-fatal injury	3	0	2	Rear-end	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic) V3:(Collision with motor vehicle in traffic)	V1:(Passenger car) V2:(Light truck(van, mini-van, panel, pickup, sport utility) with only four tires)		Dry	Daylight	Clear/Other	STATE ROAD / WINTHROP AVENUE / DONNELLY SQUARE			Local police	PR201425400321	14-26724-AC
4002971	11/21/2014	7:08 PM	REVERE	Property damage only (none injured)	0	0	3	Angle	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic) V3:(Collision with motor vehicle in traffic)	V1:(Passenger car) V2:(Passenger car) V3:(Unknown vehicle configuration)		Dry	Dark - lighted roadway	Clear	WINTHROP AVENUE		STATE ROAD	Local police	PR201434900408	14REV-34595-AC
This data was																				

Suffolk Downs Redevelopment Phase 1 Waiver  
Winthrop Avenue at Revere Beach Parkway

Crash Number	Crash Date	Crash Time	City/Town	Locality	Crash Severity	Number of NonFatal Injuries	Number of Fatal Injuries	Number of Vehicles	Manner of Collision	Vehicle Action Prior to Crash	Most Harmful Events	Vehicle Configuration	Non Motorist Type	Road Surface	Ambient Light	Weather Condition	Roadway	Distance And Direction From Intersection	Near Intersection Roadway	Police Agency	RMV Document #	Report IDs
3715058	1/8/2014	12:14 PM	REVERE	REVERE	Property damage only (none injured)	0	0	1	Single vehicle crash	V1: Travelling straight ahead	V1:(Collision with light pole or other post/support)	V1:(Passenger car)		Slush	Daylight	Clear	WINTHROP AVENUE		REVERE BEACH PARKWAY Rte 145 S	State police	PW201401500511	2014-0AS-000184
4042526	5/11/2015	8:50 AM	REVERE	REVERE	Property damage only (none injured)	0	0	2	Rear-end	V1: Slowing or stopped in traffic / V2:Travelling straight ahead	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Passenger car) V2:(Light truck/van, mini-van, panel, pickup, sport utility) with only four tires		Dry	Daylight	Cloudy	REVERE BEACH PARKWAY Rte 145 S			State police	PW201513900349	2015-0AS-003108
2680657	1/8/2011	10:55 PM	REVERE	REVERE	Property damage only (none injured)	0	0	2	Angle	V1: Slowing or stopped in traffic / V2:Travelling straight ahead	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Passenger car) V2:(Light truck/van, mini-van, panel, pickup, sport utility) with only four tires		Wet	Dark - lighted roadway	Not Reported	Rte 145 N / WINTHROP AVENUE			State police	PW201101800306	2011-0AS-000111
3441491	5/30/2013	3:00 PM	REVERE	REVERE	Property damage only (none injured)	0	0	2	Rear-end	V1: Travelling straight ahead / V2:Turning right	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Passenger car) V2:(Passenger car)		Dry	Daylight	Clear	REVERE BEACH PARKWAY			Local police	PR201315600116	13-14129-ac
4063777	7/7/2015	12:35 PM	REVERE	REVERE	Non-fatal injury	1	0	3	Rear-end	V1: Travelling straight ahead / V2:Slowing or stopped in traffic / V3:Slowing or stopped in traffic	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic) V3:(Collision with motor vehicle in traffic)	V1:(Passenger car) V2:(Passenger car) V3:(Passenger car)		Dry	Daylight	Cloudy	REVERE BEACH PARKWAY Rte 145 S		WINTHROP AVENUE	State police	PW201520200142	2015-0AS-004947
3154672	6/25/2012	2:15 AM	REVERE	REVERE	Property damage only (none injured)	0	0	1	Single vehicle crash	V1: Turning left	V1:(Collision with curb)	V1:(Passenger car)		Dry	Dark - lighted roadway	Clear	REVERE BEACH PARKWAY Rte 145 / WINTHROP AVENUE /			State police	PW201218000228	2012-0AS-006080
4034219	4/13/2015	10:10 AM	REVERE	REVERE	Non-fatal injury	2	0	2	Rear-end	V1: Slowing or stopped in traffic / V2:Slowing or stopped in traffic	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Passenger car) V2:(Light truck/van, mini-van, panel, pickup, sport utility) with only four tires		Dry	Daylight	Clear	REVERE BEACH PARKWAY Rte 145 S		WINTHROP AVENUE	State police	PW201511200752	2015-0AS-002346 / 2015-0AS-002346 /
4112648	11/18/2015	10:10 AM	REVERE	REVERE	Property damage only (none injured)	0	0	2	Angle	V1: Travelling straight ahead / V2:Turning left	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	V1:(Passenger car) V2:(Light truck/van, mini-van, panel, pickup, sport utility) with only four tires		Dry	Daylight	Clear	REVERE BEACH PARKWAY Rte 145 N			State police	PW201532400198	2015-0AS-008268

SELECT [Crash Number], [Crash Date], [Crash Time], [Crash Hour], [City/Town], [Locality], [RPA Abbreviation], [MassHighway District], [Crash Severity], [Maximum Injury Severity Reported], [Number of Nonfatal Injuries], [Number of Fatal Injuries], [Number of Vehicles], [Manner of Collision], [Vehicle Action Prior to Crash], [Vehicle Travel Directions], [First Harmful Event], [First Harmful Event Location], [Most Harmful Events], [Vehicle Sequence of Events], [Vehicle Configuration], [FMSCA Reportable], [Age of Driver - Youngest Known], [Age of Driver - Oldest Known], [Driver Contributing Codes], [Non Motorist Type], [Non Motorist Action], [Non Motorist Location], [Hit & Run], [Road Surface], [Ambient Light], [Weather Condition], [Street Number], [Roadway], [Distance And Direction From Intersection], [Near Intersection Roadway], [Exit Route], [Distance And Direction From Exit Number], [Exit Number], [Milemarker Route], [Distance And Direction From Milemarker], [Milemarker], [Landmark], [Distance And Direction From Landmark], [Traffic Way], [Speed Limit], [Roadway Intersection Type], [Traffic Control Device Type], [Traffic Device Functioning], [Police Agency], [Linked RI Functional Classification], [Linked RI Access Control], [Linked RI Toll Road], [Linked RI Jurisdiction], [Linked RI Number of Travel Lanes], [Linked RI Opposing Number of Travel Lanes], [Linked RI Street]

This query was also restricted by a map filter.

## INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Boston COUNT DATE : May 9th 2017

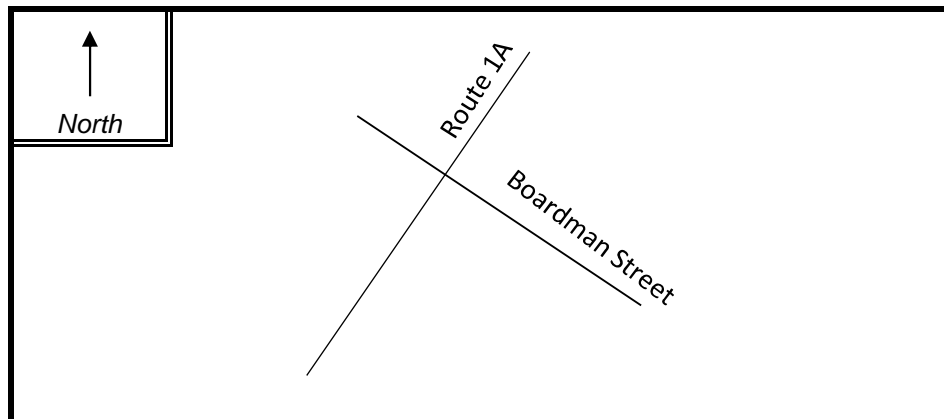
DISTRICT : 5 UNSIGNALIZED :  SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : Boardman Street

MINOR STREET(S) : Route 1A

**INTERSECTION  
 DIAGRAM  
 (Label Approaches)**



**PEAK HOUR VOLUMES**

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	North	East	South	West		
PEAK HOURLY VOLUMES (AM/PM) :	1,630	396	2,096	173		4,295

" K " FACTOR :	<b>0.090</b>	INTERSECTION ADT ( V ) = TOTAL DAILY APPROACH VOLUME :	<b>47,722</b>
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TOTAL # OF CRASHES :	1	# OF YEARS :	5	AVERAGE # OF CRASHES PER YEAR ( A ) :	<b>0.20</b>
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**CRASH RATE CALCULATION :**

**0.01**

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

Comments : \_\_\_\_\_

Project Title & Date: Suffolk Downs Redevelopment Phase 1 Waiver

## INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Revere COUNT DATE : May 9th 2017

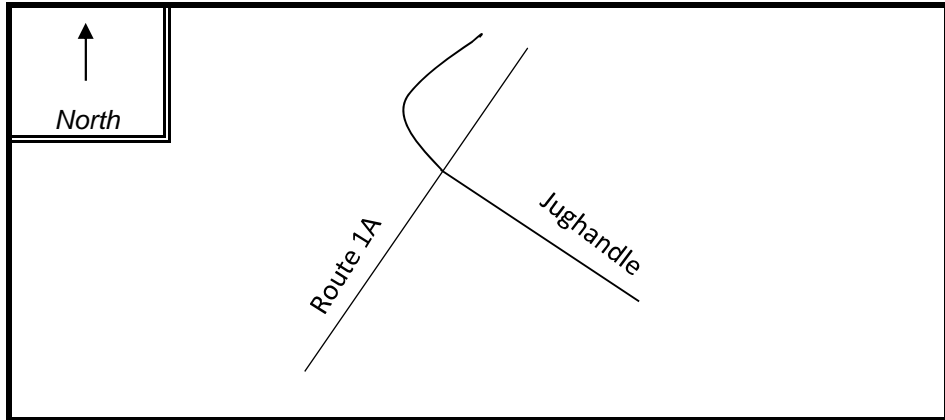
DISTRICT : 5 UNSIGNALIZED :  SIGNALIZED :

### ~ INTERSECTION DATA ~

MAJOR STREET : Jughandle

MINOR STREET(S) : Route 1A

**INTERSECTION DIAGRAM**  
(Label Approaches)



### PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	North	East	South	West		
PEAK HOURLY VOLUMES (AM/PM) :	1,612	1	1,891	137		3,641

" K " FACTOR :

INTERSECTION ADT ( V ) = TOTAL DAILY APPROACH VOLUME :

TOTAL # OF CRASHES :

# OF YEARS :

AVERAGE # OF CRASHES PER YEAR ( A ) :

CRASH RATE CALCULATION :

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

Comments : \_\_\_\_\_

Project Title & Date: Suffolk Downs Redevelopment Phase 1 Waiver

## INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Revere COUNT DATE : May 9th 2017

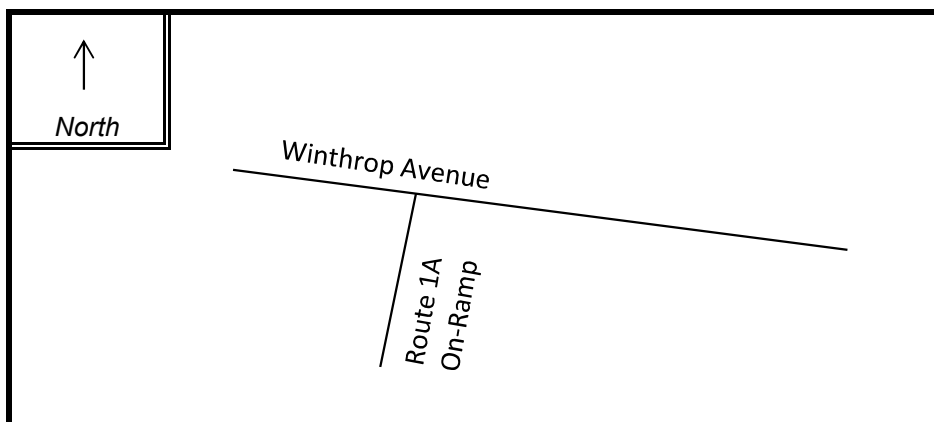
DISTRICT : 5 UNSIGNALIZED :  SIGNALIZED :

### ~ INTERSECTION DATA ~

MAJOR STREET : Winthrop Avenue

MINOR STREET(S) : Route 1A SB On-Ramp

**INTERSECTION  
 DIAGRAM**  
 (Label Approaches)



### PEAK HOUR VOLUMES

APPROACH :	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>Total Peak Hourly Approach Volume</b>
DIRECTION :	North	East	West	Northwest		
PEAK HOURLY VOLUMES (AM/PM) :	0	1,527	1,650	111		<b>3,288</b>

" K " FACTOR : **0.090** INTERSECTION ADT ( V ) = TOTAL DAILY APPROACH VOLUME : **36,533**

TOTAL # OF CRASHES : **17** # OF YEARS : **5** AVERAGE # OF CRASHES PER YEAR ( A ) : **3.40**

**CRASH RATE CALCULATION :**

**0.25**

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

Comments : \_\_\_\_\_

Project Title & Date: Suffolk Downs Redevelopment Phase 1 Waiver



## INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Revere COUNT DATE : May 9th 2017

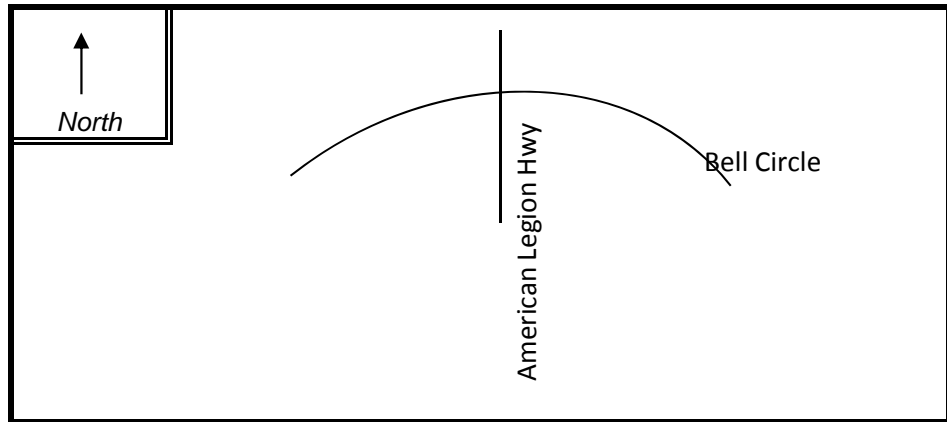
DISTRICT : 5 UNSIGNALIZED :  SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : American Legion Highway North

MINOR STREET(S) : Bell Circle

**INTERSECTION  
 DIAGRAM  
 (Label Approaches)**



**PEAK HOUR VOLUMES**

APPROACH :	1	2	3	4	5	<b>Total Peak Hourly Approach Volume</b>
DIRECTION :	North	East	South	West		
PEAK HOURLY VOLUMES (AM/PM) :	1,047	1,502	893	0		<b>3,442</b>

" K " FACTOR :	<b>0.090</b>	INTERSECTION ADT ( V ) = TOTAL DAILY APPROACH VOLUME :	<b>38,244</b>
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TOTAL # OF CRASHES :	34	# OF YEARS :	5	AVERAGE # OF CRASHES PER YEAR ( A ) :	<b>6.80</b>
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**CRASH RATE CALCULATION :**

**0.49**

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

Comments : \_\_\_\_\_

Project Title & Date: Suffolk Downs Redevelopment Phase 1 Waiver

## INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Revere COUNT DATE : May 9th 2017

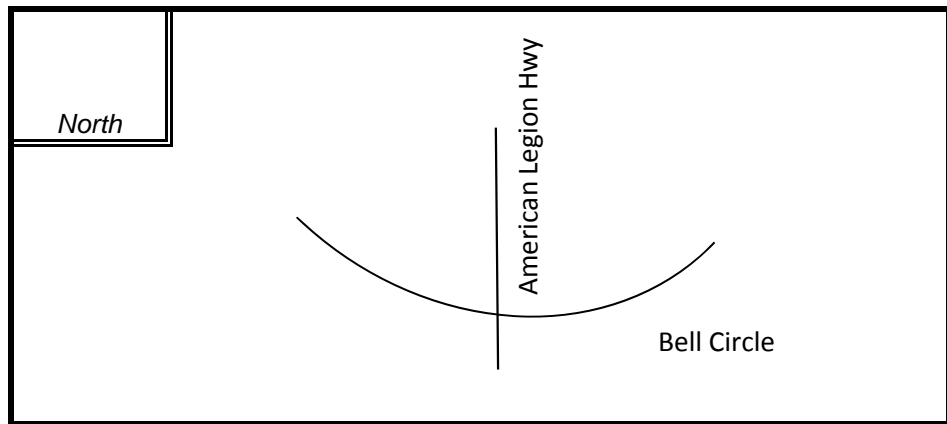
DISTRICT : 5 UNSIGNALIZED :  SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : American Legion Highway South

MINOR STREET(S) : Bell Circle

**INTERSECTION  
 DIAGRAM  
 (Label Approaches)**



**PEAK HOUR VOLUMES**

APPROACH :	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>Total Peak Hourly Approach Volume</b>
DIRECTION :	North	East	South	West		
PEAK HOURLY VOLUMES (AM/PM) :	761	0	880	1,367		<b>3,008</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 : \_\_\_\_\_

Project Title & Date: Suffolk Downs Redevelopment Phase 1 Waiver

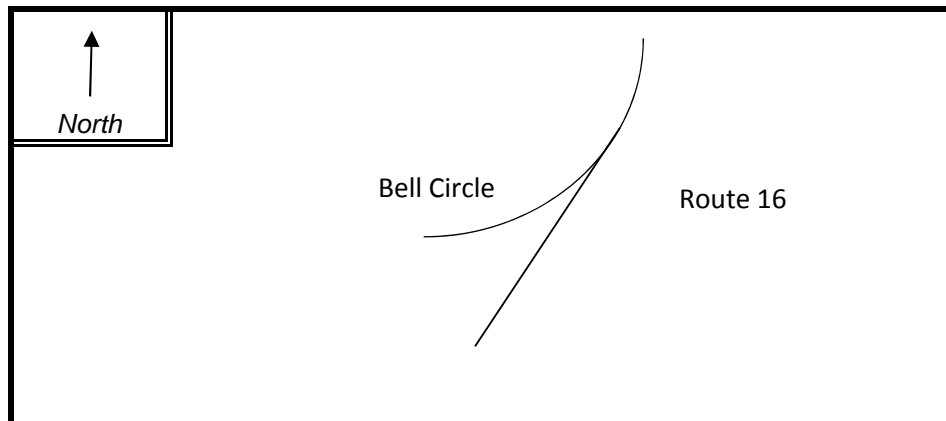
## INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Revere COUNT DATE : May 9th 2017  
 DISTRICT : 5 UNSIGNALIZED :  SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : Route 16  
 MINOR STREET(S) : Bell Circle

**INTERSECTION  
 DIAGRAM**  
 (Label Approaches)



**PEAK HOUR VOLUMES**

APPROACH :	1	2	3	4	5	<b>Total Peak Hourly Approach Volume</b>
DIRECTION :	SE	S	W			
PEAK HOURLY VOLUMES (AM/PM) :	1,064	460	502			<b>2,026</b>

" K " FACTOR :

**0.090**

INTERSECTION ADT ( V ) = TOTAL DAILY  
 APPROACH VOLUME :

**22,511**

TOTAL # OF CRASHES :

11

# OF  
 YEARS :

5

AVERAGE # OF  
 CRASHES PER YEAR ( A ) :

**2.20**

**CRASH RATE CALCULATION :**

**0.27**

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

Comments : \_\_\_\_\_

Project Title & Date: Suffolk Downs Redevelopment Phase 1 Waiver

## INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Revere COUNT DATE : May 9th 2017

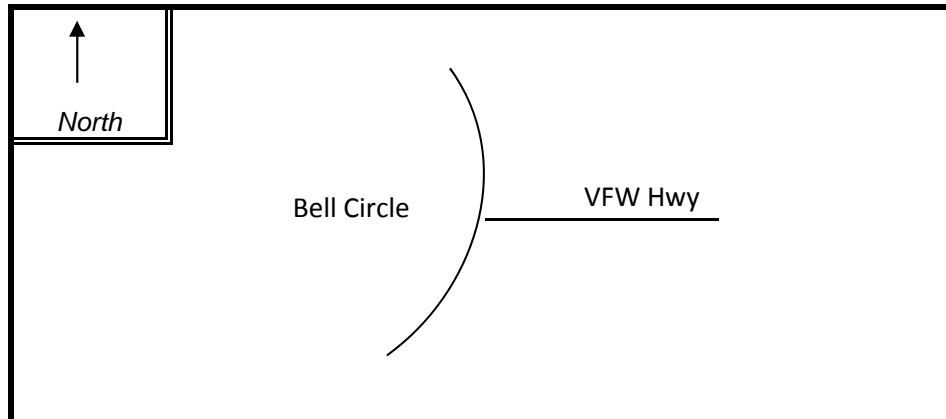
DISTRICT : 5 UNSIGNALIZED :  SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : VFW Highway

MINOR STREET(S) : Bell Circle

**INTERSECTION  
 DIAGRAM  
 (Label Approaches)**



**PEAK HOUR VOLUMES**

APPROACH :	1	2	3	4	5	<b>Total Peak Hourly Approach Volume</b>
DIRECTION :	N	E	S	W		
PEAK HOURLY VOLUMES (AM/PM) :	149	1,034	410	0		<b>1,593</b>

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

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

**CRASH RATE CALCULATION :**

**0.34**

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

Comments : \_\_\_\_\_

Project Title & Date: Suffolk Downs Redevelopment Phase 1 Waiver

## INTERSECTION CRASH RATE WORKSHEET

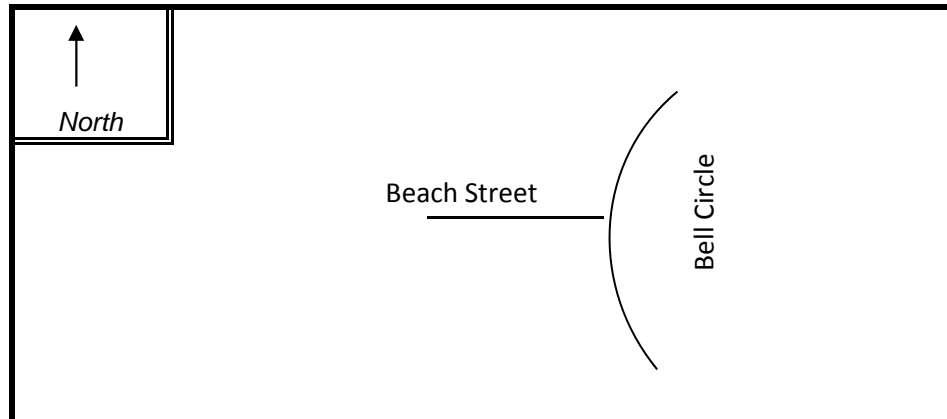
CITY/TOWN : Revere COUNTY DATE : May 9th 2017  
 DISTRICT : 5 UNSIGNALIZED :  SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : Beach Street

MINOR STREET(S) : Bell Circle

**INTERSECTION  
 DIAGRAM**  
 (Label Approaches)



**PEAK HOUR VOLUMES**

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	N	E	S	W		
PEAK HOURLY VOLUMES (AM/PM) :	1,441			362		1,803

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

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

**CRASH RATE CALCULATION :**

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

Comments : \_\_\_\_\_

Project Title & Date: Suffolk Downs Redevelopment Phase 1 Waiver

## INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Revere COUNT DATE : May 9th 2017

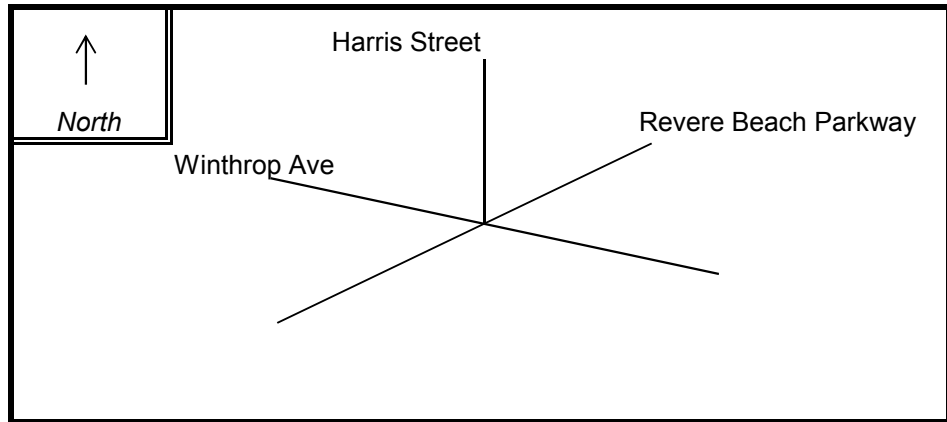
DISTRICT : 5 UNSIGNALIZED :  SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : Revere Beach Parkway

MINOR STREET(S) : Winthrop Avenue/Harris Street

**INTERSECTION  
 DIAGRAM  
 (Label Approaches)**



**PEAK HOUR VOLUMES**

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	NB	EB	SB	WB	SEB	
PEAK HOURLY VOLUMES (AM/PM) :	2,180	256	443	1,328	154	<b>4,361</b>

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

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

**CRASH RATE CALCULATION :**

**0.49**

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

Comments : \_\_\_\_\_

Project Title & Date: Suffolk Downs Redevelopment Phase 1 Waiver







## INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Revere COUNT DATE : May 9th 2017

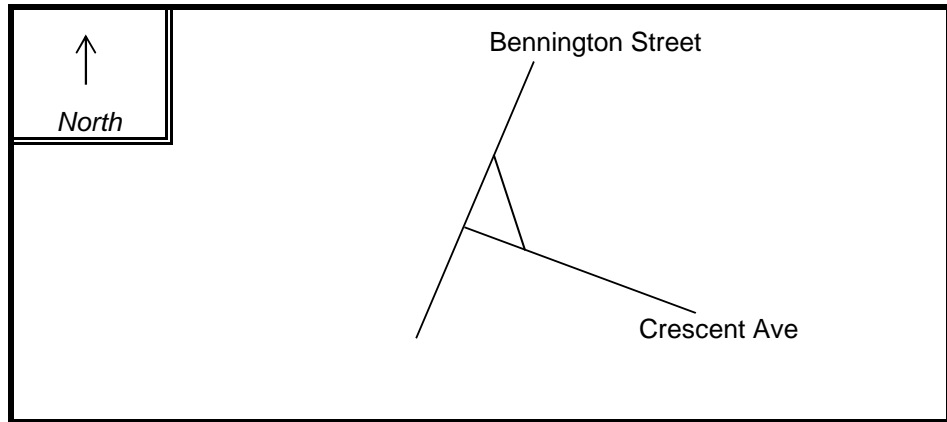
DISTRICT : 5 UNSIGNALIZED :  X SIGNALIZED :

### ~ INTERSECTION DATA ~

MAJOR STREET : Bennington Street

MINOR STREET(S) : Crescent Avenue

**INTERSECTION  
 DIAGRAM  
 (Label Approaches)**



### PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	NB	EB	SB	WB		
PEAK HOURLY VOLUMES (AM/PM) :	612	0	403	174		1,189

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

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

**CRASH RATE CALCULATION :**

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

Comments : \_\_\_\_\_

Project Title & Date: Suffolk Downs Redevelopment Phase 1 Waiver

## INTERSECTION CRASH RATE WORKSHEET

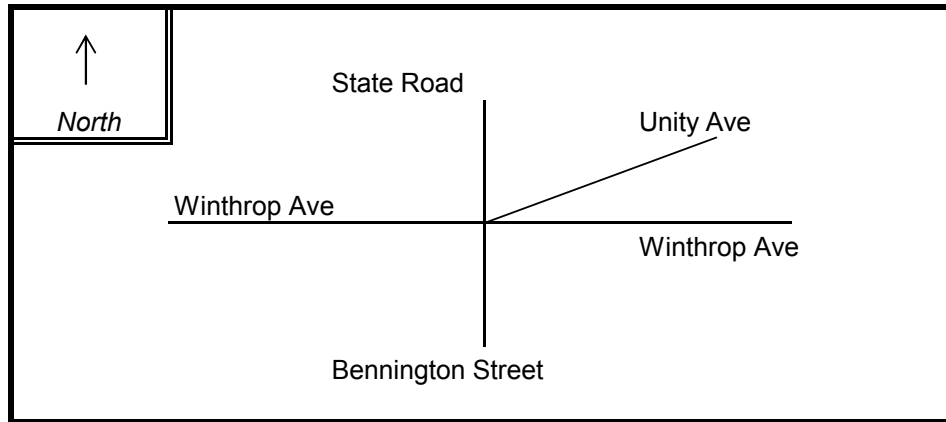
CITY/TOWN : Revere                      COUNT DATE : May 9th 2017  
 DISTRICT : 5              UNSIGNALIZED :               SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : Winthrop Avenue

MINOR STREET(S) : State Road/Bennington Street/Unity Avenue

**INTERSECTION  
DIAGRAM  
(Label Approaches)**



**PEAK HOUR VOLUMES**

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	NB	EB	SB	WB	SWB	
PEAK HOURLY VOLUMES (AM/PM) :	752	555	334	0	4	1,645

" K " FACTOR :

<b>0.090</b>	INTERSECTION ADT ( V ) = TOTAL DAILY APPROACH VOLUME :	<b>18,278</b>
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TOTAL # OF CRASHES :

21	# OF YEARS :	5	AVERAGE # OF CRASHES PER YEAR ( A ) :	<b>4.20</b>
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**CRASH RATE CALCULATION :**

**0.63**

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

Comments : \_\_\_\_\_

Project Title & Date: Suffolk Downs Redevelopment Phase 1 Waiver

## INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Revere COUNT DATE : May 9th 2017

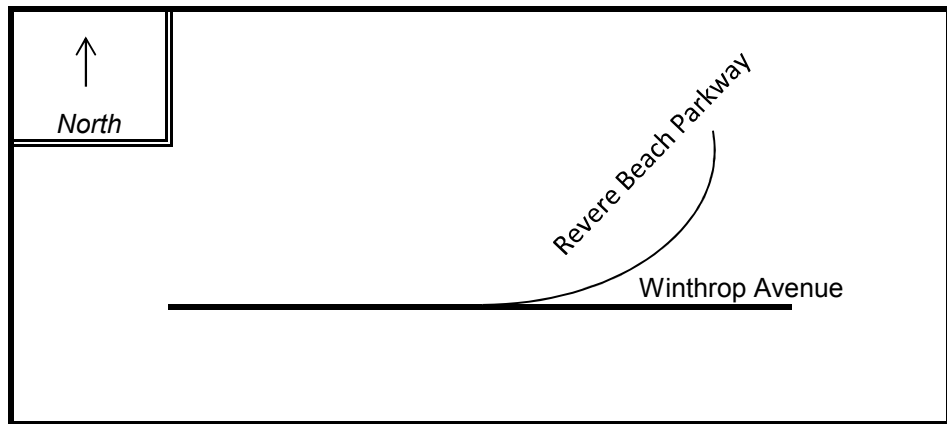
DISTRICT : 5 UNSIGNALIZED :  SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : Revere Beach Parkway

MINOR STREET(S) : Winthrop Avenue

**INTERSECTION  
DIAGRAM**  
(Label Approaches)



**PEAK HOUR VOLUMES**

APPROACH :	1	2	3	4	5	<b>Total Peak Hourly Approach Volume</b>
DIRECTION :	NB	EB	SB	WB		
PEAK HOURLY VOLUMES (AM/PM) :		1,620	465	595		2,680

" K " FACTOR :	<b>0.090</b>	INTERSECTION ADT ( V ) = TOTAL DAILY APPROACH VOLUME :	<b>29,778</b>
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TOTAL # OF CRASHES :	8	# OF YEARS :	5	AVERAGE # OF CRASHES PER YEAR ( A ) :	<b>1.60</b>
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**CRASH RATE CALCULATION :**

**0.15**

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

Comments : \_\_\_\_\_

Project Title & Date: Suffolk Downs Redevelopment Phase 1 Waiver

# Trip Generation

Program A Trip Generation Table

Program B Trip Generation Table

Phase 1 Project Trip Generation Table



**ITE TRIP GENERATION WORKSHEET**  
*(10th Edition, Updated 2017)*

**LANDUSE:** Mid-Rise Residential  
**LANDUSE CODE:** 221  
**SETTING/LOCATION:** General Urban/Suburban  
**JOB NAME:**  
**JOB NUMBER:**

Independent Variable --- Number of Units

1349 units

**WEEKDAY**

RATES:	# Studies	R <sup>2</sup>	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	27	0.77	5.44	1.27	12.50	205	21	494	50%	50%
AM PEAK (ADJACENT ST)	53	0.67	0.36	0.06	1.61	207	26	703	26%	74%
PM PEAK (ADJACENT ST)	60	0.72	0.44	0.15	1.11	208	26	703	61%	39%

**TRIPS:**

	BY AVERAGE			BY REGRESSION		
	Total	Enter	Exit	Total	Enter	Exit
DAILY	7,339	3,669	3,669	7,350	3,675	3,675
AM PEAK (ADJACENT ST)	486	126	359	438	114	324
PM PEAK (ADJACENT ST)	594	362	231	539	329	210

**ITE TRIP GENERATION WORKSHEET**  
*(10th Edition, Updated 2017)*

**LANDUSE:** High-Rise Residential  
**LANDUSE CODE:** 222  
**SETTING/LOCATION:** General Urban/Suburban  
**JOB NAME:**  
**JOB NUMBER:**

Independent Variable --- Number of Units

5396 units

**WEEKDAY**

RATES:	# Studies	R <sup>2</sup>	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	11	0.96	4.45	2.77	6.45	414	128	1,456	50%	50%
AM PEAK (ADJACENT ST)	25	0.90	0.31	0.18	0.48	372	54	1,456	24%	76%
PM PEAK (ADJACENT ST)	25	0.96	0.36	0.23	0.53	372	54	1,456	61%	39%

**TRIPS:**

	BY AVERAGE			BY REGRESSION		
	Total	Enter	Exit	Total	Enter	Exit
DAILY	24,012	12,006	12,006	21,472	10,736	10,736
AM PEAK (ADJACENT ST)	1,673	401	1,271	1,524	366	1,158
PM PEAK (ADJACENT ST)	1,943	1,185	758	1,843	1,124	719

**ITE TRIP GENERATION WORKSHEET**  
*(10th Edition, Updated 2017)*

**LANDUSE:** Continuing Car Retirement Community  
**LANDUSE CODE:** 255 Independent Variable --- Number of Units  
**SETTING/LOCATION:** General Urban/Suburban  
**JOB NAME:** \_\_\_\_\_ 755 units  
**JOB NUMBER:** \_\_\_\_\_

**WEEKDAY**

RATES:	# Studies	R <sup>2</sup>	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	4	0.99	2.40	2.33	2.51	1,843	1,549	2,238	50%	50%
AM PEAK (ADJACENT ST)	6	0.98	0.14	0.13	0.18	1,602	350	2,238	65%	35%
PM PEAK (ADJACENT ST)	6	0.98	0.16	0.14	0.19	1,602	350	2,238	39%	61%

**TRIPS:**

	BY AVERAGE			BY REGRESSION		
	Total	Enter	Exit	Total	Enter	Exit
DAILY	1,812	906	906	2,233	1,117	1,117
AM PEAK (ADJACENT ST)	106	69	37	123	80	43
PM PEAK (ADJACENT ST)	121	47	74	135	53	83



**ITE TRIP GENERATION WORKSHEET**  
*(10th Edition, Updated 2017)*

**LANDUSE:** Hotel  
**LANDUSE CODE:** 310  
**SETTING/LOCATION:** General Urban/Suburban  
**JOB NAME:**  
**JOB NUMBER:**

Independent Variable --- Number of Rooms

833 rooms

**WEEKDAY**

RATES:	# Studies	R <sup>2</sup>	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	6	0.92	8.36	5.31	9.53	146	100	260	50%	50%
AM PEAK (ADJACENT ST)	25	0.85	0.47	0.20	0.84	178	74	426	59%	41%
PM PEAK (ADJACENT ST)	28	0.80	0.60	0.26	1.06	183	74	426	51%	49%

**TRIPS:**

	BY AVERAGE			BY REGRESSION		
	Total	Enter	Exit	Total	Enter	Exit
DAILY	6,964	3,482	3,482	8,978	4,489	4,489
AM PEAK (ADJACENT ST)	392	231	161	411	243	169
PM PEAK (ADJACENT ST)	500	255	245	599	305	293

**ITE TRIP GENERATION WORKSHEET**  
*(10th Edition, Updated 2017)*

**LANDUSE:** General Office Building  
**LANDUSE CODE:** 710 Independent Variable ---  
**SETTING/LOCATION:** General Urban/Suburban- ATL/NE Region  
**JOB NAME:**  
**JOB NUMBER:** **FLOOR AREA (KSF):** 7200

**WEEKDAY**

RATES:	# Studies	R^2	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	37 of 66	0.71	8.72	3.58	26.79	203	27	1,300	50%	50%
AM PEAK OF GENERATOR	111 of 228	0.78	1.55	0.63	4.93	200	14	1,300	88%	12%
PM PEAK OF GENERATOR	110 of 243	0.74	1.45	0.49	6.20	201	14	1,300	17%	83%

**TRIPS:**

	BY AVERAGE			BY REGRESSION		
	Total	Enter	Exit	Total	Enter	Exit
DAILY	62,784	31,392	31,392	21,180	10,590	10,590
AM PEAK OF GENERATOR	11,160	9,821	1,339	4,910	4,321	589
PM PEAK OF GENERATOR	10,440	1,775	8,665	3,851	655	3,196

**ITE TRIP GENERATION WORKSHEET**  
*(10th Edition, Updated 2017)*

**LANDUSE:** Research and Development Center  
**LANDUSE CODE:** 760 Independent Variable ---  
**SETTING/LOCATION:** General Urban/Suburban  
**JOB NAME:** FLOOR AREA (KSF): 800  
**JOB NUMBER:**

**WEEKDAY**

RATES:		# Studies	R^2	Total Trip Ends			Independent Variable Range			Directional Distribution	
				Average	Low	High	Average	Low	High	Enter	Exit
	DAILY	24	0.89	11.26	3.48	24.95	200	22	705	50%	50%
	AM PEAK (ADJACENT ST)	11	--	0.42	0.17	2.19	111	10	260	75%	25%
	PM PEAK (ADJACENT ST)	5	0.65	0.49	0.26	1.35	108	25	200	15%	85%

**TRIPS:**

	BY AVERAGE			BY REGRESSION		
	Total	Enter	Exit	Total	Enter	Exit
DAILY	9,008	4,504	4,504	8,389	4,194	4,194
AM PEAK (ADJACENT ST)	336	252	84	N/A	N/A	N/A
PM PEAK (ADJACENT ST)	392	59	333	110	16	93

**ITE TRIP GENERATION WORKSHEET**  
*(10th Edition, Updated 2017)*

**LANDUSE:** Shopping Center  
**LANDUSE CODE:** 820 Independent Variable ---  
**SETTING/LOCATION:** General Urban/Suburban  
**JOB NAME:** FLOOR AREA (KSF): 750  
**JOB NUMBER:**

**WEEKDAY**

RATES:	# Studies	R^2	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	147	0.76	37.75	7.42	207.98	453	9	1,510	50%	50%
AM PEAK (ADJACENT ST)	84	0.90	0.94	0.18	23.74	351	9	1,510	62%	38%
PM PEAK (ADJACENT ST)	261	0.82	3.81	0.74	18.69	327	2	2,200	48%	52%

TRIPS:	BY AVERAGE			BY REGRESSION		
	Total	Enter	Exit	Total	Enter	Exit
DAILY	28,313	14,156	14,156	23,663	11,831	11,831
AM PEAK (ADJACENT ST)	705	437	268	527	327	200
PM PEAK (ADJACENT ST)	2,858	1,372	1,486	2,414	1,159	1,255



**ITE TRIP GENERATION WORKSHEET**  
*(10th Edition, Updated 2017)*

**LANDUSE:** Mid-Rise Residential  
**LANDUSE CODE:** 221  
**SETTING/LOCATION:** General Urban/Suburban  
**JOB NAME:**  
**JOB NUMBER:**

Independent Variable --- Number of Units

1808 units

**WEEKDAY**

RATES:	# Studies	R <sup>2</sup>	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	27	0.77	5.44	1.27	12.50	205	21	494	50%	50%
AM PEAK (ADJACENT ST)	53	0.67	0.36	0.06	1.61	207	26	703	26%	74%
PM PEAK (ADJACENT ST)	60	0.72	0.44	0.15	1.11	208	26	703	61%	39%

**TRIPS:**

	BY AVERAGE			BY REGRESSION		
	Total	Enter	Exit	Total	Enter	Exit
DAILY	9,836	4,918	4,918	9,852	4,926	4,926
AM PEAK (ADJACENT ST)	651	169	482	584	152	432
PM PEAK (ADJACENT ST)	796	485	310	713	435	278

**ITE TRIP GENERATION WORKSHEET**  
*(10th Edition, Updated 2017)*

**LANDUSE:** High-Rise Residential  
**LANDUSE CODE:** 222  
**SETTING/LOCATION:** General Urban/Suburban  
**JOB NAME:**  
**JOB NUMBER:**

Independent Variable --- Number of Units

7230 units

**WEEKDAY**

RATES:	# Studies	R <sup>2</sup>	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	11	0.96	4.45	2.77	6.45	414	128	1,456	50%	50%
AM PEAK (ADJACENT ST)	25	0.90	0.31	0.18	0.48	372	54	1,456	24%	76%
PM PEAK (ADJACENT ST)	25	0.96	0.36	0.23	0.53	372	54	1,456	61%	39%

**TRIPS:**

	BY AVERAGE			BY REGRESSION		
	Total	Enter	Exit	Total	Enter	Exit
DAILY	32,174	16,087	16,087	28,698	14,349	14,349
AM PEAK (ADJACENT ST)	2,241	538	1,703	2,037	489	1,548
PM PEAK (ADJACENT ST)	2,603	1,588	1,015	2,467	1,505	962

**ITE TRIP GENERATION WORKSHEET**  
*(10th Edition, Updated 2017)*

**LANDUSE:** Continuing Car Retirement Community  
**LANDUSE CODE:** 255 Independent Variable --- Number of Units  
**SETTING/LOCATION:** General Urban/Suburban  
**JOB NAME:** \_\_\_\_\_ 962 units  
**JOB NUMBER:** \_\_\_\_\_

**WEEKDAY**

RATES:	# Studies	R <sup>2</sup>	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	4	0.99	2.40	2.33	2.51	1,843	1,549	2,238	50%	50%
AM PEAK (ADJACENT ST)	6	0.98	0.14	0.13	0.18	1,602	350	2,238	65%	35%
PM PEAK (ADJACENT ST)	6	0.98	0.16	0.14	0.19	1,602	350	2,238	39%	61%

**TRIPS:**

	BY AVERAGE			BY REGRESSION		
	Total	Enter	Exit	Total	Enter	Exit
DAILY	2,309	1,154	1,154	2,649	1,325	1,325
AM PEAK (ADJACENT ST)	135	88	47	151	98	53
PM PEAK (ADJACENT ST)	154	60	94	168	65	102



**ITE TRIP GENERATION WORKSHEET**  
*(10th Edition, Updated 2017)*

**LANDUSE:** Hotel  
**LANDUSE CODE:** 310  
**SETTING/LOCATION:** General Urban/Suburban  
**JOB NAME:**  
**JOB NUMBER:**

Independent Variable --- Number of Rooms

667 rooms

**WEEKDAY**

RATES:	# Studies	R <sup>2</sup>	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	6	0.92	8.36	5.31	9.53	146	100	260	50%	50%
AM PEAK (ADJACENT ST)	25	0.85	0.47	0.20	0.84	178	74	426	59%	41%
PM PEAK (ADJACENT ST)	28	0.80	0.60	0.26	1.06	183	74	426	51%	49%

**TRIPS:**

	BY AVERAGE			BY REGRESSION		
	Total	Enter	Exit	Total	Enter	Exit
DAILY	5,576	2,788	2,788	7,103	3,552	3,552
AM PEAK (ADJACENT ST)	313	185	129	328	194	135
PM PEAK (ADJACENT ST)	400	204	196	474	242	232

**ITE TRIP GENERATION WORKSHEET**  
*(10th Edition, Updated 2017)*

**LANDUSE:** General Office Building  
**LANDUSE CODE:** 710 Independent Variable ---  
**SETTING/LOCATION:** General Urban/Suburban- ATL/NE Region  
**JOB NAME:**  
**JOB NUMBER:** **FLOOR AREA (KSF):** 4725

**WEEKDAY**

RATES:	# Studies	R^2	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	37 of 66	0.71	8.72	3.58	26.79	203	27	1,300	50%	50%
AM PEAK OF GENERATOR	111 of 228	0.78	1.55	0.63	4.93	200	14	1,300	88%	12%
PM PEAK OF GENERATOR	110 of 243	0.74	1.45	0.49	6.20	201	14	1,300	17%	83%

**TRIPS:**

	BY AVERAGE			BY REGRESSION		
	Total	Enter	Exit	Total	Enter	Exit
DAILY	41,202	20,601	20,601	15,972	7,986	7,986
AM PEAK OF GENERATOR	7,324	6,445	879	3,550	3,124	426
PM PEAK OF GENERATOR	6,851	1,165	5,687	2,856	485	2,370

**ITE TRIP GENERATION WORKSHEET**  
*(10th Edition, Updated 2017)*

**LANDUSE:** Research and Development Center  
**LANDUSE CODE:** 760 Independent Variable ---  
**SETTING/LOCATION:** General Urban/Suburban  
**JOB NAME:** FLOOR AREA (KSF): 525  
**JOB NUMBER:**

**WEEKDAY**

RATES:	# Studies	R^2	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	24	0.89	11.26	3.48	24.95	200	22	705	50%	50%
AM PEAK (ADJACENT ST)	11	--	0.42	0.17	2.19	111	10	260	75%	25%
PM PEAK (ADJACENT ST)	5	0.65	0.49	0.26	1.35	108	25	200	15%	85%

**TRIPS:**

	BY AVERAGE			BY REGRESSION		
	Total	Enter	Exit	Total	Enter	Exit
DAILY	5,912	2,956	2,956	5,575	2,788	2,788
AM PEAK (ADJACENT ST)	221	165	55	N/A	N/A	N/A
PM PEAK (ADJACENT ST)	257	39	219	95	14	81

**ITE TRIP GENERATION WORKSHEET**  
*(10th Edition, Updated 2017)*

**LANDUSE:** Shopping Center  
**LANDUSE CODE:** 820 Independent Variable ---  
**SETTING/LOCATION:** General Urban/Suburban  
**JOB NAME:** FLOOR AREA (KSF): 650  
**JOB NUMBER:**

**WEEKDAY**

RATES:	# Studies	R^2	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	147	0.76	37.75	7.42	207.98	453	9	1,510	50%	50%
AM PEAK (ADJACENT ST)	84	0.90	0.94	0.18	23.74	351	9	1,510	62%	38%
PM PEAK (ADJACENT ST)	261	0.82	3.81	0.74	18.69	327	2	2,200	48%	52%

**TRIPS:**

	BY AVERAGE			BY REGRESSION		
	Total	Enter	Exit	Total	Enter	Exit
DAILY	24,538	12,269	12,269	21,468	10,734	10,734
AM PEAK (ADJACENT ST)	611	379	232	477	296	181
PM PEAK (ADJACENT ST)	2,477	1,189	1,288	2,171	1,042	1,129

Suffolk Downs  
 Trip Generation Estimate  
 November 2017

Suffolk Downs Redevelopment Estimated Trip Generation - Summary of Phase 1 Waiver

	Size	Distribution	Trip Rate	Unadjusted Vehicle Trips	Net Unadjusted Vehicle Trips	VOR	Person Trips	Internal Capture	Adjusted Person Trips	Pass-by Trips	SOV	HOV	Transit Share	Walk	Bike	Other	HVOR	Adjusted Vehicle Trips	Transit Trips	Walk/Bike/Other Trips	Avg Pass-by Trips
Daily CorpHeadquarters			5.34	2775	2775		3,135		3,135									1492	1,176	330	
In	520	50.0%		1387	1387	1.13	1,568	0%	1,568		44.4%	7.6%	37.5%	8.7%	1.1%	0.7%	2.39	746	588	165	
Out	ksf	50.0%		1387	1387	1.13	1,568	0%	1,568		44.4%	7.6%	37.5%	8.7%	1.1%	0.7%	2.39	746	588	165	
In				1387	1387		1588	0	1588									746	588	165	
Out				1387	1387		1588	0	1588									746	588	165	
AM CorpHeadquarters			1.28	667	667		754		754									359	283	80	
In	520	93.0%		621	621	1.13	701	0%	701		44.4%	7.6%	37.5%	8.7%	1.1%	0.7%	2.39	334	263	74	
Out	ksf	7.0%		47	47	1.13	53	0%	53		44.4%	7.6%	37.5%	8.7%	1.1%	0.7%	2.39	25	20	6	
Total AM Peak Hour				667	667		754	0	754									359	283	80	
In				621	621		701	0	701									334	263	74	
Out				47	47		53	0	53									25	20	6	
AM CorpHeadquarters			1.10	572	572		647		647									308	242	68	
In	520	10.0%		57	57	1.13	65	0%	65		44.4%	7.6%	37.5%	8.7%	1.1%	0.7%	2.39	31	24	7	
Out	ksf	90.0%		515	515	1.13	582	0%	582		44.4%	7.6%	37.5%	8.7%	1.1%	0.7%	2.39	277	218	61	
Total PM Peak Hour				572	572		647	0	647									308	242	68	
In				57	57		65	0	65									31	24	7	
Out				515	515		582	0	582									277	218	61	

Notes:  
 Trip Generation based on ITE Trip Generation Manual, 9th Edition, using:  
 LUC 220 - Apartment  
 LUC 230 - Condo  
 LUC 255 - Continuing Care Retirement Community  
 LUC 310 - Hotel  
 LUC 710 - General Office  
 LUC 760 - Research and Development Center  
 LUC 820 - Shopping Center  
 Mode shares from American Community Survey 2006-2010; Census Tract 511.01, 1707.01, 1708, 9815.02, and 9816  
 VOR stands for Vehicle Occupancy Rate from 2009 NHTS  
 HVOR stands for High Vehicle Occupancy Rate from American Community Survey 2006-2010

**ITE TRIP GENERATION WORKSHEET**  
*(10th Edition, Updated 2017)*

**LANDUSE:** Corporate Headquarters Building  
**LANDUSE CODE:** 714 Independent Variable ---  
**SETTING/LOCATION:** General Urban/Suburban  
**JOB NAME:** **FLOOR AREA (KSF):** 520  
**JOB NUMBER:**

**WEEKDAY**

RATES:	# Studies	R^2	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	7	0.81	7.95	5.87	12.39	258	82	902	50%	50%
AM PEAK OF GENERATOR	20	0.69	1.46	0.46	3.01	297	82	902	93%	7%
PM PEAK OF GENERATOR	21	0.78	1.40	0.52	2.54	295	82	902	10%	90%

**TRIPS:**

	BY AVERAGE			BY REGRESSION		
	Total	Enter	Exit	Total	Enter	Exit
DAILY	4,134	2,067	2,067	3,666	1,833	1,833
AM PEAK OF GENERATOR	759	706	53	667	621	47
PM PEAK OF GENERATOR	728	73	655	679	68	611

# Intersection Capacity Analysis

Existing Consition Results

No-Build Conditions Results

Phase 1 Project Condition Results

Phase 1 Project Condition with Mititigation Results

13796.00 :: Suffolk Downs Redevelopment  
6: Route 1A & Boardman St

2017 Existing Conditions  
Evening Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	40	15	115	415	60	100	45	85	995	120	85	2355
Future Volume (vph)	40	15	115	415	60	100	45	85	995	120	85	2355
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	12	12	10	10	12	11	11	11	11	11
Grade (%)		0%			0%				0%			0%
Storage Length (ft)	130		0	0		250		400		500	380	
Storage Lanes	1		0	0		1		1		1	1	
Taper Length (ft)	25			25				25			25	
Satd. Flow (prot)	1504	1475	0	0	1641	1436	0	1517	3172	1446	1544	3292
Flt Permitted	0.154				0.408			0.950			0.950	
Satd. Flow (perm)	244	1475	0	0	699	1436	0	1517	3172	1446	1544	3292
Right Turn on Red			Yes			No				Yes		
Satd. Flow (RTOR)		115								128		1
Link Speed (mph)		30			30				30			30
Link Distance (ft)		537			1355				733			925
Travel Time (s)		12.2			30.8				16.7			21.0
Confl. Peds. (#/hr)	22						22					
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.88	0.88	0.88	0.94	0.94	0.94	0.94	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	12%	0%	9%	4%	0%	5%	2%	22%	10%	8%	13%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	8
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%				0%			0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	44	142	0	0	540	114	0	138	1059	128	89	2484
Turn Type	Perm	NA		Perm	NA	pt+ov	Prot	Prot	NA	Prot	Prot	NA
Protected Phases		8			4	4.5	1	1	6	6	5	2
Permitted Phases	8			4								
Detector Phase	8	8		4	4	4.5	1	1	6	6	5	2
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0	20.0	20.0	6.0	20.0
Minimum Split (s)	26.0	26.0		12.0	12.0		12.0	12.0	27.0	27.0	13.5	31.0
Total Split (s)	31.0	31.0		18.0	18.0		31.0	31.0	137.0	137.0	32.5	137.0
Total Split (%)	15.5%	15.5%		9.0%	9.0%		15.5%	15.5%	68.3%	68.3%	16.2%	68.3%
Yellow Time (s)	3.0	3.0		4.0	4.0		4.0	4.0	5.0	5.0	5.5	5.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0			-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.0	5.0			6.0			5.0	6.0	6.0	6.5	6.0
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	None	Min	Min	None	Min
Act Effect Green (s)	26.0	26.0			25.0	48.1		21.9	134.8	134.8	16.6	131.0
Actuated g/C Ratio	0.13	0.13			0.13	0.25		0.11	0.69	0.69	0.09	0.67
v/c Ratio	1.38	0.48			6.07	0.32		0.81	0.48	0.12	0.68	1.12
Control Delay	346.6	24.8			2308.7	62.5		117.6	15.2	1.8	111.4	92.5
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	346.6	24.8			2308.7	62.5		117.6	15.2	1.8	111.4	92.5



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	30
Future Volume (vph)	30
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.96
Growth Factor	100%
Heavy Vehicles (%)	13%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	

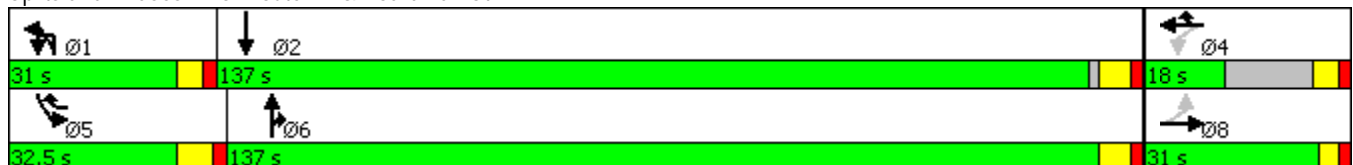


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
LOS	F	C			F	E		F	B	A	F	F
Approach Delay		100.9			1917.2				24.6			93.2
Approach LOS		F			F				C			F
Queue Length 50th (ft)	~74	31			~1324	122		176	314	0	114	~1952
Queue Length 95th (ft)	#176	113			#1558	180		264	405	26	182	#2095
Internal Link Dist (ft)		457			1275				653			845
Turn Bay Length (ft)	130					250		400		500	380	
Base Capacity (vph)	32	296			89	423		202	2193	1039	205	2239
Starvation Cap Reductn	0	0			0	0		0	0	0	0	0
Spillback Cap Reductn	0	0			0	0		0	0	0	0	0
Storage Cap Reductn	0	0			0	0		0	0	0	0	0
Reduced v/c Ratio	1.38	0.48			6.07	0.27		0.68	0.48	0.12	0.43	1.11

**Intersection Summary**

Area Type: Other  
 Cycle Length: 200.5  
 Actuated Cycle Length: 194.9  
 Natural Cycle: 130  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 6.07  
 Intersection Signal Delay: 326.1  
 Intersection LOS: F  
 Intersection Capacity Utilization 125.6%  
 ICU Level of Service H  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 6: Route 1A & Boardman St





Lane Group	SBR
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

13796.00 :: Suffolk Downs Redevelopment  
6: Route 1A & Boardman St

2017 Existing Conditions  
Evening Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	40	15	115	415	60	100	45	85	995	120	85	2355
Future Volume (vph)	40	15	115	415	60	100	45	85	995	120	85	2355
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	11	12	12	10	10	12	11	11	11	11	11
Total Lost time (s)	5.0	5.0			6.0	6.0		5.0	6.0	6.0	6.5	6.0
Lane Util. Factor	1.00	1.00			1.00	1.00		1.00	0.95	1.00	1.00	0.95
Frbp, ped/bikes	1.00	1.00			1.00	1.00		1.00	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.87			1.00	0.85		1.00	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00			0.96	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1504	1474			1642	1436		1517	3172	1446	1544	3292
Flt Permitted	0.15	1.00			0.41	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (perm)	244	1474			698	1436		1517	3172	1446	1544	3292
Peak-hour factor, PHF	0.91	0.91	0.91	0.88	0.88	0.88	0.94	0.94	0.94	0.94	0.96	0.96
Adj. Flow (vph)	44	16	126	472	68	114	48	90	1059	128	89	2453
RTOR Reduction (vph)	0	100	0	0	0	0	0	0	0	39	0	0
Lane Group Flow (vph)	44	42	0	0	540	114	0	138	1059	89	89	2484
Confl. Peds. (#/hr)	22						22					
Heavy Vehicles (%)	12%	0%	9%	4%	0%	5%	2%	22%	10%	8%	13%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	8
Turn Type	Perm	NA		Perm	NA	pt+ov	Prot	Prot	NA	Prot	Prot	NA
Protected Phases		8			4	4 5	1	1	6	6	5	2
Permitted Phases	8			4								
Actuated Green, G (s)	26.0	26.0			25.0	46.6		20.9	133.9	133.9	15.6	130.1
Effective Green, g (s)	26.0	26.0			25.0	46.6		21.9	134.9	134.9	16.6	131.1
Actuated g/C Ratio	0.13	0.13			0.13	0.24		0.11	0.69	0.69	0.09	0.67
Clearance Time (s)	5.0	5.0			6.0			6.0	7.0	7.0	7.5	7.0
Vehicle Extension (s)	2.0	2.0			2.0			2.0	4.0	4.0	2.0	4.0
Lane Grp Cap (vph)	32	196			89	343		170	2194	1000	131	2213
v/s Ratio Prot		0.03				0.08		c0.09	c0.33	0.06	0.06	c0.75
v/s Ratio Perm	0.18				c0.77							
v/c Ratio	1.38	0.22			6.07	0.33		0.81	0.48	0.09	0.68	1.12
Uniform Delay, d1	84.5	75.4			85.0	61.3		84.5	13.9	9.9	86.6	32.0
Progression Factor	1.00	1.00			1.00	1.00		1.00	1.00	1.00	1.00	0.99
Incremental Delay, d2	289.1	0.2			2304.3	0.2		23.5	0.2	0.1	10.5	61.7
Delay (s)	373.6	75.6			2389.3	61.5		108.1	14.1	9.9	97.3	93.4
Level of Service	F	E			F	E		F	B	A	F	F
Approach Delay (s)		146.1			1983.5				23.5			93.6
Approach LOS		F			F				C			F

Intersection Summary		
HCM 2000 Control Delay	336.9	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	1.80	F
Actuated Cycle Length (s)	195.0	Sum of lost time (s)
Intersection Capacity Utilization	125.6%	19.5
Analysis Period (min)	15	ICU Level of Service
		H

c Critical Lane Group



Movement	SBR
Lane Configurations	
Traffic Volume (vph)	30
Future Volume (vph)	30
Ideal Flow (vphpl)	1900
Lane Width	12
Total Lost time (s)	
Lane Util. Factor	
Frbp, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.96
Adj. Flow (vph)	31
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	
Heavy Vehicles (%)	13%
Bus Blockages (#/hr)	0
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
<b>Intersection Summary</b>	

13796.00 :: Suffolk Downs Redevelopment  
 9: Route 1A & Jughandle

2017 Existing Conditions  
 Evening Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Traffic Volume (vph)	50	15	5	0	0	0	0	1110	5	0	2200	0
Future Volume (vph)	50	15	5	0	0	0	0	1110	5	0	2200	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	12	12	12	11	11	11	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		
Satd. Flow (prot)	0	1505	0	0	0	0	0	3219	0	0	3323	0
Flt Permitted		0.966										
Satd. Flow (perm)	0	1505	0	0	0	0	0	3219	0	0	3323	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3						1				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		122			363			405			225	
Travel Time (s)		2.8			8.3			9.2			5.1	
Confl. Peds. (#/hr)			1	1					2	2		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.81	0.81	0.81	0.25	0.25	0.25	0.92	0.92	0.92	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	20%	93%	33%	2%	2%	2%	0%	8%	80%	0%	5%	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%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	87	0	0	0	0	0	1212	0	0	2268	0
Turn Type	Perm	NA						NA			NA	
Protected Phases		2						1			1	
Permitted Phases	2											
Detector Phase	2	2						1			1	
Switch Phase												
Minimum Initial (s)	10.0	10.0						20.0			20.0	
Minimum Split (s)	16.0	16.0						27.0			27.0	
Total Split (s)	36.0	36.0						55.0			55.0	
Total Split (%)	39.6%	39.6%						60.4%			60.4%	
Yellow Time (s)	4.0	4.0						5.0			5.0	
All-Red Time (s)	2.0	2.0						2.0			2.0	
Lost Time Adjust (s)		0.0						0.0			0.0	
Total Lost Time (s)		6.0						7.0			7.0	
Lead/Lag	Lag	Lag						Lead			Lead	
Lead-Lag Optimize?												
Recall Mode	None	None						Max			Max	
Act Effct Green (s)		11.2						52.6			52.6	
Actuated g/C Ratio		0.16						0.73			0.73	
v/c Ratio		0.37						0.52			0.93	
Control Delay		31.3						6.9			21.8	
Queue Delay		0.0						0.0			0.0	
Total Delay		31.3						6.9			21.8	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		C						A			C	
Approach Delay		31.3						6.9			21.8	
Approach LOS		C						A			C	
Queue Length 50th (ft)		34						122			~467	
Queue Length 95th (ft)		65						202			#761	
Internal Link Dist (ft)		42			283			325			145	
Turn Bay Length (ft)												
Base Capacity (vph)		629						2350			2426	
Starvation Cap Reductn		0						0			0	
Spillback Cap Reductn		0						0			0	
Storage Cap Reductn		0						0			0	
Reduced v/c Ratio		0.14						0.52			0.93	

**Intersection Summary**

Area Type: Other  
 Cycle Length: 91  
 Actuated Cycle Length: 72  
 Natural Cycle: 80  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.93  
 Intersection Signal Delay: 17.0  
 Intersection LOS: B  
 Intersection Capacity Utilization 80.0%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 9: Route 1A & Jughandle



13796.00 :: Suffolk Downs Redevelopment  
 9: Route 1A & Jughandle

2017 Existing Conditions  
 Evening Peak Hou



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Traffic Volume (vph)	50	15	5	0	0	0	0	1110	5	0	2200	0
Future Volume (vph)	50	15	5	0	0	0	0	1110	5	0	2200	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	12	12	12	11	11	11	11	11	11
Total Lost time (s)		6.0						7.0			7.0	
Lane Util. Factor		1.00						0.95			0.95	
Frbp, ped/bikes		1.00						1.00			1.00	
Flpb, ped/bikes		1.00						1.00			1.00	
Frt		0.99						1.00			1.00	
Flt Protected		0.97						1.00			1.00	
Satd. Flow (prot)		1504						3220			3323	
Flt Permitted		0.97						1.00			1.00	
Satd. Flow (perm)		1504						3220			3323	
Peak-hour factor, PHF	0.81	0.81	0.81	0.25	0.25	0.25	0.92	0.92	0.92	0.97	0.97	0.97
Adj. Flow (vph)	62	19	6	0	0	0	0	1207	5	0	2268	0
RTOR Reduction (vph)	0	3	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	84	0	0	0	0	0	1212	0	0	2268	0
Confl. Peds. (#/hr)			1	1					2	2		
Heavy Vehicles (%)	20%	93%	33%	2%	2%	2%	0%	8%	80%	0%	5%	0%
Turn Type	Perm	NA						NA			NA	
Protected Phases		2						1			1	
Permitted Phases	2											
Actuated Green, G (s)		9.1						51.1			51.1	
Effective Green, g (s)		9.1						51.1			51.1	
Actuated g/C Ratio		0.12						0.70			0.70	
Clearance Time (s)		6.0						7.0			7.0	
Vehicle Extension (s)		4.0						4.0			4.0	
Lane Grp Cap (vph)		186						2247			2319	
v/s Ratio Prot								0.38			c0.68	
v/s Ratio Perm		0.06										
v/c Ratio		0.45						0.54			0.98	
Uniform Delay, d1		29.7						5.4			10.5	
Progression Factor		1.00						1.00			1.00	
Incremental Delay, d2		2.4						0.9			14.2	
Delay (s)		32.1						6.3			24.7	
Level of Service		C						A			C	
Approach Delay (s)		32.1			0.0			6.3			24.7	
Approach LOS		C			A			A			C	

Intersection Summary

HCM 2000 Control Delay	18.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	73.2	Sum of lost time (s)	13.0
Intersection Capacity Utilization	80.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



13796.00 :: Suffolk Downs Redevelopment  
 11: Route 1A on-ramp & Route 145

2017 Existing Conditions  
 Evening Peak Hou



Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↔	↑↑↑		
Traffic Volume (vph)	1045	235	30	280	1385	0	0
Future Volume (vph)	1045	235	30	280	1385	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	9	11	12	12
Grade (%)	0%				0%	0%	
Storage Length (ft)		500		130		0	0
Storage Lanes		0		1		0	0
Taper Length (ft)				25		25	
Satd. Flow (prot)	4683	0	0	1590	4855	0	0
Flt Permitted				0.950			
Satd. Flow (perm)	4683	0	0	1586	4855	0	0
Right Turn on Red		Yes					Yes
Satd. Flow (RTOR)	164						
Link Speed (mph)	30				30	30	
Link Distance (ft)	572				1857	345	
Travel Time (s)	13.0				42.2	7.8	
Confl. Peds. (#/hr)		7	2	7			
Confl. Bikes (#/hr)							
Peak Hour Factor	0.94	0.94	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	6%	4%	2%	3%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	2	0	0
Parking (#/hr)							
Mid-Block Traffic (%)	0%				0%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	1362	0	0	323	1443	0	0
Turn Type	NA		Prot	Prot	NA		
Protected Phases	2		1	1	1 2		
Permitted Phases							
Detector Phase	2		1	1	1 2		
Switch Phase							
Minimum Initial (s)	8.0		8.0	8.0			
Minimum Split (s)	13.0		13.0	13.0			
Total Split (s)	24.0		17.0	17.0			
Total Split (%)	58.5%		41.5%	41.5%			
Yellow Time (s)	3.5		3.5	3.5			
All-Red Time (s)	1.5		1.5	1.5			
Lost Time Adjust (s)	0.0			0.0			
Total Lost Time (s)	5.0			5.0			
Lead/Lag	Lag		Lead	Lead			
Lead-Lag Optimize?							
Recall Mode	Min		None	None			
Act Effect Green (s)	19.0			11.6	40.6		
Actuated g/C Ratio	0.47			0.29	1.00		
v/c Ratio	0.60			0.71	0.30		
Control Delay	8.4			24.6	0.2		
Queue Delay	0.0			0.0	0.0		
Total Delay	8.4			24.6	0.2		

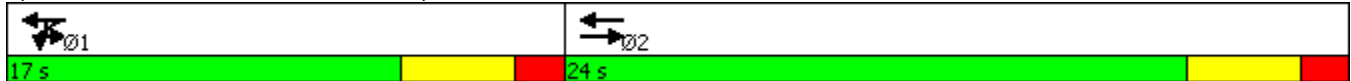


Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
LOS	A			C	A		
Approach Delay	8.4				4.6		
Approach LOS	A				A		
Queue Length 50th (ft)	65			65	0		
Queue Length 95th (ft)	98			#158	0		
Internal Link Dist (ft)	492				1777	265	
Turn Bay Length (ft)				130			
Base Capacity (vph)	2277			469	4776		
Starvation Cap Reductn	0			0	0		
Spillback Cap Reductn	0			0	0		
Storage Cap Reductn	0			0	0		
Reduced v/c Ratio	0.60			0.69	0.30		

**Intersection Summary**

Area Type: Other  
 Cycle Length: 41  
 Actuated Cycle Length: 40.6  
 Natural Cycle: 40  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.71  
 Intersection Signal Delay: 6.2  
 Intersection LOS: A  
 Intersection Capacity Utilization 51.1%  
 ICU Level of Service A  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

**Splits and Phases: 11: Route 1A on-ramp & Route 145**





Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↔	↑↑↑		
Traffic Volume (vph)	1045	235	30	280	1385	0	0
Future Volume (vph)	1045	235	30	280	1385	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	12	9	11	12	12
Total Lost time (s)	5.0			5.0	5.0		
Lane Util. Factor	0.91			1.00	0.91		
Frbp, ped/bikes	0.99			1.00	1.00		
Flpb, ped/bikes	1.00			1.00	1.00		
Frt	0.97			1.00	1.00		
Flt Protected	1.00			0.95	1.00		
Satd. Flow (prot)	4685			1590	4855		
Flt Permitted	1.00			0.95	1.00		
Satd. Flow (perm)	4685			1590	4855		
Peak-hour factor, PHF	0.94	0.94	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	1112	250	31	292	1443	0	0
RTOR Reduction (vph)	87	0	0	0	0	0	0
Lane Group Flow (vph)	1275	0	0	323	1443	0	0
Confl. Peds. (#/hr)		7	2	7			
Heavy Vehicles (%)	3%	6%	4%	2%	3%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	2	0	0
Turn Type	NA		Prot	Prot	NA		
Protected Phases	2		1	1	1 2		
Permitted Phases							
Actuated Green, G (s)	19.0			11.6	40.6		
Effective Green, g (s)	19.0			11.6	40.6		
Actuated g/C Ratio	0.47			0.29	1.00		
Clearance Time (s)	5.0			5.0			
Vehicle Extension (s)	2.0			2.0			
Lane Grp Cap (vph)	2192			454	4855		
v/s Ratio Prot	c0.27			c0.20	0.30		
v/s Ratio Perm							
v/c Ratio	0.58			0.71	0.30		
Uniform Delay, d1	7.9			13.0	0.0		
Progression Factor	1.00			1.00	1.00		
Incremental Delay, d2	0.3			4.4	0.0		
Delay (s)	8.1			17.4	0.0		
Level of Service	A			B	A		
Approach Delay (s)	8.1				3.2	0.0	
Approach LOS	A				A	A	

**Intersection Summary**

HCM 2000 Control Delay	5.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	40.6	Sum of lost time (s)	10.0
Intersection Capacity Utilization	51.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

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 31: Route 16 & Winthrop Avenue/Route 145 & Harris Street

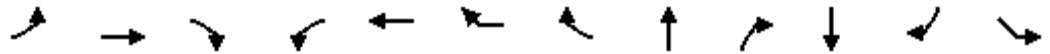
2017 Existing Conditions  
 Evening Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBT	SBR	SEL
Lane Configurations		↕↕	↗	↖↗	↖			↕↕	↗	↕↕		↖↗
Traffic Volume (vph)	25	265	25	895	340	65	85	440	820	415	5	195
Future Volume (vph)	25	265	25	895	340	65	85	440	820	415	5	195
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	16	12	12	12	12	12	14	16	12	12
Grade (%)		0%			0%			0%		0%		0%
Storage Length (ft)	50		0	0		0			0		0	0
Storage Lanes	1		1	2		0			1		0	1
Taper Length (ft)	25			25								25
Satd. Flow (prot)	0	3266	1746	3400	1742	0	0	3471	1656	3889	0	1744
Flt Permitted		0.996		0.950								0.957
Satd. Flow (perm)	0	3265	1746	3363	1742	0	0	3471	1656	3889	0	1744
Right Turn on Red			Yes				No		Yes			
Satd. Flow (RTOR)			126						80			
Link Speed (mph)		30			30			30		30		30
Link Distance (ft)		485			572			480		673		302
Travel Time (s)		11.0			13.0			10.9		15.3		6.9
Confl. Peds. (#/hr)	4		5	5			4				3	
Confl. Bikes (#/hr)						1	1					
Peak Hour Factor	0.95	0.95	0.95	0.89	0.89	0.89	0.89	0.89	0.89	0.73	0.73	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	4%	3%	4%	3%	1%	4%	4%	5%	0%	3%
Bus Blockages (#/hr)	0	0	2	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%		0%		0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	305	26	1006	551	0	0	494	921	575	0	239
Turn Type	Split	NA	Prot	Split	NA			NA	custom	NA		Prot
Protected Phases	4	4	4	3	3			6	2 3	2		7
Permitted Phases												
Detector Phase	4	4	4	3	3			6	2 3	2		7
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0			8.0		8.0		8.0
Minimum Split (s)	20.0	20.0	20.0	28.0	28.0			15.0		20.0		20.0
Total Split (s)	22.0	22.0	22.0	42.0	42.0			57.0		57.0		21.5
Total Split (%)	15.4%	15.4%	15.4%	29.5%	29.5%			40.0%		40.0%		15.1%
Yellow Time (s)	4.0	4.0	4.0	3.0	3.0			4.0		4.0		3.5
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0			3.0		3.0		3.0
Lost Time Adjust (s)		-1.0	-1.0	-1.0	-1.0			-1.0		-1.0		-1.0
Total Lost Time (s)		6.0	6.0	5.0	5.0			6.0		6.0		5.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead							
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None			Min		Min		None
Act Effect Green (s)		15.7	15.7	37.0	37.0			49.4	91.5	49.4		16.0
Actuated g/C Ratio		0.11	0.11	0.26	0.26			0.35	0.65	0.35		0.11
v/c Ratio		0.84	0.08	1.13	1.20			0.41	0.83	0.42		1.21
Control Delay		81.4	0.6	117.7	154.7			35.7	25.4	35.8		182.9
Queue Delay		0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0
Total Delay		81.4	0.6	117.7	154.7			35.7	25.4	35.8		182.9



Lane Group	SER
Lane Configurations	
Traffic Volume (vph)	20
Future Volume (vph)	20
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	5
Confl. Bikes (#/hr)	
Peak Hour Factor	0.90
Growth Factor	100%
Heavy Vehicles (%)	0%
Bus Blockages (#/hr)	0
Parking (#/hr)	1
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBT	SBR	SEL
LOS		F	A	F	F			D	C	D		F
Approach Delay		75.1			130.8			29.0		35.8		182.9
Approach LOS		E			F			C		D		F
Queue Length 50th (ft)		148	0	-559	-625			180	566	211		-272
Queue Length 95th (ft)		#223	0	#681	#841			227	778	206		#447
Internal Link Dist (ft)		405			492			400		593		222
Turn Bay Length (ft)												
Base Capacity (vph)		371	309	894	458			1258	1104	1409		198
Starvation Cap Reductn		0	0	0	0			0	0	0		0
Spillback Cap Reductn		0	0	0	0			0	0	0		0
Storage Cap Reductn		0	0	0	0			0	0	0		0
Reduced v/c Ratio		0.82	0.08	1.13	1.20			0.39	0.83	0.41		1.21

**Intersection Summary**

Area Type: Other  
 Cycle Length: 142.5  
 Actuated Cycle Length: 140.7  
 Natural Cycle: 100  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 1.21  
 Intersection Signal Delay: 81.1  
 Intersection LOS: F  
 Intersection Capacity Utilization 78.6%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

**Splits and Phases: 31: Route 16 & Winthrop Avenue/Route 145 & Harris Street**

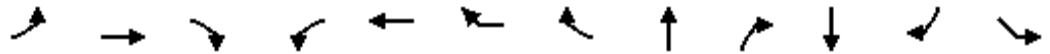
 Ø2 57 s	 Ø3 42 s	 Ø4 22 s	 Ø7 21.5 s
 Ø6 57 s			



Lane Group	SER
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

13796.00 :: Suffolk Downs Redevelopment  
 31: Route 16 & Winthrop Avenue/Route 145 & Harris Street

2017 Existing Conditions  
 Evening Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBT	SBR	SEL
Lane Configurations		↕↕	↗	↖↗	↖			↕↕	↗	↕↕		↖↗
Traffic Volume (vph)	25	265	25	895	340	65	85	440	820	415	5	195
Future Volume (vph)	25	265	25	895	340	65	85	440	820	415	5	195
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	10	16	12	12	12	12	12	14	16	12	12
Total Lost time (s)		6.0	6.0	5.0	5.0			6.0	6.0	6.0		5.5
Lane Util. Factor		0.95	1.00	0.97	1.00			0.95	1.00	0.95		1.00
Frbp, ped/bikes		1.00	1.00	1.00	0.99			1.00	1.00	1.00		1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00
Frt		1.00	0.85	1.00	0.95			1.00	0.85	1.00		0.99
Flt Protected		1.00	1.00	0.95	1.00			1.00	1.00	1.00		0.96
Satd. Flow (prot)		3265	1746	3400	1743			3471	1656	3890		1743
Flt Permitted		1.00	1.00	0.95	1.00			1.00	1.00	1.00		0.96
Satd. Flow (perm)		3265	1746	3400	1743			3471	1656	3890		1743
Peak-hour factor, PHF	0.95	0.95	0.95	0.89	0.89	0.89	0.89	0.89	0.89	0.73	0.73	0.90
Adj. Flow (vph)	26	279	26	1006	382	73	96	494	921	568	7	217
RTOR Reduction (vph)	0	0	23	0	0	0	0	0	27	0	0	0
Lane Group Flow (vph)	0	305	3	1006	551	0	0	494	894	575	0	239
Confl. Peds. (#/hr)	4		5	5				4			3	
Confl. Bikes (#/hr)						1	1					
Heavy Vehicles (%)	0%	3%	4%	3%	4%	3%	1%	4%	4%	5%	0%	3%
Bus Blockages (#/hr)	0	0	2	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Turn Type	Split	NA	Prot	Split	NA			NA	custom	NA		Prot
Protected Phases	4	4	4	3	3			6	2 3	2		7
Permitted Phases												
Actuated Green, G (s)		14.7	14.7	36.0	36.0			48.5	91.5	48.5		15.0
Effective Green, g (s)		15.7	15.7	37.0	37.0			49.5	92.5	49.5		16.0
Actuated g/C Ratio		0.11	0.11	0.26	0.26			0.35	0.66	0.35		0.11
Clearance Time (s)		7.0	7.0	6.0	6.0			7.0		7.0		6.5
Vehicle Extension (s)		3.0	3.0	3.0	3.0			3.0		3.0		3.0
Lane Grp Cap (vph)		364	194	894	458			1221	1088	1368		198
v/s Ratio Prot		c0.09	0.00	0.30	c0.32			0.14	c0.54	0.15		c0.14
v/s Ratio Perm												
v/c Ratio		0.84	0.01	1.13	1.20			0.40	0.82	0.42		1.21
Uniform Delay, d1		61.3	55.6	51.8	51.8			34.5	17.9	34.7		62.3
Progression Factor		1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00
Incremental Delay, d2		15.4	0.0	70.8	110.6			0.2	5.1	0.2		130.9
Delay (s)		76.6	55.6	122.6	162.5			34.7	23.0	34.9		193.3
Level of Service		E	E	F	F			C	C	C		F
Approach Delay (s)		75.0			136.7			27.1		34.9		193.3
Approach LOS		E			F			C		C		F
<b>Intersection Summary</b>												
HCM 2000 Control Delay			83.1			HCM 2000 Level of Service			F			
HCM 2000 Volume to Capacity ratio			1.02									
Actuated Cycle Length (s)			140.7			Sum of lost time (s)			22.5			
Intersection Capacity Utilization			78.6%			ICU Level of Service			D			
Analysis Period (min)			15									



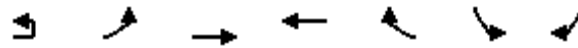


Movement	SER
Lane Configurations	
Traffic Volume (vph)	20
Future Volume (vph)	20
Ideal Flow (vphpl)	1900
Lane Width	12
Total Lost time (s)	
Lane Util. Factor	
Frbp, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.90
Adj. Flow (vph)	22
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	5
Confl. Bikes (#/hr)	
Heavy Vehicles (%)	0%
Bus Blockages (#/hr)	0
Parking (#/hr)	1
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

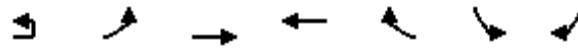
c Critical Lane Group

13796.00 :: Suffolk Downs Redevelopment  
 38: Route 145/Winthrop Ave & N Shore Rd

2017 Existing Conditions  
 Evening Peak Hour



Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR	Ø3	Ø5
Lane Configurations		↔	↑↑↑	↑↑↑		↔	↔		
Traffic Volume (vph)	5	275	900	1105	85	125	275		
Future Volume (vph)	5	275	900	1105	85	125	275		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	12	11	11	11	12	15	12		
Grade (%)			0%	0%		0%			
Storage Length (ft)		120			0	0	150		
Storage Lanes		1			0	1	1		
Taper Length (ft)		25				25			
Satd. Flow (prot)	0	1685	4855	4804	0	1947	1583		
Flt Permitted		0.950				0.950			
Satd. Flow (perm)	0	1685	4855	4804	0	1947	1583		
Right Turn on Red					Yes		Yes		
Satd. Flow (RTOR)				10			340		
Link Speed (mph)			30	30		30			
Link Distance (ft)			1857	236		865			
Travel Time (s)			42.2	5.4		19.7			
Confl. Peds. (#/hr)									
Confl. Bikes (#/hr)					1				
Peak Hour Factor	0.89	0.89	0.89	0.86	0.86	0.81	0.81		
Growth Factor	100%	100%	100%	100%	100%	100%	100%		
Heavy Vehicles (%)	33%	3%	3%	3%	4%	2%	2%		
Bus Blockages (#/hr)	0	0	2	0	0	0	0		
Parking (#/hr)									
Mid-Block Traffic (%)			0%	0%		0%			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	315	1011	1384	0	154	340		
Turn Type	Prot	Prot	NA	NA		Prot	Prot		
Protected Phases	4	4	2	2 3		1	1	3	5
Permitted Phases									
Detector Phase	4	4	2	2 3		1	1		
Switch Phase									
Minimum Initial (s)	8.0	8.0	20.0			8.0	8.0	8.0	1.0
Minimum Split (s)	13.0	13.0	26.0			13.0	13.0	13.0	20.0
Total Split (s)	36.0	36.0	36.0			30.0	30.0	40.0	20.0
Total Split (%)	22.2%	22.2%	22.2%			18.5%	18.5%	25%	12%
Yellow Time (s)	4.0	4.0	4.0			4.0	4.0	4.0	3.0
All-Red Time (s)	1.0	1.0	2.0			1.0	1.0	1.0	1.0
Lost Time Adjust (s)		-1.0	-2.0			-1.0	-1.0		
Total Lost Time (s)		4.0	4.0			4.0	4.0		
Lead/Lag	Lag	Lag	Lag			Lead	Lead	Lead	
Lead-Lag Optimize?									
Recall Mode	None	None	Min			None	None	None	None
Act Effect Green (s)		31.1	32.6	60.4		26.5	26.5		
Actuated g/C Ratio		0.23	0.24	0.44		0.19	0.19		
v/c Ratio		0.83	0.88	0.65		0.41	0.59		
Control Delay		70.7	60.7	4.7		56.4	10.0		
Queue Delay		0.0	1.1	0.7		0.2	0.0		
Total Delay		70.7	61.8	5.4		56.6	10.0		



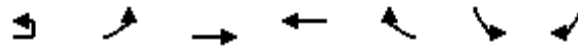
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR	Ø3	Ø5
LOS		E	E	A		E	B		
Approach Delay			63.9	5.4		24.5			
Approach LOS			E	A		C			
Queue Length 50th (ft)		242	291	34		111	0		
Queue Length 95th (ft)		#519	#515	m87		205	48		
Internal Link Dist (ft)			1777	156		785			
Turn Bay Length (ft)		120					150		
Base Capacity (vph)		400	1155	2576		376	580		
Starvation Cap Reductn		0	0	776		0	0		
Spillback Cap Reductn		0	38	0		19	0		
Storage Cap Reductn		0	0	0		0	0		
Reduced v/c Ratio		0.79	0.91	0.77		0.43	0.59		

**Intersection Summary**

Area Type: Other  
 Cycle Length: 162  
 Actuated Cycle Length: 137.1  
 Natural Cycle: 95  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 1.13  
 Intersection Signal Delay: 32.6  
 Intersection LOS: C  
 Intersection Capacity Utilization 65.8%  
 ICU Level of Service C  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 38: Route 145/Winthrop Ave & N Shore Rd

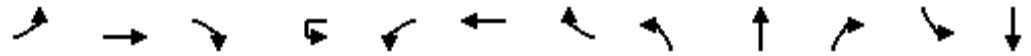
30 s	36 s	40 s	36 s	20 s



Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↑↑↑	↑↑↑		↔	↔
Traffic Volume (vph)	5	275	900	1105	85	125	275
Future Volume (vph)	5	275	900	1105	85	125	275
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	11	11	12	15	12
Total Lost time (s)		4.0	4.0	4.0		4.0	4.0
Lane Util. Factor		1.00	0.91	0.91		1.00	1.00
Frbp, ped/bikes		1.00	1.00	1.00		1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00		1.00	1.00
Frt		1.00	1.00	0.99		1.00	0.85
Flt Protected		0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)		1685	4855	4805		1947	1583
Flt Permitted		0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)		1685	4855	4805		1947	1583
Peak-hour factor, PHF	0.89	0.89	0.89	0.86	0.86	0.81	0.81
Adj. Flow (vph)	6	309	1011	1285	99	154	340
RTOR Reduction (vph)	0	0	0	6	0	0	275
Lane Group Flow (vph)	0	315	1011	1378	0	154	65
Confl. Bikes (#/hr)					1		
Heavy Vehicles (%)	33%	3%	3%	3%	4%	2%	2%
Bus Blockages (#/hr)	0	0	2	0	0	0	0
Turn Type	Prot	Prot	NA	NA		Prot	Prot
Protected Phases	4	4	2	2 3		1	1
Permitted Phases							
Actuated Green, G (s)		30.1	30.6	59.3		25.5	25.5
Effective Green, g (s)		31.1	32.6	61.3		26.5	26.5
Actuated g/C Ratio		0.22	0.23	0.44		0.19	0.19
Clearance Time (s)		5.0	6.0			5.0	5.0
Vehicle Extension (s)		4.0	4.0			3.0	3.0
Lane Grp Cap (vph)		375	1135	2112		370	300
v/s Ratio Prot		c0.19	c0.21	c0.29		c0.08	0.04
v/s Ratio Perm							
v/c Ratio		0.84	0.89	0.65		0.42	0.22
Uniform Delay, d1		51.8	51.7	30.7		49.6	47.7
Progression Factor		1.00	1.00	0.15		1.00	1.00
Incremental Delay, d2		15.8	9.2	0.1		0.8	0.4
Delay (s)		67.5	60.9	4.6		50.4	48.0
Level of Service		E	E	A		D	D
Approach Delay (s)			62.5	4.6		48.8	
Approach LOS			E	A		D	

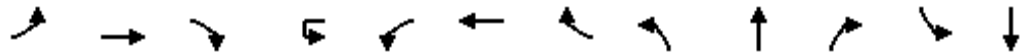
Intersection Summary			
HCM 2000 Control Delay	35.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	139.4	Sum of lost time (s)	20.0
Intersection Capacity Utilization	65.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↑↑	↑		↓	↑↑↑		↑↑		↑		
Traffic Volume (vph)	0	895	130	5	190	1145	0	45	0	40	0	0
Future Volume (vph)	0	895	130	5	190	1145	0	45	0	40	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	12	9	11	12	10	12	12	12	12
Grade (%)		0%				0%			0%			0%
Storage Length (ft)	0		0		100		0	0		100	0	
Storage Lanes	0		1		1		0	1		1	0	
Taper Length (ft)	25				25			25			25	
Satd. Flow (prot)	0	3388	1501	0	1593	4903	0	2944	0	1615	0	0
Flt Permitted					0.950			0.950				
Satd. Flow (perm)	0	3388	1501	0	1593	4903	0	2944	0	1615	0	0
Right Turn on Red			No				Yes			No		
Satd. Flow (RTOR)												
Link Speed (mph)		30				30			30			30
Link Distance (ft)		236				635			5227			589
Travel Time (s)		5.4				14.4			118.8			13.4
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)							1					
Peak Hour Factor	0.90	0.90	0.90	0.87	0.87	0.87	0.87	0.81	0.81	0.81	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	4%	0%	2%	2%	0%	11%	0%	0%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	2	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%				0%			0%			0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	994	144	0	224	1316	0	56	0	49	0	0
Turn Type		NA	Perm	Prot	Prot	NA		Prot		Prot		
Protected Phases		1 2		4	4	2		3		3		
Permitted Phases			1 2									
Detector Phase		1 2	1 2	4	4	2		3		3		
Switch Phase												
Minimum Initial (s)				8.0	8.0	20.0		8.0		8.0		
Minimum Split (s)				13.0	13.0	26.0		13.0		13.0		
Total Split (s)				36.0	36.0	36.0		40.0		40.0		
Total Split (%)				22.2%	22.2%	22.2%		24.7%		24.7%		
Yellow Time (s)				4.0	4.0	4.0		4.0		4.0		
All-Red Time (s)				1.0	1.0	2.0		1.0		1.0		
Lost Time Adjust (s)					-1.0	-2.0		-1.0		-1.0		
Total Lost Time (s)					4.0	4.0		4.0		4.0		
Lead/Lag				Lag	Lag	Lag		Lead		Lead		
Lead-Lag Optimize?												
Recall Mode				None	None	Min		None		None		
Act Effect Green (s)		64.2	62.2		31.1	32.6		23.7		23.7		
Actuated g/C Ratio		0.47	0.45		0.23	0.24		0.17		0.17		
v/c Ratio		0.63	0.21		0.62	1.13		0.11		0.18		
Control Delay		23.3	10.9		59.5	115.7		49.5		51.4		
Queue Delay		1.5	1.2		0.0	0.1		0.0		0.0		
Total Delay		24.8	12.1		59.5	115.9		49.5		51.4		

Lane Group	SBR	Ø1	Ø5
Lane Configurations	7		
Traffic Volume (vph)	0		
Future Volume (vph)	0		
Ideal Flow (vphpl)	1900		
Lane Width (ft)	16		
Grade (%)			
Storage Length (ft)	0		
Storage Lanes	1		
Taper Length (ft)			
Satd. Flow (prot)	2111		
Flt Permitted			
Satd. Flow (perm)	2111		
Right Turn on Red	No		
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Confl. Peds. (#/hr)			
Confl. Bikes (#/hr)			
Peak Hour Factor	0.92		
Growth Factor	100%		
Heavy Vehicles (%)	2%		
Bus Blockages (#/hr)	0		
Parking (#/hr)			
Mid-Block Traffic (%)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)	0		
Turn Type	Perm		
Protected Phases		1	5
Permitted Phases	3		
Detector Phase	3		
Switch Phase			
Minimum Initial (s)	8.0	8.0	1.0
Minimum Split (s)	13.0	13.0	20.0
Total Split (s)	40.0	30.0	20.0
Total Split (%)	24.7%	19%	12%
Yellow Time (s)	4.0	4.0	3.0
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)	-1.0		
Total Lost Time (s)	4.0		
Lead/Lag	Lead	Lead	
Lead-Lag Optimize?			
Recall Mode	None	None	None
Act Effect Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
LOS		C	B		E	F		D		D		
Approach Delay		23.2				107.7			50.4			
Approach LOS		C				F			D			
Queue Length 50th (ft)		68	6		163	~443		20		35		
Queue Length 95th (ft)		284	m32		313	#727		40		73		
Internal Link Dist (ft)		156				555			5147			509
Turn Bay Length (ft)					100					100		
Base Capacity (vph)		1586	680		378	1166		787		432		
Starvation Cap Reductn		380	362		0	0		0		0		
Spillback Cap Reductn		0	0		0	39		56		0		
Storage Cap Reductn		0	0		0	0		0		0		
Reduced v/c Ratio		0.82	0.45		0.59	1.17		0.08		0.11		

Intersection Summary

Area Type:	Other
Cycle Length:	162
Actuated Cycle Length:	137.1
Natural Cycle:	95
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.13
Intersection Signal Delay:	71.0
Intersection LOS:	E
Intersection Capacity Utilization:	52.2%
ICU Level of Service:	A
Analysis Period (min):	15
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m	Volume for 95th percentile queue is metered by upstream signal.

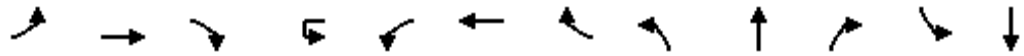
Splits and Phases: 39: Tomasello Dr/Shaws Driveway & Winthrop Ave/Route 145

#38 #39  Ø1	#38 #39  Ø2	#38 #39  Ø3	#38 #39  Ø4	 Ø5
30 s	36 s	40 s	36 s	20 s





Lane Group	SBR	Ø1	Ø5
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			
Intersection Summary			



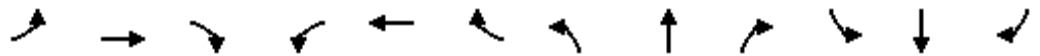
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↑↑	↗		↘	↑↑↑		↖		↗		
Traffic Volume (vph)	0	895	130	5	190	1145	0	45	0	40	0	0
Future Volume (vph)	0	895	130	5	190	1145	0	45	0	40	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	11	12	9	11	12	10	12	12	12	12
Total Lost time (s)		3.0	5.0		4.0	4.0		4.0		4.0		
Lane Util. Factor		0.95	1.00		1.00	0.91		0.97		1.00		
Frbp, ped/bikes		1.00	1.00		1.00	1.00		1.00		1.00		
Flpb, ped/bikes		1.00	1.00		1.00	1.00		1.00		1.00		
Frt		1.00	0.85		1.00	1.00		1.00		0.85		
Flt Protected		1.00	1.00		0.95	1.00		0.95		1.00		
Satd. Flow (prot)		3388	1501		1593	4903		2944		1615		
Flt Permitted		1.00	1.00		0.95	1.00		0.95		1.00		
Satd. Flow (perm)		3388	1501		1593	4903		2944		1615		
Peak-hour factor, PHF	0.90	0.90	0.90	0.87	0.87	0.87	0.87	0.81	0.81	0.81	0.92	0.92
Adj. Flow (vph)	0	994	144	6	218	1316	0	56	0	49	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	994	144	0	224	1316	0	56	0	49	0	0
Confl. Bikes (#/hr)							1					
Heavy Vehicles (%)	0%	3%	4%	0%	2%	2%	0%	11%	0%	0%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	2	0	0	0	0	0	0
Turn Type		NA	Perm	Prot	Prot	NA		Prot		Prot		
Protected Phases		1 2		4	4	2		3		3		
Permitted Phases			1 2									
Actuated Green, G (s)		61.1	61.1		30.1	30.6		22.7		22.7		
Effective Green, g (s)		63.1	61.1		31.1	32.6		23.7		23.7		
Actuated g/C Ratio		0.45	0.44		0.22	0.23		0.17		0.17		
Clearance Time (s)					5.0	6.0		5.0		5.0		
Vehicle Extension (s)					4.0	4.0		4.0		4.0		
Lane Grp Cap (vph)		1533	657		355	1146		500		274		
v/s Ratio Prot		c0.29			c0.14	c0.27		0.02		c0.03		
v/s Ratio Perm			0.10									
v/c Ratio		0.65	0.22		0.63	1.15		0.11		0.18		
Uniform Delay, d1		29.6	24.3		49.0	53.4		48.9		49.5		
Progression Factor		0.72	0.39		1.00	1.00		1.00		1.00		
Incremental Delay, d2		0.5	0.1		4.1	77.3		0.1		0.4		
Delay (s)		21.8	9.5		53.0	130.7		49.1		49.9		
Level of Service		C	A		D	F		D		D		
Approach Delay (s)		20.3				119.4			49.5			0.0
Approach LOS		C				F			D			A

Intersection Summary		
HCM 2000 Control Delay	76.2	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.66	E
Actuated Cycle Length (s)	139.4	Sum of lost time (s)
Intersection Capacity Utilization	52.2%	20.0
Analysis Period (min)	15	ICU Level of Service
		A

c Critical Lane Group

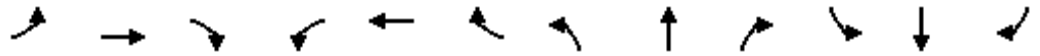


Movement	SBR
Lane Configurations	7
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Lane Width	16
Total Lost time (s)	
Lane Util. Factor	
Frbp, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.92
Adj. Flow (vph)	0
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Bikes (#/hr)	
Heavy Vehicles (%)	2%
Bus Blockages (#/hr)	0
Turn Type	Perm
Protected Phases	
Permitted Phases	3
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
<b>Intersection Summary</b>	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗				↖	↗			↕	↗
Traffic Volume (vph)	40	95	360	0	0	0	340	175	35	15	680	175
Future Volume (vph)	40	95	360	0	0	0	340	175	35	15	680	175
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	12	12	12	10	11	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		50	0		0	0		0	0		0
Storage Lanes	0		1	0		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1562	1319	0	0	0	1472	1583	0	0	1690	1253
Flt Permitted		0.985					0.110				0.991	
Satd. Flow (perm)	0	1562	1319	0	0	0	170	1583	0	0	1676	1253
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			316					11				133
Link Speed (mph)		30			30			30				30
Link Distance (ft)		988			531			233				338
Travel Time (s)		22.5			12.1			5.3				7.7
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.85	0.85	0.85	0.92	0.92	0.92	0.84	0.84	0.84	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	9%	2%	2%	2%	2%	3%	1%	6%	6%	1%	3%
Bus Blockages (#/hr)	0	0	2	0	0	0	0	0	0	0	0	2
Parking (#/hr)									1			1
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	159	424	0	0	0	405	250	0	0	763	192
Turn Type	Split	NA	Prot				D.P+P	NA		Perm	NA	Perm
Protected Phases	4	4	4				2	2 6				6
Permitted Phases							6			6		6
Detector Phase	4	4	4				2	2 6		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0				5.0			5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	11.0				12.0			10.0	10.0	10.0
Total Split (s)	36.0	36.0	36.0				21.0			40.0	40.0	40.0
Total Split (%)	29.3%	29.3%	29.3%				17.1%			32.5%	32.5%	32.5%
Yellow Time (s)	4.0	4.0	4.0				5.0			4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0				2.0			1.0	1.0	1.0
Lost Time Adjust (s)		-2.0	-2.0				-1.0				-2.0	0.0
Total Lost Time (s)		4.0	4.0				6.0				3.0	5.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None				Min			Max	Max	Max
Act Effect Green (s)		20.8	20.8				49.2	55.2			37.2	35.1
Actuated g/C Ratio		0.19	0.19				0.44	0.49			0.33	0.31
v/c Ratio		0.55	0.84				1.63	0.32			1.38	0.40
Control Delay		48.1	27.7				325.7	19.1			212.1	13.9
Queue Delay		0.0	0.0				0.0	0.0			0.0	0.0
Total Delay		48.1	27.7				325.7	19.1			212.1	13.9

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	26.0
Total Split (s)	26.0
Total Split (%)	21%
Yellow Time (s)	4.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	

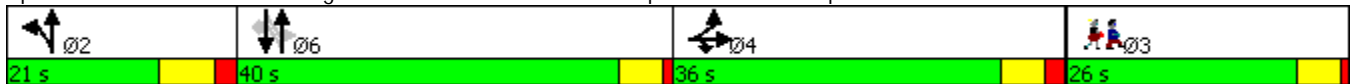


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		D	C				F	B			F	B
Approach Delay		33.3						208.7			172.3	
Approach LOS		C						F			F	
Queue Length 50th (ft)		105	75				-374	96			-709	30
Queue Length 95th (ft)		159	172				#592	172			#1085	104
Internal Link Dist (ft)		908			451			153			258	
Turn Bay Length (ft)			50									
Base Capacity (vph)		447	603				249	784			554	483
Starvation Cap Reductn		0	0				0	0			0	0
Spillback Cap Reductn		0	0				0	0			0	0
Storage Cap Reductn		0	0				0	0			0	0
Reduced v/c Ratio		0.36	0.70				1.63	0.32			1.38	0.40

Intersection Summary

Area Type: CBD  
 Cycle Length: 123  
 Actuated Cycle Length: 112.2  
 Natural Cycle: 150  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 1.63  
 Intersection Signal Delay: 146.2  
 Intersection LOS: F  
 Intersection Capacity Utilization 81.3%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

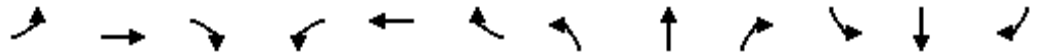
Splits and Phases: 46: Bennington Street/State Road & Winthrop Avenue /Winthrop Avenue



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Lane Group	Ø3
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕				↕	↕			↕	↕
Traffic Volume (vph)	40	95	360	0	0	0	340	175	35	15	680	175
Future Volume (vph)	40	95	360	0	0	0	340	175	35	15	680	175
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	10	12	12	12	10	11	12	12	12	12
Total Lost time (s)		4.0	4.0				6.0	6.0			3.0	5.0
Lane Util. Factor		1.00	1.00				1.00	1.00			1.00	1.00
Frt		1.00	0.85				1.00	0.97			1.00	0.85
Flt Protected		0.99	1.00				0.95	1.00			1.00	1.00
Satd. Flow (prot)		1563	1319				1472	1582			1690	1253
Flt Permitted		0.99	1.00				0.11	1.00			0.99	1.00
Satd. Flow (perm)		1563	1319				171	1582			1677	1253
Peak-hour factor, PHF	0.85	0.85	0.85	0.92	0.92	0.92	0.84	0.84	0.84	0.91	0.91	0.91
Adj. Flow (vph)	47	112	424	0	0	0	405	208	42	16	747	192
RTOR Reduction (vph)	0	0	257	0	0	0	0	5	0	0	0	91
Lane Group Flow (vph)	0	159	167	0	0	0	405	245	0	0	763	101
Heavy Vehicles (%)	5%	9%	2%	2%	2%	2%	3%	1%	6%	6%	1%	3%
Bus Blockages (#/hr)	0	0	2	0	0	0	0	0	0	0	0	2
Parking (#/hr)									1			1
Turn Type	Split	NA	Prot				D.P+P	NA		Perm	NA	Perm
Protected Phases	4	4	4				2	2 6			6	
Permitted Phases							6			6		6
Actuated Green, G (s)		18.8	18.8				49.3	56.3			35.2	35.2
Effective Green, g (s)		20.8	20.8				51.3	57.3			37.2	35.2
Actuated g/C Ratio		0.19	0.19				0.46	0.51			0.33	0.31
Clearance Time (s)		6.0	6.0				7.0				5.0	5.0
Vehicle Extension (s)		3.0	3.0				3.0				3.0	3.0
Lane Grp Cap (vph)		289	244				253	807			556	393
v/s Ratio Prot		0.10	c0.13				c0.22	0.15				
v/s Ratio Perm							c0.52				0.46	0.08
v/c Ratio		0.55	0.68				1.60	0.30			1.37	0.26
Uniform Delay, d1		41.5	42.6				33.2	15.9			37.5	28.7
Progression Factor		1.00	1.00				1.00	1.00			1.00	1.00
Incremental Delay, d2		2.3	7.7				288.1	0.2			178.7	1.6
Delay (s)		43.7	50.3				321.3	16.1			216.2	30.3
Level of Service		D	D				F	B			F	C
Approach Delay (s)		48.5			0.0			204.8			178.8	
Approach LOS		D			A			F			F	

Intersection Summary			
HCM 2000 Control Delay	151.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	112.2	Sum of lost time (s)	19.0
Intersection Capacity Utilization	81.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔↔	↑	↕↔			↔↔↔
Traffic Volume (vph)	345	595	465	5	0	875
Future Volume (vph)	345	595	465	5	0	875
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	2			0	0	3
Taper Length (ft)	25				25	
Satd. Flow (prot)	3400	1845	3535	0	0	3610
Flt Permitted	0.950					
Satd. Flow (perm)	3391	1845	3535	0	0	3610
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			1			512
Link Speed (mph)		30	30		30	
Link Distance (ft)		635	988		1471	
Travel Time (s)		14.4	22.5		33.4	
Confl. Peds. (#/hr)	8			8	4	
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	375	647	510	0	0	951
Turn Type	Split	NA	NA			Over
Protected Phases	1	1	2			1
Permitted Phases						
Detector Phase	1	1	2			1
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0			10.0
Minimum Split (s)	15.0	15.0	14.5			15.0
Total Split (s)	55.0	55.0	49.5			55.0
Total Split (%)	52.6%	52.6%	47.4%			52.6%
Yellow Time (s)	4.0	4.0	3.5			4.0
All-Red Time (s)	1.0	1.0	1.0			1.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	5.0	5.0	4.5			5.0
Lead/Lag	Lead	Lead	Lag			Lead
Lead-Lag Optimize?						
Recall Mode	Min	Min	None			Min
Act Effect Green (s)	50.1	50.1	17.7			50.1
Actuated g/C Ratio	0.65	0.65	0.23			0.65
v/c Ratio	0.17	0.54	0.63			0.38
Control Delay	6.1	10.1	30.4			3.4
Queue Delay	0.0	0.2	0.0			0.0
Total Delay	6.1	10.3	30.4			3.4



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
LOS	A	B	C			A
Approach Delay		8.8	30.4		3.4	
Approach LOS		A	C		A	
Queue Length 50th (ft)	32	148	116			32
Queue Length 95th (ft)	59	280	164			64
Internal Link Dist (ft)		555	908		1391	
Turn Bay Length (ft)						
Base Capacity (vph)	2204	1196	2062			2520
Starvation Cap Reductn	0	101	0			0
Spillback Cap Reductn	0	0	0			0
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.17	0.59	0.25			0.38

**Intersection Summary**

Area Type: Other  
 Cycle Length: 104.5  
 Actuated Cycle Length: 77.3  
 Natural Cycle: 40  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.63  
 Intersection Signal Delay: 11.2  
 Intersection LOS: B  
 Intersection Capacity Utilization 41.3%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 106: Route 145/Winthrop Avenue & Revere Beach Pkwy

Ø1	Ø2
55 s	49.5 s



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	345	595	465	5	0	875
Future Volume (vph)	345	595	465	5	0	875
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	4.5			5.0
Lane Util. Factor	0.97	1.00	0.95			0.76
Frbp, ped/bikes	1.00	1.00	1.00			1.00
Flpb, ped/bikes	1.00	1.00	1.00			1.00
Frt	1.00	1.00	1.00			0.85
Flt Protected	0.95	1.00	1.00			1.00
Satd. Flow (prot)	3400	1845	3533			3610
Flt Permitted	0.95	1.00	1.00			1.00
Satd. Flow (perm)	3400	1845	3533			3610
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	375	647	505	5	0	951
RTOR Reduction (vph)	0	0	1	0	0	180
Lane Group Flow (vph)	375	647	509	0	0	771
Confl. Peds. (#/hr)	8			8	4	
Confl. Bikes (#/hr)						1
Heavy Vehicles (%)	3%	3%	2%	2%	2%	2%
Turn Type	Split	NA	NA			Over
Protected Phases	1	1	2			1
Permitted Phases						
Actuated Green, G (s)	50.1	50.1	17.7			50.1
Effective Green, g (s)	50.1	50.1	17.7			50.1
Actuated g/C Ratio	0.65	0.65	0.23			0.65
Clearance Time (s)	5.0	5.0	4.5			5.0
Vehicle Extension (s)	7.0	7.0	4.0			7.0
Lane Grp Cap (vph)	2203	1195	808			2339
v/s Ratio Prot	0.11	c0.35	c0.14			0.21
v/s Ratio Perm						
v/c Ratio	0.17	0.54	0.63			0.33
Uniform Delay, d1	5.4	7.4	26.9			6.1
Progression Factor	1.00	1.00	1.00			1.00
Incremental Delay, d2	0.1	1.4	1.8			0.3
Delay (s)	5.5	8.8	28.7			6.4
Level of Service	A	A	C			A
Approach Delay (s)		7.6	28.7		6.4	
Approach LOS		A	C		A	

**Intersection Summary**

HCM 2000 Control Delay	11.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	77.3	Sum of lost time (s)	9.5
Intersection Capacity Utilization	41.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

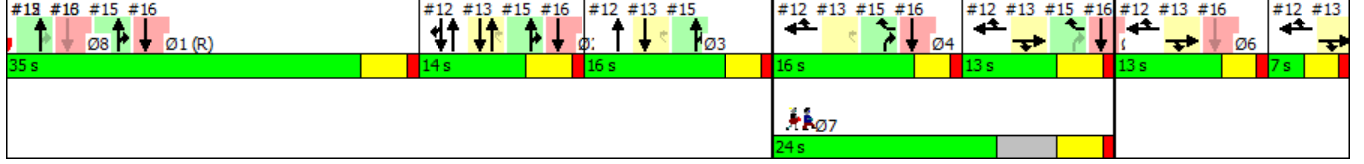


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø1	Ø2	Ø3	Ø4
Lane Configurations					↑↑	↑		↑↑			↑↑	↑				
Traffic Volume (vph)	0	0	0	0	990	275	0	620	0	0	830	335				
Future Volume (vph)	0	0	0	0	990	275	0	620	0	0	830	335				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Satd. Flow (prot)	0	0	0	0	3406	1538	0	3282	0	0	3343	1524				
Fit Permitted																
Satd. Flow (perm)	0	0	0	0	3406	1538	0	3282	0	0	3343	1524				
Right Turn on Red			Yes			Yes			Yes			Yes				
Satd. Flow (RTOR)						192						316				
Link Speed (mph)		30			30			30			30					
Link Distance (ft)		244			245			403			338					
Travel Time (s)		5.5			5.6			9.2			7.7					
Confl. Peds. (#/hr)						19										
Confl. Bikes (#/hr)						1										
Peak Hour Factor	0.92	0.92	0.92	0.92	0.94	0.94	0.92	0.89	0.92	0.92	0.92	0.92				
Heavy Vehicles (%)	2%	2%	2%	2%	6%	5%	2%	10%	2%	2%	8%	6%				
Shared Lane Traffic (%)																
Lane Group Flow (vph)	0	0	0	0	1053	293	0	697	0	0	902	364				
Turn Type					NA	Prot		NA			NA	Prot				
Protected Phases					4 5 6 8	4 5 6 8		1 2 3			1 2	1 2	1	2	3	4
Permitted Phases																
Minimum Split (s)													10.0	19.0	16.0	16.0
Total Split (s)													35.0	14.0	16.0	16.0
Total Split (%)													31%	12%	14%	14%
Yellow Time (s)													4.0	4.0	3.0	3.0
All-Red Time (s)													1.0	1.0	1.0	1.0
Lost Time Adjust (s)																
Total Lost Time (s)																
Lead/Lag													Lead	Lag		Lead
Lead-Lag Optimize?																
Act Effect Green (s)					45.0	45.0		60.0			44.0	44.0				
Actuated g/C Ratio					0.39	0.39		0.53			0.39	0.39				
v/c Ratio					0.78	0.41		0.40			0.70	0.47				
Control Delay					40.4	14.0		0.6			33.0	6.5				
Queue Delay					50.2	2.5		0.1			0.0	0.0				
Total Delay					90.7	16.5		0.7			33.0	6.5				
LOS					F	B		A			C	A				
Approach Delay					74.5			0.7			25.4					
Approach LOS					E			A			C					
Queue Length 50th (ft)					386	64		0			288	22				
Queue Length 95th (ft)					477	m96		0			364	92				
Internal Link Dist (ft)		164			165			323			258					
Turn Bay Length (ft)																
Base Capacity (vph)					1344	723		1727			1290	782				
Starvation Cap Reductn					569	308		219			0	0				
Spillback Cap Reductn					0	0		0			0	0				
Storage Cap Reductn					0	0		0			0	0				
Reduced v/c Ratio					1.36	0.71		0.46			0.70	0.47				

Intersection Summary

Area Type: Other  
 Cycle Length: 114  
 Actuated Cycle Length: 114  
 Offset: 73 (64%), Referenced to phase 1:NBSB, Start of Green  
 Natural Cycle: 120  
 Control Type: Pretimed  
 Maximum v/c Ratio: 1.10  
 Intersection Signal Delay: 40.2  
 Intersection LOS: D  
 Intersection Capacity Utilization 57.8%  
 ICU Level of Service B  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: Route 60



Lane Group	Ø5	Ø6	Ø7	Ø8
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Ideal Flow (vphpl)				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Right Turn on Red				
Satd. Flow (RTOR)				
Link Speed (mph)				
Link Distance (ft)				
Travel Time (s)				
Confl. Peds. (#/hr)				
Confl. Bikes (#/hr)				
Peak Hour Factor				
Heavy Vehicles (%)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Turn Type				
Protected Phases	5	6	7	8
Permitted Phases				
Minimum Split (s)	13.0	13.0	24.0	9.0
Total Split (s)	13.0	13.0	24.0	7.0
Total Split (%)	11%	11%	21%	6%
Yellow Time (s)	4.0	3.0	4.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag	Lag	Lead		Lag
Lead-Lag Optimize?				
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				
Queue Length 50th (ft)				
Queue Length 95th (ft)				
Internal Link Dist (ft)				
Turn Bay Length (ft)				
Base Capacity (vph)				
Starvation Cap Reductn				
Spillback Cap Reductn				
Storage Cap Reductn				
Reduced v/c Ratio				
<b>Intersection Summary</b>				



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑	↑		↑↑			↑↑	↑
Traffic Volume (vph)	0	0	0	0	990	275	0	620	0	0	830	335
Future Volume (vph)	0	0	0	0	990	275	0	620	0	0	830	335
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0	4.0		5.0			5.0	5.0
Lane Util. Factor					0.95	1.00		0.95			0.95	1.00
Frbp, ped/bikes					1.00	1.00		1.00			1.00	1.00
Flpb, ped/bikes					1.00	1.00		1.00			1.00	1.00
Frt					1.00	0.85		1.00			1.00	0.85
Flt Protected					1.00	1.00		1.00			1.00	1.00
Satd. Flow (prot)					3406	1538		3282			3343	1524
Flt Permitted					1.00	1.00		1.00			1.00	1.00
Satd. Flow (perm)					3406	1538		3282			3343	1524
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.94	0.94	0.92	0.89	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	1053	293	0	697	0	0	902	364
RTOR Reduction (vph)	0	0	0	0	0	125	0	0	0	0	0	194
Lane Group Flow (vph)	0	0	0	0	1053	168	0	697	0	0	902	170
Confl. Peds. (#/hr)						19						
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	2%	2%	2%	2%	6%	5%	2%	10%	2%	2%	8%	6%
Turn Type					NA	Prot		NA			NA	Prot
Protected Phases					4 5 6 8	4 5 6 8		1 2 3			1 2	1 2
Permitted Phases												
Actuated Green, G (s)					45.0	45.0		61.0			44.0	44.0
Effective Green, g (s)					40.0	40.0		61.0			44.0	44.0
Actuated g/C Ratio					0.35	0.35		0.54			0.39	0.39
Clearance Time (s)												
Lane Grp Cap (vph)					1195	539		1756			1290	588
v/s Ratio Prot					c0.31	0.11		c0.21			c0.27	0.11
v/s Ratio Perm												
v/c Ratio					0.88	0.31		0.40			0.70	0.29
Uniform Delay, d1					34.8	27.0		15.6			29.4	24.2
Progression Factor					1.20	1.48		0.00			1.00	1.00
Incremental Delay, d2					7.6	1.2		0.6			3.2	1.2
Delay (s)					49.3	41.1		0.6			32.6	25.4
Level of Service					D	D		A			C	C
Approach Delay (s)		0.0			47.6			0.6			30.5	
Approach LOS		A			D			A			C	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			31.1									HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio			0.86									C
Actuated Cycle Length (s)			114.0									Sum of lost time (s)
Intersection Capacity Utilization			57.8%									31.0
Analysis Period (min)			15									ICU Level of Service
												B

c Critical Lane Group

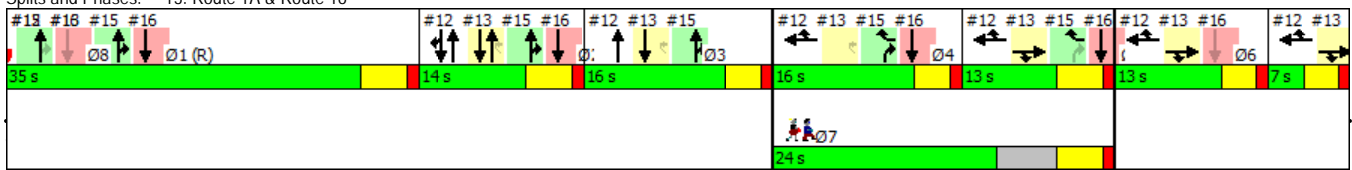


Lane Group	EBT	EBR2	NBT	NBR	SBT	NWR2	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Lane Configurations	↑↑	↑↑	↑↑	↑	↑↑	↑↑							
Traffic Volume (vph)	510	875	620	365	830	595							
Future Volume (vph)	510	875	620	365	830	595							
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900							
Storage Length (ft)				100									
Storage Lanes				1									
Taper Length (ft)													
Satd. Flow (prot)	3406	2707	3252	1482	3343	2760							
Flt Permitted													
Satd. Flow (perm)	3406	2707	3252	1482	3343	2760							
Right Turn on Red		Yes				Yes							
Satd. Flow (RTOR)		514				178							
Link Speed (mph)	30		30		30								
Link Distance (ft)	272		380		403								
Travel Time (s)	6.2		8.6		9.2								
Peak Hour Factor	0.97	0.97	0.87	0.85	0.89	0.80							
Heavy Vehicles (%)	6%	5%	11%	9%	8%	3%							
Shared Lane Traffic (%)													
Lane Group Flow (vph)	526	902	713	429	933	744							
Turn Type	NA	Prot	NA	custom	NA	Perm							
Protected Phases	5 6 8	5 6 8	1 2	1	1 2 3		2	3	4	5	6	7	8
Permitted Phases						2 3 4							
Minimum Split (s)				10.0			19.0	16.0	16.0	13.0	13.0	24.0	9.0
Total Split (s)				35.0			14.0	16.0	16.0	13.0	13.0	24.0	7.0
Total Split (%)				30.7%			12%	14%	14%	11%	11%	21%	6%
Yellow Time (s)				4.0			4.0	3.0	3.0	4.0	3.0	4.0	3.0
All-Red Time (s)				1.0			1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)				0.0									
Total Lost Time (s)				5.0									
Lead/Lag				Lead			Lag		Lead	Lag	Lead		Lag
Lead-Lag Optimize?													
Act Effect Green (s)	28.0	28.0	44.0	30.0	60.0	41.0							
Actuated g/C Ratio	0.25	0.25	0.39	0.26	0.53	0.36							
v/c Ratio	0.63	0.86	0.57	1.10	0.53	0.67							
Control Delay	29.3	15.3	29.7	115.4	1.4	26.5							
Queue Delay	5.9	1.5	0.0	0.0	0.2	0.0							
Total Delay	35.2	16.8	29.7	115.4	1.6	26.5							
LOS	D	B	C	F	A	C							
Approach Delay	23.6		61.9		1.6								
Approach LOS	C		E		A								
Queue Length 50th (ft)	118	7	213	-358	5	198							
Queue Length 95th (ft)	197	#84	263	#507	6	224							
Internal Link Dist (ft)	192		300		323								
Turn Bay Length (ft)				100									
Base Capacity (vph)	836	1052	1255	390	1759	1106							
Starvation Cap Reductn	250	51	0	0	197	0							
Spillback Cap Reductn	0	0	0	0	0	0							
Storage Cap Reductn	0	0	0	0	0	0							
Reduced v/c Ratio	0.90	0.90	0.57	1.10	0.60	0.67							

**Intersection Summary**

Area Type: Other  
 Cycle Length: 114  
 Actuated Cycle Length: 114  
 Offset: 73 (64%), Referenced to phase 1:NBSB, Start of Green  
 Natural Cycle: 120  
 Control Type: Pretimed  
 Maximum v/c Ratio: 1.10  
 Intersection Signal Delay: 29.6  
 Intersection LOS: C  
 Intersection Capacity Utilization Err%  
 ICU Level of Service H  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

**Splits and Phases: 13: Route 1A & Route 16**





Movement	EBT	EBR2	NBT	NBR	SBT	NWR2
Lane Configurations	↑↑	↑↑	↑↑	↑	↑↑	↑↑
Traffic Volume (vph)	510	875	620	365	830	595
Future Volume (vph)	510	875	620	365	830	595
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.95	0.88	0.95	1.00	0.95	0.88
Fr't	1.00	0.85	1.00	0.85	1.00	0.85
Flt Protected	1.00	1.00	1.00	1.00	1.00	1.00
Sat'd. Flow (prot)	3406	2707	3252	1482	3343	2760
Flt Permitted	1.00	1.00	1.00	1.00	1.00	1.00
Sat'd. Flow (perm)	3406	2707	3252	1482	3343	2760
Peak-hour factor, PHF	0.97	0.97	0.87	0.85	0.89	0.80
Adj. Flow (vph)	526	902	713	429	933	744
RTOR Reduction (vph)	0	401	0	0	0	119
Lane Group Flow (vph)	526	501	713	429	933	625
Heavy Vehicles (%)	6%	5%	11%	9%	8%	3%
Turn Type	NA	Prot	NA	custom	NA	Perm
Protected Phases	5 6 8	5 6 8	1 2	1	1 2 3	
Permitted Phases						2 3 4
Actuated Green, G (s)	29.0	29.0	44.0	30.0	61.0	42.0
Effective Green, g (s)	25.0	25.0	44.0	30.0	61.0	38.0
Actuated g/C Ratio	0.22	0.22	0.39	0.26	0.54	0.33
Clearance Time (s)				5.0		
Lane Grp Cap (vph)	746	593	1255	390	1788	920
v/s Ratio Prot	0.15	c0.18	0.22	c0.29	0.28	
v/s Ratio Perm						c0.23
v/c Ratio	0.71	0.84	0.57	1.10	0.52	0.68
Uniform Delay, d1	41.1	42.6	27.5	42.0	17.1	32.8
Progression Factor	0.67	0.34	1.00	1.00	0.03	1.00
Incremental Delay, d2	5.3	13.2	1.9	75.3	0.8	4.0
Delay (s)	32.7	27.9	29.4	117.3	1.3	36.8
Level of Service	C	C	C	F	A	D
Approach Delay (s)	29.7		62.4		1.3	
Approach LOS	C		E		A	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			33.5		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.96			
Actuated Cycle Length (s)			114.0		Sum of lost time (s)	31.0
Intersection Capacity Utilization			Err%		ICU Level of Service	H
Analysis Period (min)			15			

c Critical Lane Group



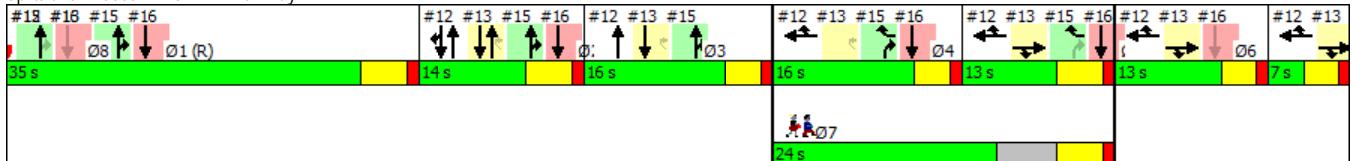


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Lane Configurations		↔↔	↕↕	↔↔										
Traffic Volume (vph)	0	965	350	1120	0	0								
Future Volume (vph)	0	965	350	1120	0	0								
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900								
Satd. Flow (prot)	0	2707	3406	2707	0	0								
Fit Permitted														
Satd. Flow (perm)	0	2707	3406	2707	0	0								
Right Turn on Red		Yes		Yes										
Satd. Flow (RTOR)		956		1333										
Link Speed (mph)	30		30			30								
Link Distance (ft)	507		317			245								
Travel Time (s)	11.5		7.2			5.6								
Confl. Peds. (#/hr)		9												
Peak Hour Factor	0.92	0.92	0.87	0.84	0.92	0.92								
Heavy Vehicles (%)	2%	5%	6%	5%	2%	2%								
Shared Lane Traffic (%)														
Lane Group Flow (vph)	0	1049	402	1333	0	0								
Turn Type		custom	NA	custom										
Protected Phases		4 5	1 2 3 8	1 2 3 4			1	2	3	4	5	6	7	8
Permitted Phases				5 8										
Minimum Split (s)							10.0	19.0	16.0	16.0	13.0	13.0	24.0	9.0
Total Split (s)							35.0	14.0	16.0	16.0	13.0	13.0	24.0	7.0
Total Split (%)							31%	12%	14%	14%	11%	11%	21%	6%
Yellow Time (s)							4.0	4.0	3.0	3.0	4.0	3.0	4.0	3.0
All-Red Time (s)							1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)														
Total Lost Time (s)														
Lead/Lag							Lead	Lag		Lead	Lag	Lead		Lag
Lead-Lag Optimize?														
Act Effect Green (s)		25.0	67.0	96.0										
Actuated g/C Ratio		0.22	0.59	0.84										
v/c Ratio		0.78	0.20	0.54										
Control Delay		9.3	9.7	2.4										
Queue Delay		36.3	0.7	0.6										
Total Delay		45.6	10.5	3.0										
LOS		D	B	A										
Approach Delay	45.6		4.7											
Approach LOS	D		A											
Queue Length 50th (ft)		31	65	0										
Queue Length 95th (ft)		111	m93	m57										
Internal Link Dist (ft)	427		237			165								
Turn Bay Length (ft)														
Base Capacity (vph)		1339	2001	2490										
Starvation Cap Reductn		0	1241	695										
Spillback Cap Reductn		357	773	0										
Storage Cap Reductn		0	0	0										
Reduced v/c Ratio		1.07	0.53	0.74										

**Intersection Summary**

Area Type: Other  
 Cycle Length: 114  
 Actuated Cycle Length: 114  
 Offset: 73 (64%), Referenced to phase 1:NBSB, Start of Green  
 Natural Cycle: 120  
 Control Type: Pretimed  
 Maximum v/c Ratio: 1.10  
 Intersection Signal Delay: 20.1  
 Intersection Capacity Utilization 51.9%  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.  
 Intersection LOS: C  
 ICU Level of Service A

**Splits and Phases: 15: VFW Parkway**





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↑↑	↑↑	↑↑		
Traffic Volume (vph)	0	965	350	1120	0	0
Future Volume (vph)	0	965	350	1120	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	5.0	5.0		
Lane Util. Factor		0.88	0.95	0.88		
Frbp, ped/bikes		1.00	1.00	1.00		
Flpb, ped/bikes		1.00	1.00	1.00		
Frt		0.85	1.00	0.85		
Flt Protected		1.00	1.00	1.00		
Satd. Flow (prot)		2707	3406	2707		
Flt Permitted		1.00	1.00	1.00		
Satd. Flow (perm)		2707	3406	2707		
Peak-hour factor, PHF	0.92	0.92	0.87	0.84	0.92	0.92
Adj. Flow (vph)	0	1049	402	1333	0	0
RTOR Reduction (vph)	0	755	0	351	0	0
Lane Group Flow (vph)	0	294	402	982	0	0
Confl. Peds. (#/hr)		9				
Heavy Vehicles (%)	2%	5%	6%	5%	2%	2%
Turn Type		custom	NA	custom		
Protected Phases		4 5	1 2 3 8	1 2 3 4		
Permitted Phases				5 8		
Actuated Green, G (s)		24.0	68.0	88.0		
Effective Green, g (s)		24.0	64.0	84.0		
Actuated g/C Ratio		0.21	0.56	0.74		
Clearance Time (s)						
Lane Grp Cap (vph)		569	1912	1994		
v/s Ratio Prot		c0.11	0.12	c0.32		
v/s Ratio Perm				0.05		
v/c Ratio		0.52	0.21	0.49		
Uniform Delay, d1		39.9	12.4	6.2		
Progression Factor		1.00	0.87	19.75		
Incremental Delay, d2		3.3	0.2	0.6		
Delay (s)		43.2	10.9	122.9		
Level of Service		D	B	F		
Approach Delay (s)	43.2		97.0		0.0	
Approach LOS	D		F		A	
<b>Intersection Summary</b>						
HCM 2000 Control Delay		76.7		HCM 2000 Level of Service	E	
HCM 2000 Volume to Capacity ratio		0.53				
Actuated Cycle Length (s)		114.0		Sum of lost time (s)	31.0	
Intersection Capacity Utilization		51.9%		ICU Level of Service	A	
Analysis Period (min)		15				
c Critical Lane Group						

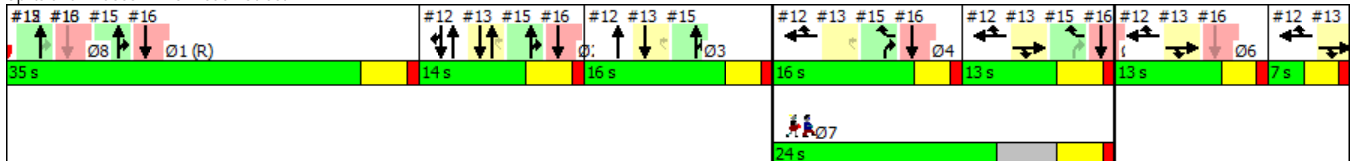


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Lane Configurations		↗			↕	↗								
Traffic Volume (vph)	0	365	0	0	1020	305								
Future Volume (vph)	0	365	0	0	1020	305								
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900								
Satd. Flow (prot)	0	1565	0	0	3438	1509								
Fit Permitted														
Satd. Flow (perm)	0	1536	0	0	3438	1467								
Right Turn on Red		Yes				Yes								
Satd. Flow (RTOR)		314				197								
Link Speed (mph)	30			30	30									
Link Distance (ft)	572			272	244									
Travel Time (s)	13.0			6.2	5.5									
Confl. Peds. (#/hr)		23				17								
Peak Hour Factor	0.92	0.81	0.92	0.92	0.95	0.95								
Heavy Vehicles (%)	2%	5%	2%	2%	5%	7%								
Shared Lane Traffic (%)														
Lane Group Flow (vph)	0	451	0	0	1074	321								
Turn Type		Free			NA	Free								
Protected Phases					1 2 4 5		1	2	3	4	5	6	7	8
Permitted Phases		Free			6 8	Free								
Minimum Split (s)							10.0	19.0	16.0	16.0	13.0	13.0	24.0	9.0
Total Split (s)							35.0	14.0	16.0	16.0	13.0	13.0	24.0	7.0
Total Split (%)							31%	12%	14%	14%	11%	11%	21%	6%
Yellow Time (s)							4.0	4.0	3.0	3.0	4.0	3.0	4.0	3.0
All-Red Time (s)							1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)														
Total Lost Time (s)														
Lead/Lag							Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?														
Act Effect Green (s)		114.0			93.0	114.0								
Actuated g/C Ratio		1.00			0.82	1.00								
v/c Ratio		0.29			0.38	0.22								
Control Delay		0.5			0.8	0.2								
Queue Delay		0.0			0.5	0.0								
Total Delay		0.5			1.2	0.2								
LOS		A			A	A								
Approach Delay	0.5				1.0									
Approach LOS	A				A									
Queue Length 50th (ft)		0			15	0								
Queue Length 95th (ft)		0			14	m0								
Internal Link Dist (ft)	492			192	164									
Turn Bay Length (ft)														
Base Capacity (vph)		1536			2804	1467								
Starvation Cap Reductn		0			1138	0								
Spillback Cap Reductn		21			48	0								
Storage Cap Reductn		0			0	0								
Reduced v/c Ratio		0.30			0.64	0.22								

**Intersection Summary**

Area Type: Other  
 Cycle Length: 114  
 Actuated Cycle Length: 114  
 Offset: 73 (64%), Referenced to phase 1:NBSB, Start of Green  
 Natural Cycle: 120  
 Control Type: Pretimed  
 Maximum v/c Ratio: 1.10  
 Intersection Signal Delay: 0.9 Intersection LOS: A  
 Intersection Capacity Utilization 44.4% ICU Level of Service A  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

**Splits and Phases: 16: Beach Street**





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↖	↗
Traffic Volume (vph)	0	365	0	0	1020	305
Future Volume (vph)	0	365	0	0	1020	305
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			5.0	4.0
Lane Util. Factor		1.00			0.95	1.00
Frbp, ped/bikes		0.98			1.00	0.97
Flpb, ped/bikes		1.00			1.00	1.00
Frt		0.86			1.00	0.85
Flt Protected		1.00			1.00	1.00
Satd. Flow (prot)		1536			3438	1467
Flt Permitted		1.00			1.00	1.00
Satd. Flow (perm)		1536			3438	1467
Peak-hour factor, PHF	0.92	0.81	0.92	0.92	0.95	0.95
Adj. Flow (vph)	0	451	0	0	1074	321
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	451	0	0	1074	321
Confl. Peds. (#/hr)		23				17
Heavy Vehicles (%)	2%	5%	2%	2%	5%	7%
Turn Type		Free			NA	Free
Protected Phases				1 2 4 5		
Permitted Phases		Free			6 8	Free
Actuated Green, G (s)		114.0			84.0	114.0
Effective Green, g (s)		114.0			76.0	114.0
Actuated g/C Ratio		1.00			0.67	1.00
Clearance Time (s)						
Lane Grp Cap (vph)		1536			2442	1467
v/s Ratio Prot					c0.25	
v/s Ratio Perm		c0.29			0.07	0.22
v/c Ratio		0.29			0.44	0.22
Uniform Delay, d1		0.0			9.0	0.0
Progression Factor		1.00			0.17	1.00
Incremental Delay, d2		0.5			0.4	0.2
Delay (s)		0.5			1.9	0.2
Level of Service		A			A	A
Approach Delay (s)	0.5			0.0	1.5	
Approach LOS	A			A	A	
<b>Intersection Summary</b>						
HCM 2000 Control Delay		1.3			HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio		0.49				
Actuated Cycle Length (s)		114.0			Sum of lost time (s)	31.0
Intersection Capacity Utilization		44.4%			ICU Level of Service	A
Analysis Period (min)		15				
c Critical Lane Group						



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	130	1075	70	0	2465
Future Volume (vph)	0	130	1075	70	0	2465
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	0	1		0	0	
Taper Length (ft)	25				25	
Satd. Flow (prot)	0	1774	3258	0	0	3438
Flt Permitted						
Satd. Flow (perm)	0	1774	3258	0	0	3438
Link Speed (mph)	30		30			30
Link Distance (ft)	1034		925			475
Travel Time (s)	23.5		21.0			10.8
Confl. Peds. (#/hr)				1	1	
Confl. Bikes (#/hr)						
Peak Hour Factor	0.80	0.80	0.91	0.91	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	5%	9%	22%	0%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	163	1258	0	0	2568
Sign Control	Stop		Free			Free

**Intersection Summary**

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	71.5%
Analysis Period (min)	15
	ICU Level of Service C



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕↗			↕↖
Traffic Volume (veh/h)	0	130	1075	70	0	2465
Future Volume (Veh/h)	0	130	1075	70	0	2465
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.80	0.80	0.91	0.91	0.96	0.96
Hourly flow rate (vph)	0	163	1181	77	0	2568
Pedestrians	1					
Lane Width (ft)	16.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			925			880
pX, platoon unblocked	0.42	0.85			0.85	
vC, conflicting volume	2504	630			1259	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	258	217			955	
tC, single (s)	6.8	7.0			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	75			100	
cM capacity (veh/h)	303	662			619	
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>	
Volume Total	163	787	471	1284	1284	
Volume Left	0	0	0	0	0	
Volume Right	163	0	77	0	0	
cSH	662	1700	1700	1700	1700	
Volume to Capacity	0.25	0.46	0.28	0.76	0.76	
Queue Length 95th (ft)	24	0	0	0	0	
Control Delay (s)	12.2	0.0	0.0	0.0	0.0	
Lane LOS	B					
Approach Delay (s)	12.2	0.0		0.0		
Approach LOS	B					
<b>Intersection Summary</b>						
Average Delay			0.5			
Intersection Capacity Utilization			71.5%		ICU Level of Service	C
Analysis Period (min)			15			



Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	205	10	55	1105	45	0	2205
Future Volume (vph)	205	10	55	1105	45	0	2205
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	12	11	11	11	11
Grade (%)	0%			0%			0%
Storage Length (ft)	0	0	0		0	150	
Storage Lanes	1	1	0		0	1	
Taper Length (ft)	25		25			25	
Satd. Flow (prot)	1888	1595	0	3208	0	1837	3323
Flt Permitted	0.950			0.998			
Satd. Flow (perm)	1888	1595	0	3208	0	1837	3323
Link Speed (mph)	30			30			30
Link Distance (ft)	5227			475			405
Travel Time (s)	118.8			10.8			9.2
Confl. Peds. (#/hr)		2			2	2	
Confl. Bikes (#/hr)							
Peak Hour Factor	0.72	0.72	0.94	0.94	0.94	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	8%	2%	8%	13%	0%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%			0%
Shared Lane Traffic (%)							
Lane Group Flow (vph)	285	14	0	1283	0	0	2273
Sign Control	Stop			Free			Free

**Intersection Summary**

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	91.0% ICU Level of Service E
Analysis Period (min)	15



Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (veh/h)	205	10	55	1105	45	0	2205
Future Volume (Veh/h)	205	10	55	1105	45	0	2205
Sign Control	Stop			Free		Free	
Grade	0%			0%		0%	
Peak Hour Factor	0.72	0.72	0.94	0.94	0.94	0.97	0.97
Hourly flow rate (vph)	285	14	0	1176	48	0	2273
Pedestrians	2					2	
Lane Width (ft)	14.0					11.0	
Walking Speed (ft/s)	4.0					4.0	
Percent Blockage	0					0	
Right turn flare (veh)							
Median type				None		None	
Median storage (veh)							
Upstream signal (ft)						405	
pX, platoon unblocked	0.33		0.00				
vC, conflicting volume	2338	616	0			1226	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	984	616	0			1226	
tC, single (s)	6.8	7.1	0.0			4.1	
tC, 2 stage (s)							
tF (s)	3.5	3.4	0.0			2.2	
p0 queue free %	0	97	0			100	
cM capacity (veh/h)	80	418	0			574	

Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	285	14	784	440	0	1136	1136
Volume Left	285	0	0	0	0	0	0
Volume Right	0	14	0	48	0	0	0
cSH	80	418	1700	1700	1700	1700	1700
Volume to Capacity	3.54	0.03	0.46	0.26	0.00	0.67	0.67
Queue Length 95th (ft)	Err	3	0	0	0	0	0
Control Delay (s)	Err	13.9	0.0	0.0	0.0	0.0	0.0
Lane LOS	F	B					
Approach Delay (s)	9531.5		0.0		0.0		
Approach LOS	F						

Intersection Summary			
Average Delay		750.8	
Intersection Capacity Utilization		91.0%	ICU Level of Service E
Analysis Period (min)		15	





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	40	1130	35	0	2235
Future Volume (vph)	0	40	1130	35	0	2235
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	11	11	11	11
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	0	1		0	0	
Taper Length (ft)	25				25	
Satd. Flow (prot)	0	1514	3156	0	0	3292
Flt Permitted						
Satd. Flow (perm)	0	1514	3156	0	0	3292
Link Speed (mph)	30		30			30
Link Distance (ft)	911		2394			546
Travel Time (s)	20.7		54.4			12.4
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.89	0.89	0.95	0.95	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	23%	10%	11%	0%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	45	1226	0	0	2456
Sign Control	Stop		Free			Free

**Intersection Summary**

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	65.1% ICU Level of Service C
Analysis Period (min)	15



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	40	1130	35	0	2235
Future Volume (Veh/h)	0	40	1130	35	0	2235
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.89	0.89	0.95	0.95	0.91	0.91
Hourly flow rate (vph)	0	45	1189	37	0	2456
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	2436	613			1226	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2436	613			1226	
tC, single (s)	6.8	7.4			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.5			2.2	
p0 queue free %	100	88			100	
cM capacity (veh/h)	27	387			576	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	45	793	433	1228	1228	
Volume Left	0	0	0	0	0	
Volume Right	45	0	37	0	0	
cSH	387	1700	1700	1700	1700	
Volume to Capacity	0.12	0.47	0.25	0.72	0.72	
Queue Length 95th (ft)	10	0	0	0	0	
Control Delay (s)	15.5	0.0	0.0	0.0	0.0	
Lane LOS	C					
Approach Delay (s)	15.5	0.0		0.0		
Approach LOS	C					
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			65.1%		ICU Level of Service	C
Analysis Period (min)			15			



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	170	280	260	0	0	1040
Future Volume (vph)	170	280	260	0	0	1040
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	1		0	0	
Taper Length (ft)	25				25	
Satd. Flow (prot)	1599	1403	3539	0	0	3353
Flt Permitted	0.950					
Satd. Flow (perm)	1599	1403	3539	0	0	3353
Link Speed (mph)	30		30			30
Link Distance (ft)	817		1471			233
Travel Time (s)	18.6		33.4			5.3
Confl. Peds. (#/hr)	1	1		84		
Confl. Bikes (#/hr)						
Peak Hour Factor	0.84	0.84	0.89	0.89	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	3%	2%	0%	0%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)	1	1		1		1
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	202	333	292	0	0	1182
Sign Control	Stop		Free			Free

**Intersection Summary**

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	45.0% ICU Level of Service A
Analysis Period (min)	15



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	170	280	260	0	0	1040
Future Volume (Veh/h)	170	280	260	0	0	1040
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.84	0.84	0.89	0.89	0.88	0.88
Hourly flow rate (vph)	202	333	292	0	0	1182
Pedestrians	84		1			1
Lane Width (ft)	12.0		12.0			12.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	7		0			0
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						233
pX, platoon unblocked						
vC, conflicting volume	968	231			376	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	968	231			376	
tC, single (s)	6.8	7.0			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	14	53			100	
cM capacity (veh/h)	235	714			1110	
Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	202	333	146	146	591	591
Volume Left	202	0	0	0	0	0
Volume Right	0	333	0	0	0	0
cSH	235	714	1700	1700	1700	1700
Volume to Capacity	0.86	0.47	0.09	0.09	0.35	0.35
Queue Length 95th (ft)	172	62	0	0	0	0
Control Delay (s)	71.7	14.4	0.0	0.0	0.0	0.0
Lane LOS	F	B				
Approach Delay (s)	36.0		0.0		0.0	
Approach LOS	E					
Intersection Summary						
Average Delay			9.6			
Intersection Capacity Utilization			45.0%		ICU Level of Service	A
Analysis Period (min)			15			

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	75	15	80	175	25	200	40	45	2245	90	170	1440
Future Volume (vph)	75	15	80	175	25	200	40	45	2245	90	170	1440
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	12	12	10	10	12	11	11	11	11	11
Grade (%)		0%			0%				0%			0%
Storage Length (ft)	130		0	0		250		400		500	380	
Storage Lanes	1		0	0		1		1		1	1	
Taper Length (ft)	25			25				25			25	
Satd. Flow (prot)	1668	1477	0	0	1628	1436	0	1459	3355	1546	1728	3260
Flt Permitted	0.164				0.511			0.950			0.950	
Satd. Flow (perm)	286	1477	0	0	868	1436	0	1459	3355	1546	1728	3260
Right Turn on Red			Yes			No				Yes		
Satd. Flow (RTOR)		92								83		1
Link Speed (mph)		30			30				30			30
Link Distance (ft)		537			1355				733			925
Travel Time (s)		12.2			30.8				16.7			21.0
Confl. Peds. (#/hr)	7					7		1				
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.88	0.88	0.88	0.98	0.98	0.98	0.98	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	6%	9%	5%	0%	5%	0%	37%	4%	1%	1%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	8
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%				0%			0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	86	109	0	0	227	227	0	87	2291	92	187	1604
Turn Type	Perm	NA		Perm	NA	pt+ov	Prot	Prot	NA	Prot	Prot	NA
Protected Phases		8			4	4.5	1	1	6	6	5	2
Permitted Phases	8			4								
Detector Phase	8	8		4	4	4.5	1	1	6	6	5	2
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0	20.0	20.0	6.0	20.0
Minimum Split (s)	26.0	26.0		12.0	12.0		12.0	12.0	27.0	27.0	13.5	31.0
Total Split (s)	31.0	31.0		18.0	18.0		31.0	31.0	137.0	137.0	32.5	137.0
Total Split (%)	15.5%	15.5%		9.0%	9.0%		15.5%	15.5%	68.3%	68.3%	16.2%	68.3%
Yellow Time (s)	3.0	3.0		4.0	4.0		4.0	4.0	5.0	5.0	5.5	5.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0			-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.0	5.0			6.0			5.0	6.0	6.0	6.5	6.0
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	None	Min	Min	None	Min
Act Effect Green (s)	26.0	26.0		25.0	55.8			17.2	131.0	131.0	24.3	139.6
Actuated g/C Ratio	0.13	0.13		0.13	0.28			0.09	0.66	0.66	0.12	0.70
v/c Ratio	2.32	0.40		2.08	0.56			0.69	1.04	0.09	0.89	0.70
Control Delay	696.7	23.4		552.1	67.3			114.6	62.4	2.9	123.0	20.1
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0	0.0	0.0	0.0
Total Delay	696.7	23.4		552.1	67.3			114.6	62.4	2.9	123.0	20.1

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	20
Future Volume (vph)	20
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	1
Confl. Bikes (#/hr)	1
Peak Hour Factor	0.91
Growth Factor	100%
Heavy Vehicles (%)	11%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	

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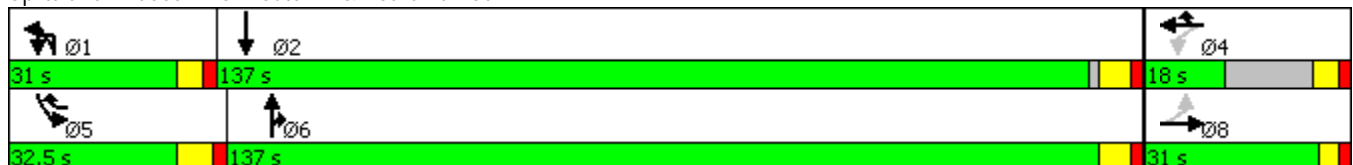


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
LOS	F	C			F	E		F	E	A	F	C
Approach Delay		320.3			309.7				62.0			30.8
Approach LOS		F			F				E			C
Queue Length 50th (ft)	~184	20			-472	257		114	~1716	4	245	615
Queue Length 95th (ft)	#307	82			#649	349		179	#1820	28	#388	778
Internal Link Dist (ft)		457			1275				653			845
Turn Bay Length (ft)	130					250		400		500	380	
Base Capacity (vph)	37	273			109	415		190	2211	1046	226	2289
Starvation Cap Reductn	0	0			0	0		0	0	0	0	0
Spillback Cap Reductn	0	0			0	0		0	0	0	0	0
Storage Cap Reductn	0	0			0	0		0	0	0	0	0
Reduced v/c Ratio	2.32	0.40			2.08	0.55		0.46	1.04	0.09	0.83	0.70

Intersection Summary

Area Type: Other  
 Cycle Length: 200.5  
 Actuated Cycle Length: 198.8  
 Natural Cycle: 150  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 2.32  
 Intersection Signal Delay: 83.8  
 Intersection LOS: F  
 Intersection Capacity Utilization 104.6%  
 ICU Level of Service G  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 6: Route 1A & Boardman St





Lane Group	SBR
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	75	15	80	175	25	200	40	45	2245	90	170	1440
Future Volume (vph)	75	15	80	175	25	200	40	45	2245	90	170	1440
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	11	12	12	10	10	12	11	11	11	11	11
Total Lost time (s)	5.0	5.0			6.0	6.0		5.0	6.0	6.0	6.5	6.0
Lane Util. Factor	1.00	1.00			1.00	1.00		1.00	0.95	1.00	1.00	0.95
Frbp, ped/bikes	1.00	1.00			1.00	1.00		1.00	1.00	1.00	1.00	1.00
Flpb, ped/bikes	0.99	1.00			1.00	1.00		1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.87			1.00	0.85		1.00	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00			0.96	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1655	1478			1628	1436		1459	3355	1546	1728	3260
Flt Permitted	0.16	1.00			0.51	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (perm)	286	1478			868	1436		1459	3355	1546	1728	3260
Peak-hour factor, PHF	0.87	0.87	0.87	0.88	0.88	0.88	0.98	0.98	0.98	0.98	0.91	0.91
Adj. Flow (vph)	86	17	92	199	28	227	41	46	2291	92	187	1582
RTOR Reduction (vph)	0	80	0	0	0	0	0	0	0	28	0	0
Lane Group Flow (vph)	86	29	0	0	227	227	0	87	2291	64	187	1604
Confl. Peds. (#/hr)	7					7		1				
Confl. Bikes (#/hr)												
Heavy Vehicles (%)	1%	6%	9%	5%	0%	5%	0%	37%	4%	1%	1%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	8
Turn Type	Perm	NA		Perm	NA	pt+ov	Prot	Prot	NA	Prot	Prot	NA
Protected Phases		8			4	4 5	1	1	6	6	5	2
Permitted Phases	8			4								
Actuated Green, G (s)	26.0	26.0			25.0	54.3		16.2	130.0	130.0	23.3	138.6
Effective Green, g (s)	26.0	26.0			25.0	54.3		17.2	131.0	131.0	24.3	139.6
Actuated g/C Ratio	0.13	0.13			0.13	0.27		0.09	0.66	0.66	0.12	0.70
Clearance Time (s)	5.0	5.0			6.0			6.0	7.0	7.0	7.5	7.0
Vehicle Extension (s)	2.0	2.0			2.0			2.0	4.0	4.0	2.0	4.0
Lane Grp Cap (vph)	37	193			109	392		126	2210	1018	211	2289
v/s Ratio Prot		0.02				0.16		0.06	c0.68	0.04	c0.11	c0.49
v/s Ratio Perm	c0.30				0.26							
v/c Ratio	2.32	0.15			2.08	0.58		0.69	1.04	0.06	0.89	0.70
Uniform Delay, d1	86.4	76.6			86.9	62.4		88.2	33.9	12.1	85.9	17.4
Progression Factor	1.00	1.00			1.00	1.00		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	671.7	0.1			517.1	1.3		12.4	29.4	0.0	32.0	1.1
Delay (s)	758.1	76.7			604.0	63.7		100.6	63.3	12.1	117.9	18.4
Level of Service	F	E			F	E		F	E	B	F	B
Approach Delay (s)		377.2			333.8				62.7			28.8
Approach LOS		F			F				E			C

Intersection Summary		
HCM 2000 Control Delay	87.9	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	1.21	F
Actuated Cycle Length (s)	198.8	Sum of lost time (s)
Intersection Capacity Utilization	104.6%	19.5
Analysis Period (min)	15	ICU Level of Service
		G
c Critical Lane Group		



Movement	SBR
<b>Lane Configurations</b>	
Traffic Volume (vph)	20
Future Volume (vph)	20
Ideal Flow (vphpl)	1900
Lane Width	12
Total Lost time (s)	
Lane Util. Factor	
Frbp, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.91
Adj. Flow (vph)	22
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	1
Confl. Bikes (#/hr)	1
Heavy Vehicles (%)	11%
Bus Blockages (#/hr)	0
<b>Turn Type</b>	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
<b>Intersection Summary</b>	

13796.00 :: Suffolk Downs Redevelopment  
 9: Route 1A & Jughandle

2017 Existing Conditions  
 Timing Plan: Evening Peak Hou



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕↔			↕↕	
Traffic Volume (vph)	125	10	5	0	0	0	0	2235	0	0	1620	0
Future Volume (vph)	125	10	5	0	0	0	0	2235	0	0	1620	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	12	12	12	11	11	11	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		
Satd. Flow (prot)	0	1847	0	0	0	0	0	3355	0	0	3355	0
Flt Permitted		0.957										
Satd. Flow (perm)	0	1847	0	0	0	0	0	3355	0	0	3355	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2										
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		122			363			405			225	
Travel Time (s)		2.8			8.3			9.2			5.1	
Confl. Peds. (#/hr)									1			
Confl. Bikes (#/hr)												
Peak Hour Factor	0.80	0.80	0.80	0.25	0.25	0.25	0.97	0.97	0.97	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	88%	0%	2%	2%	2%	0%	4%	0%	0%	4%	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%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	175	0	0	0	0	0	2304	0	0	1705	0
Turn Type	Perm	NA						NA			NA	
Protected Phases		2						1			1	
Permitted Phases	2											
Detector Phase	2	2						1			1	
Switch Phase												
Minimum Initial (s)	10.0	10.0						20.0			20.0	
Minimum Split (s)	16.0	16.0						27.0			27.0	
Total Split (s)	36.0	36.0						55.0			55.0	
Total Split (%)	39.6%	39.6%						60.4%			60.4%	
Yellow Time (s)	4.0	4.0						5.0			5.0	
All-Red Time (s)	2.0	2.0						2.0			2.0	
Lost Time Adjust (s)		0.0						0.0			0.0	
Total Lost Time (s)		6.0						7.0			7.0	
Lead/Lag	Lag	Lag						Lead			Lead	
Lead-Lag Optimize?												
Recall Mode	None	None						Max			Max	
Act Effct Green (s)		13.3						48.1			48.1	
Actuated g/C Ratio		0.18						0.65			0.65	
v/c Ratio		0.53						1.06			0.79	
Control Delay		33.4						54.8			13.5	
Queue Delay		0.0						0.0			0.0	
Total Delay		33.4						54.8			13.5	

13796.00 :: Suffolk Downs Redevelopment  
 9: Route 1A & Jughandle

2017 Existing Conditions  
 Timing Plan: Evening Peak Hou



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		C						D			B	
Approach Delay		33.4						54.8			13.5	
Approach LOS		C						D			B	
Queue Length 50th (ft)		73						~622			254	
Queue Length 95th (ft)		114						#838			422	
Internal Link Dist (ft)		42			283			325			145	
Turn Bay Length (ft)												
Base Capacity (vph)		747						2168			2168	
Starvation Cap Reductn		0						0			0	
Spillback Cap Reductn		0						0			0	
Storage Cap Reductn		0						0			0	
Reduced v/c Ratio		0.23						1.06			0.79	

Intersection Summary

Area Type: Other  
 Cycle Length: 91  
 Actuated Cycle Length: 74.4  
 Natural Cycle: 80  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 1.06  
 Intersection Signal Delay: 37.1  
 Intersection LOS: D  
 Intersection Capacity Utilization 80.9%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 9: Route 1A & Jughandle



13796.00 :: Suffolk Downs Redevelopment  
 9: Route 1A & Jughandle

2017 Existing Conditions  
 Timing Plan: Evening Peak Hou



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Traffic Volume (vph)	125	10	5	0	0	0	0	2235	0	0	1620	0
Future Volume (vph)	125	10	5	0	0	0	0	2235	0	0	1620	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	12	12	12	11	11	11	11	11	11
Total Lost time (s)		6.0						7.0			7.0	
Lane Util. Factor		1.00						0.95			0.95	
Frbp, ped/bikes		1.00						1.00			1.00	
Flpb, ped/bikes		1.00						1.00			1.00	
Frt		1.00						1.00			1.00	
Flt Protected		0.96						1.00			1.00	
Satd. Flow (prot)		1849						3355			3355	
Flt Permitted		0.96						1.00			1.00	
Satd. Flow (perm)		1849						3355			3355	
Peak-hour factor, PHF	0.80	0.80	0.80	0.25	0.25	0.25	0.97	0.97	0.97	0.95	0.95	0.95
Adj. Flow (vph)	156	12	6	0	0	0	0	2304	0	0	1705	0
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	173	0	0	0	0	0	2304	0	0	1705	0
Confl. Peds. (#/hr)									1			
Heavy Vehicles (%)	5%	88%	0%	2%	2%	2%	0%	4%	0%	0%	4%	0%
Turn Type	Perm	NA						NA			NA	
Protected Phases		2						1			1	
Permitted Phases	2											
Actuated Green, G (s)		13.3						48.1			48.1	
Effective Green, g (s)		13.3						48.1			48.1	
Actuated g/C Ratio		0.18						0.65			0.65	
Clearance Time (s)		6.0						7.0			7.0	
Vehicle Extension (s)		4.0						4.0			4.0	
Lane Grp Cap (vph)		330						2169			2169	
v/s Ratio Prot								0.69			0.51	
v/s Ratio Perm		0.09										
v/c Ratio		0.53						1.06			0.79	
Uniform Delay, d1		27.7						13.2			9.5	
Progression Factor		1.00						1.00			1.00	
Incremental Delay, d2		2.0						38.4			3.0	
Delay (s)		29.7						51.5			12.4	
Level of Service		C						D			B	
Approach Delay (s)		29.7			0.0			51.5			12.4	
Approach LOS		C			A			D			B	

Intersection Summary

HCM 2000 Control Delay	34.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	74.4	Sum of lost time (s)	13.0
Intersection Capacity Utilization	80.9%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

13796.00 :: Suffolk Downs Redevelopment  
 11: Route 1A on-ramp & Route 145

2017 Existing Conditions  
 Timing Plan: Evening Peak Hou



Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↔	↑↑↑		
Traffic Volume (vph)	1350	180	30	235	1385	0	0
Future Volume (vph)	1350	180	30	235	1385	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	9	11	12	12
Grade (%)	0%				0%	0%	
Storage Length (ft)		500		130		0	0
Storage Lanes		0		1		0	0
Taper Length (ft)				25		25	
Satd. Flow (prot)	4842	0	0	1500	4951	0	0
Flt Permitted				0.950			
Satd. Flow (perm)	4842	0	0	1498	4951	0	0
Right Turn on Red		Yes					Yes
Satd. Flow (RTOR)	78						
Link Speed (mph)	30				30	30	
Link Distance (ft)	572				1857	345	
Travel Time (s)	13.0				42.2	7.8	
Confl. Peds. (#/hr)		8		8			
Confl. Bikes (#/hr)							
Peak Hour Factor	0.93	0.93	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	4%	3%	9%	1%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	2	0	0
Parking (#/hr)							
Mid-Block Traffic (%)	0%				0%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	1646	0	0	279	1458	0	0
Turn Type	NA		Prot	Prot	NA		
Protected Phases	2		1	1	1 2		
Permitted Phases							
Detector Phase	2		1	1	1 2		
Switch Phase							
Minimum Initial (s)	8.0		8.0	8.0			
Minimum Split (s)	13.0		13.0	13.0			
Total Split (s)	24.0		17.0	17.0			
Total Split (%)	58.5%		41.5%	41.5%			
Yellow Time (s)	3.5		3.5	3.5			
All-Red Time (s)	1.5		1.5	1.5			
Lost Time Adjust (s)	0.0			0.0			
Total Lost Time (s)	5.0			5.0			
Lead/Lag	Lag		Lead	Lead			
Lead-Lag Optimize?							
Recall Mode	Min		None	None			
Act Effect Green (s)	19.0			11.5	40.5		
Actuated g/C Ratio	0.47			0.28	1.00		
v/c Ratio	0.71			0.66	0.29		
Control Delay	10.4			22.3	0.2		
Queue Delay	0.0			0.0	0.0		
Total Delay	10.4			22.3	0.2		

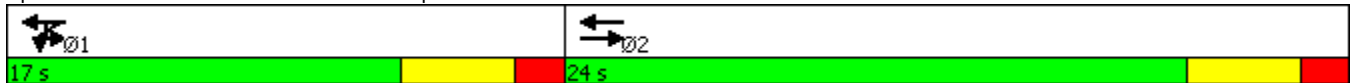


Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
LOS	B			C	A		
Approach Delay	10.4				3.7		
Approach LOS	B				A		
Queue Length 50th (ft)	95			55	0		
Queue Length 95th (ft)	136			#135	0		
Internal Link Dist (ft)	492				1777	265	
Turn Bay Length (ft)				130			
Base Capacity (vph)	2314			445	4887		
Starvation Cap Reductn	0			0	0		
Spillback Cap Reductn	0			0	0		
Storage Cap Reductn	0			0	0		
Reduced v/c Ratio	0.71			0.63	0.30		

**Intersection Summary**

Area Type: Other  
 Cycle Length: 41  
 Actuated Cycle Length: 40.5  
 Natural Cycle: 40  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.71  
 Intersection Signal Delay: 7.0  
 Intersection LOS: A  
 Intersection Capacity Utilization 53.2%  
 ICU Level of Service A  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 11: Route 1A on-ramp & Route 145





Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↔	↑↑↑		
Traffic Volume (vph)	1350	180	30	235	1385	0	0
Future Volume (vph)	1350	180	30	235	1385	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	12	9	11	12	12
Total Lost time (s)	5.0			5.0	5.0		
Lane Util. Factor	0.91			1.00	0.91		
Frbp, ped/bikes	1.00			1.00	1.00		
Flpb, ped/bikes	1.00			1.00	1.00		
Frt	0.98			1.00	1.00		
Flt Protected	1.00			0.95	1.00		
Satd. Flow (prot)	4843			1500	4951		
Flt Permitted	1.00			0.95	1.00		
Satd. Flow (perm)	4843			1500	4951		
Peak-hour factor, PHF	0.93	0.93	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1452	194	32	247	1458	0	0
RTOR Reduction (vph)	41	0	0	0	0	0	0
Lane Group Flow (vph)	1605	0	0	279	1458	0	0
Confl. Peds. (#/hr)		8		8			
Heavy Vehicles (%)	1%	4%	3%	9%	1%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	2	0	0
Turn Type	NA		Prot	Prot	NA		
Protected Phases	2		1	1	1 2		
Permitted Phases							
Actuated Green, G (s)	19.0			11.5	40.5		
Effective Green, g (s)	19.0			11.5	40.5		
Actuated g/C Ratio	0.47			0.28	1.00		
Clearance Time (s)	5.0			5.0			
Vehicle Extension (s)	2.0			2.0			
Lane Grp Cap (vph)	2272			425	4951		
v/s Ratio Prot	c0.33			c0.19	0.29		
v/s Ratio Perm							
v/c Ratio	0.71			0.66	0.29		
Uniform Delay, d1	8.5			12.8	0.0		
Progression Factor	1.00			1.00	1.00		
Incremental Delay, d2	0.8			2.8	0.0		
Delay (s)	9.4			15.5	0.0		
Level of Service	A			B	A		
Approach Delay (s)	9.4				2.5	0.0	
Approach LOS	A				A	A	

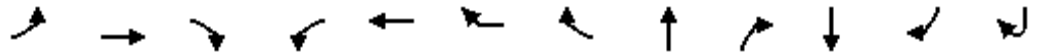
Intersection Summary			
HCM 2000 Control Delay	5.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	40.5	Sum of lost time (s)	10.0
Intersection Capacity Utilization	53.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



13796.00 :: Suffolk Downs Redevelopment  
 31: Route 16 & Winthrop Avenue/Route 145 & Harris Street

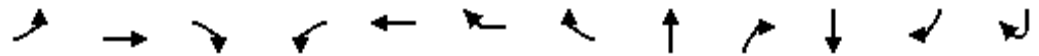
2017 Existing Conditions  
 Timing Plan: Evening Peak Hou



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBT	SBR	SBR2
Lane Configurations		↕↕	↗	↖↗	↖			↕↕	↗	↕↕		
Traffic Volume (vph)	15	230	10	765	440	105	75	1020	1170	430	10	5
Future Volume (vph)	15	230	10	765	440	105	75	1020	1170	430	10	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	16	12	12	12	12	12	14	16	12	12
Grade (%)		0%			0%			0%		0%		
Storage Length (ft)	50		0	0		0			0		0	
Storage Lanes	1		1	2		0			1		0	
Taper Length (ft)	25			25								
Satd. Flow (prot)	0	3328	1816	3502	1777	0	0	3574	1706	3951	0	0
Flt Permitted		0.997		0.950								
Satd. Flow (perm)	0	3327	1816	3446	1777	0	0	3574	1706	3951	0	0
Right Turn on Red			Yes					No	Yes			Yes
Satd. Flow (RTOR)			126						94	1		
Link Speed (mph)		30			30			30		30		
Link Distance (ft)		485			572			480		673		
Travel Time (s)		11.0			13.0			10.9		15.3		
Confl. Peds. (#/hr)	4		7	7		2	4				1	2
Confl. Bikes (#/hr)							1					
Peak Hour Factor	0.94	0.94	0.94	0.91	0.91	0.91	0.91	0.92	0.92	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	0%	0%	2%	1%	0%	1%	1%	3%	0%	0%
Bus Blockages (#/hr)	0	0	2	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%		0%		
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	261	11	841	681	0	0	1109	1272	500	0	0
Turn Type	Split	NA	Prot	Split	NA			NA	custom	NA		
Protected Phases	4	4	4	3	3			6	2 3	2		
Permitted Phases												
Detector Phase	4	4	4	3	3			6	2 3	2		
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0			8.0		8.0		
Minimum Split (s)	20.0	20.0	20.0	28.0	28.0			15.0		20.0		
Total Split (s)	22.0	22.0	22.0	42.0	42.0			57.0		57.0		
Total Split (%)	15.4%	15.4%	15.4%	29.5%	29.5%			40.0%		40.0%		
Yellow Time (s)	4.0	4.0	4.0	3.0	3.0			4.0		4.0		
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0			3.0		3.0		
Lost Time Adjust (s)		-1.0	-1.0	-1.0	-1.0			-1.0		-1.0		
Total Lost Time (s)		6.0	6.0	5.0	5.0			6.0		6.0		
Lead/Lag	Lag	Lag	Lag	Lead	Lead							
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None			Min		Min		
Act Effect Green (s)		15.3	15.3	37.0	37.0			51.0	93.0	51.0		
Actuated g/C Ratio		0.11	0.11	0.26	0.26			0.36	0.66	0.36		
v/c Ratio		0.73	0.04	0.92	1.47			0.86	1.11	0.35		
Control Delay		73.8	0.2	67.0	260.4			50.4	83.7	34.2		
Queue Delay		0.0	0.0	0.0	0.0			0.0	0.0	0.0		
Total Delay		73.8	0.2	67.0	260.4			50.4	83.7	34.2		



Lane Group	SEL	SER
Lane Configurations		
Traffic Volume (vph)	130	20
Future Volume (vph)	130	20
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	12	12
Grade (%)	0%	
Storage Length (ft)	0	0
Storage Lanes	1	0
Taper Length (ft)	25	
Satd. Flow (prot)	1754	0
Flt Permitted	0.958	
Satd. Flow (perm)	1754	0
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	302	
Travel Time (s)	6.9	
Confl. Peds. (#/hr)		7
Confl. Bikes (#/hr)		
Peak Hour Factor	0.82	0.82
Growth Factor	100%	100%
Heavy Vehicles (%)	0%	11%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		1
Mid-Block Traffic (%)	0%	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	183	0
Turn Type	Prot	
Protected Phases	7	
Permitted Phases		
Detector Phase	7	
Switch Phase		
Minimum Initial (s)	8.0	
Minimum Split (s)	20.0	
Total Split (s)	21.5	
Total Split (%)	15.1%	
Yellow Time (s)	3.5	
All-Red Time (s)	3.0	
Lost Time Adjust (s)	-1.0	
Total Lost Time (s)	5.5	
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	
Act Effct Green (s)	16.0	
Actuated g/C Ratio	0.11	
v/c Ratio	0.93	
Control Delay	109.5	
Queue Delay	0.0	
Total Delay	109.5	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBT	SBR	SBR2
LOS		E	A	E	F			D	F	C		
Approach Delay		70.8			153.5			68.2		34.2		
Approach LOS		E			F			E		C		
Queue Length 50th (ft)		124	0	394	-867			502	-1316	178		
Queue Length 95th (ft)		175	0	#514	#1109			597	#1586	224		
Internal Link Dist (ft)		405			492			400		593		
Turn Bay Length (ft)												
Base Capacity (vph)		375	316	913	463			1285	1151	1421		
Starvation Cap Reductn		0	0	0	0			0	0	0		
Spillback Cap Reductn		0	0	0	0			0	0	0		
Storage Cap Reductn		0	0	0	0			0	0	0		
Reduced v/c Ratio		0.70	0.03	0.92	1.47			0.86	1.11	0.35		

**Intersection Summary**

Area Type: Other  
 Cycle Length: 142.5  
 Actuated Cycle Length: 141.8  
 Natural Cycle: 150  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 1.47  
 Intersection Signal Delay: 93.1  
 Intersection LOS: F  
 Intersection Capacity Utilization 97.8%  
 ICU Level of Service F  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 31: Route 16 & Winthrop Avenue/Route 145 & Harris Street

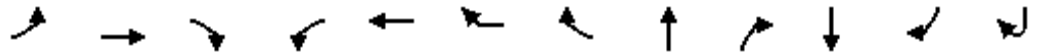
57 s	42 s	22 s	21.5 s
57 s			



Lane Group	SEL	SER
LOS	F	
Approach Delay	109.5	
Approach LOS	F	
Queue Length 50th (ft)	171	
Queue Length 95th (ft)	#276	
Internal Link Dist (ft)	222	
Turn Bay Length (ft)		
Base Capacity (vph)	197	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.93	
Intersection Summary		

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 31: Route 16 & Winthrop Avenue/Route 145 & Harris Street

2017 Existing Conditions  
 Timing Plan: Evening Peak Hou



Movement	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBT	SBR	SBR2
Lane Configurations		↕↕	↗	↖↗	↖			↕↕	↗	↕↖		
Traffic Volume (vph)	15	230	10	765	440	105	75	1020	1170	430	10	5
Future Volume (vph)	15	230	10	765	440	105	75	1020	1170	430	10	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	10	16	12	12	12	12	12	14	16	12	12
Total Lost time (s)		6.0	6.0	5.0	5.0			6.0	6.0	6.0		
Lane Util. Factor		0.95	1.00	0.97	1.00			0.95	1.00	0.95		
Frbp, ped/bikes		1.00	1.00	1.00	0.99			1.00	1.00	1.00		
Flpb, ped/bikes		1.00	1.00	1.00	1.00			1.00	1.00	1.00		
Frt		1.00	0.85	1.00	0.96			1.00	0.85	0.99		
Flt Protected		1.00	1.00	0.95	1.00			1.00	1.00	1.00		
Satd. Flow (prot)		3328	1816	3502	1777			3574	1706	3951		
Flt Permitted		1.00	1.00	0.95	1.00			1.00	1.00	1.00		
Satd. Flow (perm)		3328	1816	3502	1777			3574	1706	3951		
Peak-hour factor, PHF	0.94	0.94	0.94	0.91	0.91	0.91	0.91	0.92	0.92	0.89	0.89	0.89
Adj. Flow (vph)	16	245	11	841	484	115	82	1109	1272	483	11	6
RTOR Reduction (vph)	0	0	10	0	0	0	0	0	32	1	0	0
Lane Group Flow (vph)	0	261	1	841	681	0	0	1109	1240	499	0	0
Confl. Peds. (#/hr)	4		7	7		2	4				1	2
Confl. Bikes (#/hr)							1					
Heavy Vehicles (%)	0%	1%	0%	0%	2%	1%	0%	1%	1%	3%	0%	0%
Bus Blockages (#/hr)	0	0	2	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Turn Type	Split	NA	Prot	Split	NA			NA	custom	NA		
Protected Phases	4	4	4	3	3			6	2 3	2		
Permitted Phases												
Actuated Green, G (s)		14.3	14.3	36.0	36.0			50.0	93.0	50.0		
Effective Green, g (s)		15.3	15.3	37.0	37.0			51.0	94.0	51.0		
Actuated g/C Ratio		0.11	0.11	0.26	0.26			0.36	0.66	0.36		
Clearance Time (s)		7.0	7.0	6.0	6.0			7.0		7.0		
Vehicle Extension (s)		3.0	3.0	3.0	3.0			3.0		3.0		
Lane Grp Cap (vph)		359	195	913	463			1285	1130	1421		
v/s Ratio Prot		c0.08	0.00	0.24	c0.38			0.31	c0.73	0.13		
v/s Ratio Perm												
v/c Ratio		0.73	0.01	0.92	1.47			0.86	1.10	0.35		
Uniform Delay, d1		61.2	56.5	51.0	52.4			42.2	23.9	33.3		
Progression Factor		1.00	1.00	1.00	1.00			1.00	1.00	1.00		
Incremental Delay, d2		7.2	0.0	14.3	223.4			6.2	57.6	0.2		
Delay (s)		68.4	56.5	65.3	275.8			48.4	81.5	33.4		
Level of Service		E	E	E	F			D	F	C		
Approach Delay (s)		67.9			159.5			66.1		33.4		
Approach LOS		E			F			E		C		
<b>Intersection Summary</b>												
HCM 2000 Control Delay			93.5			HCM 2000 Level of Service			F			
HCM 2000 Volume to Capacity ratio			1.17									
Actuated Cycle Length (s)			141.8			Sum of lost time (s)			22.5			
Intersection Capacity Utilization			97.8%			ICU Level of Service			F			
Analysis Period (min)			15									

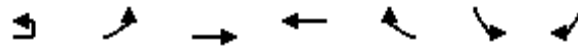


Movement	SEL	SER
Lane Configurations		
Traffic Volume (vph)	130	20
Future Volume (vph)	130	20
Ideal Flow (vphpl)	1900	1900
Lane Width	12	12
Total Lost time (s)	5.5	
Lane Util. Factor	1.00	
Frbp, ped/bikes	1.00	
Flpb, ped/bikes	1.00	
Frt	0.98	
Flt Protected	0.96	
Satd. Flow (prot)	1755	
Flt Permitted	0.96	
Satd. Flow (perm)	1755	
Peak-hour factor, PHF	0.82	0.82
Adj. Flow (vph)	159	24
RTOR Reduction (vph)	0	0
Lane Group Flow (vph)	183	0
Confl. Peds. (#/hr)		7
Confl. Bikes (#/hr)		
Heavy Vehicles (%)	0%	11%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		1
Turn Type	Prot	
Protected Phases	7	
Permitted Phases		
Actuated Green, G (s)	15.0	
Effective Green, g (s)	16.0	
Actuated g/C Ratio	0.11	
Clearance Time (s)	6.5	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	198	
v/s Ratio Prot	c0.10	
v/s Ratio Perm		
v/c Ratio	0.92	
Uniform Delay, d1	62.3	
Progression Factor	1.00	
Incremental Delay, d2	42.9	
Delay (s)	105.2	
Level of Service	F	
Approach Delay (s)	105.2	
Approach LOS	F	
<b>Intersection Summary</b>		

c Critical Lane Group

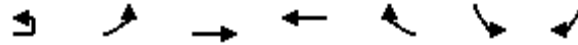
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 38: Route 145/Winthrop Ave & N Shore Rd

2017 Existing Conditions  
 Timing Plan: Evening Peak Hou



Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR	Ø3	Ø5
Lane Configurations		↔	↑↑↑	↑↑↑		↔	↔		
Traffic Volume (vph)	5	260	1280	940	180	100	230		
Future Volume (vph)	5	260	1280	940	180	100	230		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	12	11	11	11	12	15	12		
Grade (%)			0%	0%		0%			
Storage Length (ft)		120			0	0	150		
Storage Lanes		1			0	1	1		
Taper Length (ft)		25				25			
Satd. Flow (prot)	0	1728	4951	4853	0	1947	1509		
Flt Permitted		0.950				0.950			
Satd. Flow (perm)	0	1728	4951	4853	0	1947	1509		
Right Turn on Red					Yes		Yes		
Satd. Flow (RTOR)				31			245		
Link Speed (mph)			30	30		30			
Link Distance (ft)			1857	236		865			
Travel Time (s)			42.2	5.4		19.7			
Confl. Peds. (#/hr)									
Confl. Bikes (#/hr)									
Peak Hour Factor	0.97	0.97	0.97	0.93	0.93	0.94	0.94		
Growth Factor	100%	100%	100%	100%	100%	100%	100%		
Heavy Vehicles (%)	0%	1%	1%	1%	0%	2%	7%		
Bus Blockages (#/hr)	0	0	2	0	0	0	0		
Parking (#/hr)									
Mid-Block Traffic (%)			0%	0%		0%			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	273	1320	1205	0	106	245		
Turn Type	Prot	Prot	NA	NA		Prot	Prot		
Protected Phases	4	4	2	2 3		1	1	3	5
Permitted Phases									
Detector Phase	4	4	2	2 3		1	1		
Switch Phase									
Minimum Initial (s)	8.0	8.0	20.0			8.0	8.0	8.0	1.0
Minimum Split (s)	13.0	13.0	26.0			13.0	13.0	13.0	20.0
Total Split (s)	36.0	36.0	36.0			30.0	30.0	40.0	20.0
Total Split (%)	22.2%	22.2%	22.2%			18.5%	18.5%	25%	12%
Yellow Time (s)	4.0	4.0	4.0			4.0	4.0	4.0	3.0
All-Red Time (s)	1.0	1.0	2.0			1.0	1.0	1.0	1.0
Lost Time Adjust (s)		-1.0	-2.0			-1.0	-1.0		
Total Lost Time (s)		4.0	4.0			4.0	4.0		
Lead/Lag	Lag	Lag	Lag			Lead	Lead	Lead	
Lead-Lag Optimize?									
Recall Mode	None	None	Min			None	None	None	None
Act Effect Green (s)		28.4	32.3	72.7		26.2	26.2		
Actuated g/C Ratio		0.19	0.21	0.48		0.17	0.17		
v/c Ratio		0.84	1.24	0.51		0.31	0.53		
Control Delay		82.0	165.0	1.4		60.3	11.0		
Queue Delay		0.0	0.6	0.5		0.9	0.0		
Total Delay		82.0	165.6	1.9		61.2	11.0		



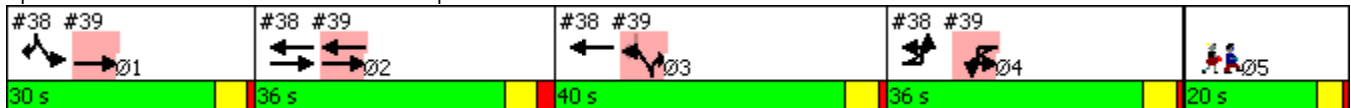


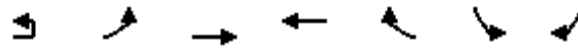
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR	Ø3	Ø5
LOS		F	F	A		E	B		
Approach Delay			151.3	1.9		26.2			
Approach LOS			F	A		C			
Queue Length 50th (ft)		279	~668	1		101	0		
Queue Length 95th (ft)		#418	#766	m28		165	84		
Internal Link Dist (ft)			1777	156		785			
Turn Bay Length (ft)		120					150		
Base Capacity (vph)		370	1061	2358		339	465		
Starvation Cap Reductn		0	0	645		0	0		
Spillback Cap Reductn		0	119	0		94	0		
Storage Cap Reductn		0	0	0		0	0		
Reduced v/c Ratio		0.74	1.40	0.70		0.43	0.53		

**Intersection Summary**

Area Type:	Other
Cycle Length:	162
Actuated Cycle Length:	150.6
Natural Cycle:	135
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.26
Intersection Signal Delay:	80.2
Intersection LOS:	F
Intersection Capacity Utilization:	61.1%
ICU Level of Service:	B
Analysis Period (min):	15
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m	Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 38: Route 145/Winthrop Ave & N Shore Rd





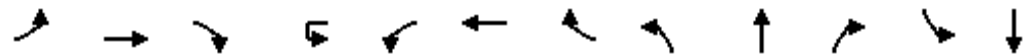
Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↑↑↑	↑↑↑		↔	↔
Traffic Volume (vph)	5	260	1280	940	180	100	230
Future Volume (vph)	5	260	1280	940	180	100	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	11	11	12	15	12
Total Lost time (s)		4.0	4.0	4.0		4.0	4.0
Lane Util. Factor		1.00	0.91	0.91		1.00	1.00
Frt		1.00	1.00	0.98		1.00	0.85
Flt Protected		0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)		1728	4951	4852		1947	1509
Flt Permitted		0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)		1728	4951	4852		1947	1509
Peak-hour factor, PHF	0.97	0.97	0.97	0.93	0.93	0.94	0.94
Adj. Flow (vph)	5	268	1320	1011	194	106	245
RTOR Reduction (vph)	0	0	0	16	0	0	203
Lane Group Flow (vph)	0	273	1320	1189	0	106	42
Heavy Vehicles (%)	0%	1%	1%	1%	0%	2%	7%
Bus Blockages (#/hr)	0	0	2	0	0	0	0
Turn Type	Prot	Prot	NA	NA		Prot	Prot
Protected Phases	4	4	2	2 3		1	1
Permitted Phases							
Actuated Green, G (s)		27.4	30.3	71.6		25.2	25.2
Effective Green, g (s)		28.4	32.3	73.6		26.2	26.2
Actuated g/C Ratio		0.19	0.21	0.48		0.17	0.17
Clearance Time (s)		5.0	6.0			5.0	5.0
Vehicle Extension (s)		4.0	4.0			3.0	3.0
Lane Grp Cap (vph)		322	1051	2347		335	259
v/s Ratio Prot		c0.16	c0.27	c0.25		c0.05	0.03
v/s Ratio Perm							
v/c Ratio		0.85	1.26	0.51		0.32	0.16
Uniform Delay, d1		59.8	59.9	26.8		55.1	53.6
Progression Factor		1.00	1.00	0.03		1.00	1.00
Incremental Delay, d2		18.9	123.0	0.1		0.5	0.3
Delay (s)		78.7	182.9	1.0		55.7	53.9
Level of Service		E	F	A		E	D
Approach Delay (s)			165.1	1.0		54.4	
Approach LOS			F	A		D	

**Intersection Summary**

HCM 2000 Control Delay	90.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	152.1	Sum of lost time (s)	20.0
Intersection Capacity Utilization	61.1%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

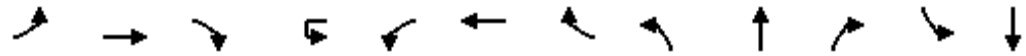
13796.00 :: Suffolk Downs Redevelopment  
 39: Tomasello Dr/Shaws Driveway & Winthrop Ave/Route 145

2017 Existing Conditions  
 Timing Plan: Evening Peak Hou



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↑↑↑			↓	↑↑↑		↑↑		↑		
Traffic Volume (vph)	0	1165	215	5	150	880	0	240	0	450	0	0
Future Volume (vph)	0	1165	215	5	150	880	0	240	0	450	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	12	9	11	12	10	12	12	12	12
Grade (%)		0%				0%			0%			0%
Storage Length (ft)	0		0		100		0	0		100	0	
Storage Lanes	0		0		1		0	1		1	0	
Taper Length (ft)	25				25			25			25	
Satd. Flow (prot)	0	4850	0	0	1624	4951	0	3236	0	1599	0	0
Flt Permitted					0.950			0.950				
Satd. Flow (perm)	0	4850	0	0	1624	4951	0	3236	0	1599	0	0
Right Turn on Red			No				Yes			No		
Satd. Flow (RTOR)												
Link Speed (mph)		30				30			30			30
Link Distance (ft)		236				635			5227			589
Travel Time (s)		5.4				14.4			118.8			13.4
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.91	0.91	0.91	0.91	0.93	0.93	0.93	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	1%	0%	0%	1%	0%	1%	0%	1%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	2	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%				0%			0%			0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1500	0	0	170	967	0	258	0	484	0	0
Turn Type		NA		Prot	Prot	NA		Prot		Prot		
Protected Phases		1 2		4	4	2		3		3		
Permitted Phases												
Detector Phase		1 2		4	4	2		3		3		
Switch Phase												
Minimum Initial (s)				8.0	8.0	20.0		8.0		8.0		
Minimum Split (s)				13.0	13.0	26.0		13.0		13.0		
Total Split (s)				36.0	36.0	36.0		40.0		40.0		
Total Split (%)				22.2%	22.2%	22.2%		24.7%		24.7%		
Yellow Time (s)				4.0	4.0	4.0		4.0		4.0		
All-Red Time (s)				1.0	1.0	2.0		1.0		1.0		
Lost Time Adjust (s)					-1.0	-2.0		-1.0		-1.0		
Total Lost Time (s)					4.0	4.0		4.0		4.0		
Lead/Lag				Lag	Lag	Lag		Lead		Lead		
Lead-Lag Optimize?												
Recall Mode				None	None	Min		None		None		
Act Effect Green (s)		63.6			28.4	32.3		36.3		36.3		
Actuated g/C Ratio		0.42			0.19	0.21		0.24		0.24		
v/c Ratio		0.73			0.56	0.91		0.33		1.26		
Control Delay		34.9			64.2	71.4		50.7		180.3		
Queue Delay		7.6			0.0	0.0		0.0		0.0		
Total Delay		42.5			64.2	71.4		50.7		180.3		

Lane Group	SBR	Ø1	Ø5
Lane Configurations	7		
Traffic Volume (vph)	0		
Future Volume (vph)	0		
Ideal Flow (vphpl)	1900		
Lane Width (ft)	16		
Grade (%)			
Storage Length (ft)	0		
Storage Lanes	1		
Taper Length (ft)			
Satd. Flow (prot)	2111		
Flt Permitted			
Satd. Flow (perm)	2111		
Right Turn on Red	No		
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Confl. Peds. (#/hr)			
Confl. Bikes (#/hr)			
Peak Hour Factor	0.92		
Growth Factor	100%		
Heavy Vehicles (%)	2%		
Bus Blockages (#/hr)	0		
Parking (#/hr)			
Mid-Block Traffic (%)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)	0		
Turn Type	Perm		
Protected Phases		1	5
Permitted Phases	3		
Detector Phase	3		
Switch Phase			
Minimum Initial (s)	8.0	8.0	1.0
Minimum Split (s)	13.0	13.0	20.0
Total Split (s)	40.0	30.0	20.0
Total Split (%)	24.7%	19%	12%
Yellow Time (s)	4.0	4.0	3.0
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)	-1.0		
Total Lost Time (s)	4.0		
Lead/Lag	Lead	Lead	
Lead-Lag Optimize?			
Recall Mode	None	None	None
Act Effect Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			

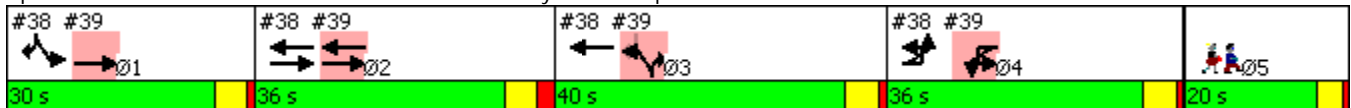


Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
LOS		D			E	E		D		F		
Approach Delay		42.5				70.4			135.2			
Approach LOS		D			E			F				
Queue Length 50th (ft)		270			163	379		120		-672		
Queue Length 95th (ft)		m132			247	#480		165		#905		
Internal Link Dist (ft)		156				555			5147			509
Turn Bay Length (ft)					100					100		
Base Capacity (vph)		2048			348	1061		781		385		
Starvation Cap Reductn		513			0	0		0		0		
Spillback Cap Reductn		0			0	0		0		0		
Storage Cap Reductn		0			0	0		0		0		
Reduced v/c Ratio		0.98			0.49	0.91		0.33		1.26		

**Intersection Summary**

Area Type: Other  
 Cycle Length: 162  
 Actuated Cycle Length: 150.6  
 Natural Cycle: 135  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 1.26  
 Intersection Signal Delay: 72.2  
 Intersection LOS: E  
 Intersection Capacity Utilization 73.8%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

**Splits and Phases: 39: Tomasello Dr/Shaws Driveway & Winthrop Ave/Route 145**

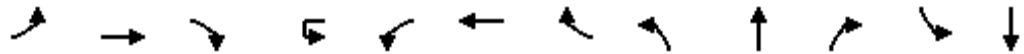




Lane Group	SBR	Ø1	Ø5
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			
Intersection Summary			

13796.00 :: Suffolk Downs Redevelopment  
 39: Tomasello Dr/Shaws Driveway & Winthrop Ave/Route 145

2017 Existing Conditions  
 Timing Plan: Evening Peak Hou



Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↑↑↑			↓	↑↑↑		↑↑		↑		
Traffic Volume (vph)	0	1165	215	5	150	880	0	240	0	450	0	0
Future Volume (vph)	0	1165	215	5	150	880	0	240	0	450	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	11	12	9	11	12	10	12	12	12	12
Total Lost time (s)		3.0			4.0	4.0		4.0		4.0		
Lane Util. Factor		0.91			1.00	0.91		0.97		1.00		
Frt		0.98			1.00	1.00		1.00		0.85		
Flt Protected		1.00			0.95	1.00		0.95		1.00		
Satd. Flow (prot)		4848			1624	4951		3236		1599		
Flt Permitted		1.00			0.95	1.00		0.95		1.00		
Satd. Flow (perm)		4848			1624	4951		3236		1599		
Peak-hour factor, PHF	0.92	0.92	0.92	0.91	0.91	0.91	0.91	0.93	0.93	0.93	0.92	0.92
Adj. Flow (vph)	0	1266	234	5	165	967	0	258	0	484	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1500	0	0	170	967	0	258	0	484	0	0
Heavy Vehicles (%)	0%	1%	1%	0%	0%	1%	0%	1%	0%	1%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	2	0	0	0	0	0	0
Turn Type		NA		Prot	Prot	NA		Prot		Prot		
Protected Phases		1 2		4	4	2		3		3		
Permitted Phases												
Actuated Green, G (s)		60.5			27.4	30.3		35.3		35.3		
Effective Green, g (s)		62.5			28.4	32.3		36.3		36.3		
Actuated g/C Ratio		0.41			0.19	0.21		0.24		0.24		
Clearance Time (s)					5.0	6.0		5.0		5.0		
Vehicle Extension (s)					4.0	4.0		4.0		4.0		
Lane Grp Cap (vph)		1992			303	1051		772		381		
v/s Ratio Prot		c0.31			c0.10	c0.20		0.08		c0.30		
v/s Ratio Perm												
v/c Ratio		0.75			0.56	0.92		0.33		1.27		
Uniform Delay, d1		38.2			56.2	58.6		47.9		57.9		
Progression Factor		0.90			1.00	1.00		1.00		1.00		
Incremental Delay, d2		0.2			2.9	12.9		0.4		140.8		
Delay (s)		34.6			59.1	71.5		48.3		198.7		
Level of Service		C			E	E		D		F		
Approach Delay (s)		34.6				69.7			146.4			0.0
Approach LOS		C				E			F			A

Intersection Summary

HCM 2000 Control Delay	71.0	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	152.1	Sum of lost time (s)	20.0
Intersection Capacity Utilization	73.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



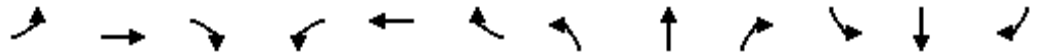
Movement	SBR
Lane Configurations	7
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Lane Width	16
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.92
Adj. Flow (vph)	0
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Heavy Vehicles (%)	2%
Bus Blockages (#/hr)	0
Turn Type	Perm
Protected Phases	
Permitted Phases	3
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
<b>Intersection Summary</b>	





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗				↖	↗			↖	↗
Traffic Volume (vph)	75	250	230	0	0	0	335	335	80	35	170	130
Future Volume (vph)	75	250	230	0	0	0	335	335	80	35	170	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	12	12	12	10	11	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		50	0		0	0		0	0		0
Storage Lanes	0		1	0		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1666	1319	0	0	0	1501	1599	0	0	1669	1253
Flt Permitted		0.989					0.302				0.867	
Satd. Flow (perm)	0	1666	1319	0	0	0	477	1599	0	0	1458	1236
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			124					12				144
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		988			531			233			338	
Travel Time (s)		22.5			12.1			5.3			7.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)									1			1
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.94	0.94	0.94	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	2%	2%	2%	2%	1%	0%	0%	0%	2%	3%
Bus Blockages (#/hr)	0	0	2	0	0	0	0	0	0	0	0	2
Parking (#/hr)									1			1
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	357	253	0	0	0	356	441	0	0	228	144
Turn Type	Split	NA	Prot				D.P+P	NA		Perm	NA	Perm
Protected Phases	4	4	4				2	2 6			6	
Permitted Phases							6			6		6
Detector Phase	4	4	4				2	2 6		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0				5.0			5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	11.0				12.0			10.0	10.0	10.0
Total Split (s)	41.0	41.0	41.0				31.0			25.0	25.0	25.0
Total Split (%)	33.3%	33.3%	33.3%				25.2%			20.3%	20.3%	20.3%
Yellow Time (s)	4.0	4.0	4.0				5.0			4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0				2.0			1.0	1.0	1.0
Lost Time Adjust (s)		-2.0	-2.0				-1.0				-2.0	0.0
Total Lost Time (s)		4.0	4.0				6.0				3.0	5.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None				Min			Max	Max	Max
Act Effect Green (s)		31.0	31.0				43.8	49.8			22.1	20.1
Actuated g/C Ratio		0.26	0.26				0.37	0.43			0.19	0.17
v/c Ratio		0.81	0.57				0.90	0.64			0.83	0.44
Control Delay		55.0	23.5				55.6	32.0			72.0	11.7
Queue Delay		0.0	0.0				0.0	0.0			0.0	0.0
Total Delay		55.0	23.5				55.6	32.0			72.0	11.7

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	26.0
Total Split (s)	26.0
Total Split (%)	21%
Yellow Time (s)	4.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		E	C				E	C			E	B
Approach Delay		42.0						42.5			48.6	
Approach LOS		D						D			D	
Queue Length 50th (ft)		253	82				205	259			171	0
Queue Length 95th (ft)		367	170				#403	398			#323	60
Internal Link Dist (ft)		908			451			153			258	
Turn Bay Length (ft)			50									
Base Capacity (vph)		528	503				399	674			275	331
Starvation Cap Reductn		0	0				0	0			0	0
Spillback Cap Reductn		0	0				0	0			0	0
Storage Cap Reductn		0	0				0	0			0	0
Reduced v/c Ratio		0.68	0.50				0.89	0.65			0.83	0.44

Intersection Summary

Area Type: CBD  
 Cycle Length: 123  
 Actuated Cycle Length: 117  
 Natural Cycle: 90  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.90  
 Intersection Signal Delay: 43.6  
 Intersection LOS: D  
 Intersection Capacity Utilization 68.0%  
 ICU Level of Service C  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 46: Bennington Street/State Road & Winthrop Avenue /Winthrop Avenue



Lane Group	Ø3
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕				↕	↕			↕	↕
Traffic Volume (vph)	75	250	230	0	0	0	335	335	80	35	170	130
Future Volume (vph)	75	250	230	0	0	0	335	335	80	35	170	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	10	12	12	12	10	11	12	12	12	12
Total Lost time (s)		4.0	4.0				6.0	6.0			3.0	5.0
Lane Util. Factor		1.00	1.00				1.00	1.00			1.00	1.00
Frbp, ped/bikes		1.00	1.00				1.00	1.00			1.00	0.99
Flpb, ped/bikes		1.00	1.00				1.00	1.00			1.00	1.00
Frt		1.00	0.85				1.00	0.97			1.00	0.85
Flt Protected		0.99	1.00				0.95	1.00			0.99	1.00
Satd. Flow (prot)		1665	1319				1501	1599			1668	1236
Flt Permitted		0.99	1.00				0.30	1.00			0.87	1.00
Satd. Flow (perm)		1665	1319				478	1599			1458	1236
Peak-hour factor, PHF	0.91	0.91	0.91	0.92	0.92	0.92	0.94	0.94	0.94	0.90	0.90	0.90
Adj. Flow (vph)	82	275	253	0	0	0	356	356	85	39	189	144
RTOR Reduction (vph)	0	0	91	0	0	0	0	7	0	0	0	119
Lane Group Flow (vph)	0	357	162	0	0	0	356	434	0	0	228	25
Confl. Bikes (#/hr)									1			1
Heavy Vehicles (%)	0%	2%	2%	2%	2%	2%	1%	0%	0%	0%	2%	3%
Bus Blockages (#/hr)	0	0	2	0	0	0	0	0	0	0	0	2
Parking (#/hr)									1			1
Turn Type	Split	NA	Prot				D.P+P	NA		Perm	NA	Perm
Protected Phases	4	4	4				2	2 6			6	
Permitted Phases							6			6		6
Actuated Green, G (s)		29.0	29.0				43.8	50.8			20.1	20.1
Effective Green, g (s)		31.0	31.0				45.8	51.8			22.1	20.1
Actuated g/C Ratio		0.27	0.27				0.39	0.44			0.19	0.17
Clearance Time (s)		6.0	6.0				7.0				5.0	5.0
Vehicle Extension (s)		3.0	3.0				3.0				3.0	3.0
Lane Grp Cap (vph)		441	349				403	708			275	212
v/s Ratio Prot		c0.21	0.12				c0.19	0.27				
v/s Ratio Perm							c0.16				0.16	0.02
v/c Ratio		0.81	0.46				0.88	0.61			0.83	0.12
Uniform Delay, d1		40.2	36.0				29.1	24.9			45.6	40.9
Progression Factor		1.00	1.00				1.00	1.00			1.00	1.00
Incremental Delay, d2		10.5	1.0				19.8	1.6			24.2	1.1
Delay (s)		50.7	37.0				49.0	26.5			69.7	42.0
Level of Service		D	D				D	C			E	D
Approach Delay (s)		45.0			0.0			36.5			59.0	
Approach LOS		D			A			D			E	

**Intersection Summary**

HCM 2000 Control Delay	44.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	116.9	Sum of lost time (s)	19.0
Intersection Capacity Utilization	68.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

13796.00 :: Suffolk Downs Redevelopment  
 106: Route 145/Winthrop Avenue & Revere Beach Pkwy

2017 Existing Conditions  
 Timing Plan: Evening Peak Hou



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1000	620	570	25	0	465
Future Volume (vph)	1000	620	570	25	0	465
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	2			0	0	3
Taper Length (ft)	25				25	
Satd. Flow (prot)	3433	1863	3515	0	0	3610
Flt Permitted	0.950					
Satd. Flow (perm)	3422	1863	3515	0	0	3610
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			5			346
Link Speed (mph)		30	30		30	
Link Distance (ft)		635	988		1471	
Travel Time (s)		14.4	22.5		33.4	
Confl. Peds. (#/hr)	13			13	1	
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1087	674	647	0	0	505
Turn Type	Split	NA	NA			Over
Protected Phases	1	1	2			1
Permitted Phases						
Detector Phase	1	1	2			1
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0			10.0
Minimum Split (s)	15.0	15.0	14.5			15.0
Total Split (s)	55.0	55.0	49.5			55.0
Total Split (%)	52.6%	52.6%	47.4%			52.6%
Yellow Time (s)	4.0	4.0	3.5			4.0
All-Red Time (s)	1.0	1.0	1.0			1.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	5.0	5.0	4.5			5.0
Lead/Lag	Lead	Lead	Lag			Lead
Lead-Lag Optimize?						
Recall Mode	Min	Min	None			Min
Act Effect Green (s)	50.2	50.2	21.7			50.2
Actuated g/C Ratio	0.62	0.62	0.27			0.62
v/c Ratio	0.51	0.59	0.69			0.21
Control Delay	10.5	12.9	30.5			2.7
Queue Delay	0.0	0.3	0.0			0.0
Total Delay	10.5	13.2	30.5			2.7



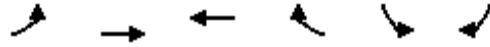
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
LOS	B	B	C			A
Approach Delay		11.5	30.5		2.7	
Approach LOS		B	C		A	
Queue Length 50th (ft)	141	182	153			12
Queue Length 95th (ft)	238	351	208			34
Internal Link Dist (ft)		555	908		1391	
Turn Bay Length (ft)						
Base Capacity (vph)	2115	1148	1951			2357
Starvation Cap Reductn	0	101	0			0
Spillback Cap Reductn	0	0	0			0
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.51	0.64	0.33			0.21

**Intersection Summary**

Area Type: Other  
 Cycle Length: 104.5  
 Actuated Cycle Length: 81.4  
 Natural Cycle: 50  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.69  
 Intersection Signal Delay: 14.2  
 Intersection LOS: B  
 Intersection Capacity Utilization 53.1%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 106: Route 145/Winthrop Avenue & Revere Beach Pkwy

Ø1	Ø2
55 s	49.5 s



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖↖	↑	↗↗			↘↘↘
Traffic Volume (vph)	1000	620	570	25	0	465
Future Volume (vph)	1000	620	570	25	0	465
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	4.5			5.0
Lane Util. Factor	0.97	1.00	0.95			0.76
Frbp, ped/bikes	1.00	1.00	1.00			1.00
Flpb, ped/bikes	1.00	1.00	1.00			1.00
Frt	1.00	1.00	0.99			0.85
Flt Protected	0.95	1.00	1.00			1.00
Satd. Flow (prot)	3433	1863	3513			3610
Flt Permitted	0.95	1.00	1.00			1.00
Satd. Flow (perm)	3433	1863	3513			3610
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1087	674	620	27	0	505
RTOR Reduction (vph)	0	0	4	0	0	133
Lane Group Flow (vph)	1087	674	643	0	0	372
Confl. Peds. (#/hr)	13			13	1	
Turn Type	Split	NA	NA			Over
Protected Phases	1	1	2			1
Permitted Phases						
Actuated Green, G (s)	50.2	50.2	21.7			50.2
Effective Green, g (s)	50.2	50.2	21.7			50.2
Actuated g/C Ratio	0.62	0.62	0.27			0.62
Clearance Time (s)	5.0	5.0	4.5			5.0
Vehicle Extension (s)	7.0	7.0	4.0			7.0
Lane Grp Cap (vph)	2117	1148	936			2226
v/s Ratio Prot	0.32	c0.36	c0.18			0.10
v/s Ratio Perm						
v/c Ratio	0.51	0.59	0.69			0.17
Uniform Delay, d1	8.8	9.4	26.8			6.7
Progression Factor	1.00	1.00	1.00			1.00
Incremental Delay, d2	0.7	1.8	2.3			0.1
Delay (s)	9.4	11.1	29.1			6.8
Level of Service	A	B	C			A
Approach Delay (s)		10.1	29.1		6.8	
Approach LOS		B	C		A	

Intersection Summary			
HCM 2000 Control Delay	13.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	81.4	Sum of lost time (s)	9.5
Intersection Capacity Utilization	53.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



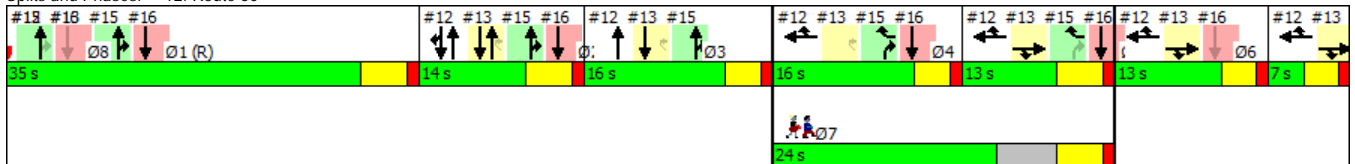


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø1	Ø2	Ø3	Ø4
Lane Configurations					↑↑	↑		↑↑			↑↑	↑				
Traffic Volume (vph)	0	0	0	0	1160	345	0	895	0	0	760	285				
Future Volume (vph)	0	0	0	0	1160	345	0	895	0	0	760	285				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Satd. Flow (prot)	0	0	0	0	3539	1583	0	3438	0	0	3374	1583				
Fit Permitted																
Satd. Flow (perm)	0	0	0	0	3539	1583	0	3438	0	0	3374	1583				
Right Turn on Red			Yes			Yes			Yes			Yes				
Satd. Flow (RTOR)						105						297				
Link Speed (mph)		30			30			30			30					
Link Distance (ft)		244			245			403			338					
Travel Time (s)		5.5			5.6			9.2			7.7					
Confl. Peds. (#/hr)						21										
Confl. Bikes (#/hr)						1										
Peak Hour Factor	0.92	0.92	0.92	0.92	0.96	0.96	0.92	0.91	0.92	0.92	0.96	0.96				
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	5%	2%	2%	7%	2%				
Shared Lane Traffic (%)																
Lane Group Flow (vph)	0	0	0	0	1208	359	0	984	0	0	792	297				
Turn Type					NA	Prot		NA			NA	Prot				
Protected Phases					4 5 6 8	4 5 6 8		1 2 3			1 2	1 2	1	2	3	4
Permitted Phases																
Minimum Split (s)													10.0	19.0	16.0	16.0
Total Split (s)													35.0	14.0	16.0	16.0
Total Split (%)													31%	12%	14%	14%
Yellow Time (s)													4.0	4.0	3.0	3.0
All-Red Time (s)													1.0	1.0	1.0	1.0
Lost Time Adjust (s)																
Total Lost Time (s)																
Lead/Lag													Lead	Lag		Lead
Lead-Lag Optimize?																
Act Effect Green (s)					45.0	45.0		60.0			44.0	44.0				
Actuated g/C Ratio					0.39	0.39		0.53			0.39	0.39				
v/c Ratio					0.87	0.52		0.54			0.61	0.37				
Control Delay					43.4	24.6		1.0			30.5	4.1				
Queue Delay					49.0	14.6		0.2			0.0	0.0				
Total Delay					92.4	39.3		1.2			30.5	4.1				
LOS					F	D		A			C	A				
Approach Delay					80.2			1.2			23.3					
Approach LOS					F			A			C					
Queue Length 50th (ft)					465	146		2			242	0				
Queue Length 95th (ft)					554	m188		2			308	54				
Internal Link Dist (ft)		164			165			323			258					
Turn Bay Length (ft)																
Base Capacity (vph)					1396	688		1809			1302	793				
Starvation Cap Reductn					586	309		204			0	0				
Spillback Cap Reductn					0	0		0			0	0				
Storage Cap Reductn					0	0		0			0	0				
Reduced v/c Ratio					1.49	0.95		0.61			0.61	0.37				

Intersection Summary

Area Type: Other  
 Cycle Length: 114  
 Actuated Cycle Length: 114  
 Offset: 73 (64%), Referenced to phase 1:NBSB, Start of Green  
 Natural Cycle: 130  
 Control Type: Pretimed  
 Maximum v/c Ratio: 1.41  
 Intersection Signal Delay: 41.8  
 Intersection LOS: D  
 Intersection Capacity Utilization 64.3%  
 ICU Level of Service C  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: Route 60



Lane Group	Ø5	Ø6	Ø7	Ø8
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Ideal Flow (vphpl)				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Right Turn on Red				
Satd. Flow (RTOR)				
Link Speed (mph)				
Link Distance (ft)				
Travel Time (s)				
Confl. Peds. (#/hr)				
Confl. Bikes (#/hr)				
Peak Hour Factor				
Heavy Vehicles (%)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Turn Type				
Protected Phases	5	6	7	8
Permitted Phases				
Minimum Split (s)	13.0	13.0	24.0	9.0
Total Split (s)	13.0	13.0	24.0	7.0
Total Split (%)	11%	11%	21%	6%
Yellow Time (s)	4.0	3.0	4.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag	Lag	Lead		Lag
Lead-Lag Optimize?				
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				
Queue Length 50th (ft)				
Queue Length 95th (ft)				
Internal Link Dist (ft)				
Turn Bay Length (ft)				
Base Capacity (vph)				
Starvation Cap Reductn				
Spillback Cap Reductn				
Storage Cap Reductn				
Reduced v/c Ratio				
<b>Intersection Summary</b>				



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑	↑		↑↑			↑↑	↑
Traffic Volume (vph)	0	0	0	0	1160	345	0	895	0	0	760	285
Future Volume (vph)	0	0	0	0	1160	345	0	895	0	0	760	285
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0	4.0		5.0			5.0	5.0
Lane Util. Factor					0.95	1.00		0.95			0.95	1.00
Frbp, ped/bikes					1.00	1.00		1.00			1.00	1.00
Flpb, ped/bikes					1.00	1.00		1.00			1.00	1.00
Frt					1.00	0.85		1.00			1.00	0.85
Flt Protected					1.00	1.00		1.00			1.00	1.00
Satd. Flow (prot)					3539	1583		3438			3374	1583
Flt Permitted					1.00	1.00		1.00			1.00	1.00
Satd. Flow (perm)					3539	1583		3438			3374	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.96	0.96	0.92	0.91	0.92	0.92	0.96	0.96
Adj. Flow (vph)	0	0	0	0	1208	359	0	984	0	0	792	297
RTOR Reduction (vph)	0	0	0	0	0	68	0	0	0	0	0	182
Lane Group Flow (vph)	0	0	0	0	1208	291	0	984	0	0	792	115
Confl. Peds. (#/hr)						21						
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	5%	2%	2%	7%	2%
Turn Type					NA	Prot		NA			NA	Prot
Protected Phases					4 5 6 8	4 5 6 8		1 2 3			1 2	1 2
Permitted Phases												
Actuated Green, G (s)					45.0	45.0		61.0			44.0	44.0
Effective Green, g (s)					40.0	40.0		61.0			44.0	44.0
Actuated g/C Ratio					0.35	0.35		0.54			0.39	0.39
Clearance Time (s)												
Lane Grp Cap (vph)					1241	555		1839			1302	610
v/s Ratio Prot					c0.34	0.18		c0.29			c0.23	0.07
v/s Ratio Perm												
v/c Ratio					0.97	0.52		0.54			0.61	0.19
Uniform Delay, d1					36.5	29.4		17.3			28.1	23.2
Progression Factor					1.17	1.22		0.01			1.00	1.00
Incremental Delay, d2					16.6	2.6		0.8			2.1	0.7
Delay (s)					59.4	38.6		0.9			30.2	23.9
Level of Service					E	D		A			C	C
Approach Delay (s)		0.0			54.7			0.9			28.5	
Approach LOS		A			D			A			C	
<b>Intersection Summary</b>												
HCM 2000 Control Delay					32.3							
HCM 2000 Volume to Capacity ratio					0.89							
Actuated Cycle Length (s)					114.0							
Intersection Capacity Utilization					64.3%							
Analysis Period (min)					15							

c Critical Lane Group

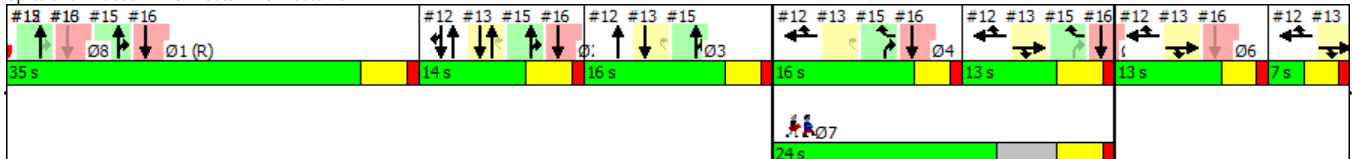


Lane Group	EBT	EBR2	NBT	NBR	SBT	NWR2	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Lane Configurations	↑↑	↑↑	↑↑	↑	↑↑	↑↑							
Traffic Volume (vph)	505	860	895	460	760	1060							
Future Volume (vph)	505	860	895	460	760	1060							
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900							
Storage Length (ft)				100									
Storage Lanes				1									
Taper Length (ft)													
Satd. Flow (prot)	3471	2787	3438	1568	3406	2814							
Flt Permitted													
Satd. Flow (perm)	3471	2787	3438	1568	3406	2814							
Right Turn on Red		Yes				Yes							
Satd. Flow (RTOR)		567				144							
Link Speed (mph)	30		30		30								
Link Distance (ft)	272		380		403								
Travel Time (s)	6.2		8.6		9.2								
Confl. Peds. (#/hr)		2											
Peak Hour Factor	0.96	0.96	0.92	0.79	0.93	0.91							
Heavy Vehicles (%)	4%	2%	5%	3%	6%	1%							
Shared Lane Traffic (%)													
Lane Group Flow (vph)	526	896	973	582	817	1165							
Turn Type	NA	Prot	NA	custom	NA	Perm							
Protected Phases	5 6 8	5 6 8	1 2	1	1 2 3		2	3	4	5	6	7	8
Permitted Phases						2 3 4							
Minimum Split (s)				10.0			19.0	16.0	16.0	13.0	13.0	24.0	9.0
Total Split (s)				35.0			14.0	16.0	16.0	13.0	13.0	24.0	7.0
Total Split (%)				30.7%			12%	14%	14%	11%	11%	21%	6%
Yellow Time (s)				4.0			4.0	3.0	3.0	4.0	3.0	4.0	3.0
All-Red Time (s)				1.0			1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)				0.0									
Total Lost Time (s)				5.0									
Lead/Lag			Lead				Lag	Lead	Lag	Lead		Lag	
Lead-Lag Optimize?													
Act Effct Green (s)	28.0	28.0	44.0	30.0	60.0	41.0							
Actuated g/C Ratio	0.25	0.25	0.39	0.26	0.53	0.36							
v/c Ratio	0.62	0.81	0.73	1.41	0.46	1.06							
Control Delay	29.5	11.6	34.0	233.0	1.1	74.7							
Queue Delay	5.8	1.2	0.0	0.0	0.1	0.0							
Total Delay	35.3	12.8	34.0	233.0	1.2	74.7							
LOS	D	B	C	F	A	E							
Approach Delay	21.1		108.5		1.2								
Approach LOS	C		F		A								
Queue Length 50th (ft)	118	28	317	~574	4	~491							
Queue Length 95th (ft)	192	76	396	#657	5	#640							
Internal Link Dist (ft)	192		300		323								
Turn Bay Length (ft)				100									
Base Capacity (vph)	852	1112	1326	412	1792	1104							
Starvation Cap Reductn	264	75	0	0	203	0							
Spillback Cap Reductn	0	0	0	0	0	0							
Storage Cap Reductn	0	0	0	0	0	0							
Reduced v/c Ratio	0.89	0.86	0.73	1.41	0.51	1.06							

Intersection Summary

Area Type: Other  
 Cycle Length: 114  
 Actuated Cycle Length: 114  
 Offset: 73 (64%), Referenced to phase 1:NBSB, Start of Green  
 Natural Cycle: 130  
 Control Type: Pretimed  
 Maximum v/c Ratio: 1.41  
 Intersection Signal Delay: 57.8  
 Intersection LOS: E  
 Intersection Capacity Utilization Err%  
 ICU Level of Service H  
 Analysis Period (min) 15  
 - Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 13: Route 1A & Route 16





Movement	EBT	EBR2	NBT	NBR	SBT	NWR2
Lane Configurations	↑↑	↑↑	↑↑	↑	↑↑	↑↑
Traffic Volume (vph)	505	860	895	460	760	1060
Future Volume (vph)	505	860	895	460	760	1060
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.95	0.88	0.95	1.00	0.95	0.88
Frb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	0.85
Flt Protected	1.00	1.00	1.00	1.00	1.00	1.00
Satd. Flow (prot)	3471	2787	3438	1568	3406	2814
Flt Permitted	1.00	1.00	1.00	1.00	1.00	1.00
Satd. Flow (perm)	3471	2787	3438	1568	3406	2814
Peak-hour factor, PHF	0.96	0.96	0.92	0.79	0.93	0.91
Adj. Flow (vph)	526	896	973	582	817	1165
RTOR Reduction (vph)	0	443	0	0	0	96
Lane Group Flow (vph)	526	453	973	582	817	1069
Confl. Peds. (#/hr)		2				
Heavy Vehicles (%)	4%	2%	5%	3%	6%	1%
Turn Type	NA	Prot	NA	custom	NA	Perm
Protected Phases	5 6 8	5 6 8	1 2	1	1 2 3	
Permitted Phases						2 3 4
Actuated Green, G (s)	29.0	29.0	44.0	30.0	61.0	42.0
Effective Green, g (s)	25.0	25.0	44.0	30.0	61.0	38.0
Actuated g/C Ratio	0.22	0.22	0.39	0.26	0.54	0.33
Clearance Time (s)				5.0		
Lane Grp Cap (vph)	761	611	1326	412	1822	938
v/s Ratio Prot	0.15	c0.16	0.28	c0.37	0.24	
v/s Ratio Perm						c0.38
v/c Ratio	0.69	0.74	0.73	1.41	0.45	1.14
Uniform Delay, d1	40.9	41.5	30.0	42.0	16.2	38.0
Progression Factor	0.68	0.39	1.00	1.00	0.02	1.00
Incremental Delay, d2	4.9	7.6	3.6	199.6	0.6	75.8
Delay (s)	32.8	23.6	33.6	241.6	1.0	113.8
Level of Service	C	C	C	F	A	F
Approach Delay (s)	27.0		111.5		1.0	
Approach LOS	C		F		A	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			69.6		HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio			1.25			
Actuated Cycle Length (s)			114.0		Sum of lost time (s)	31.0
Intersection Capacity Utilization			Err%		ICU Level of Service	H
Analysis Period (min)			15			
c Critical Lane Group						

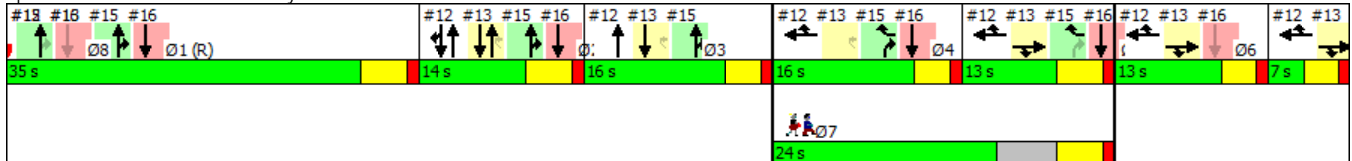


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Lane Configurations		↗↗	↕↕	↖↖										
Traffic Volume (vph)	0	1035	425	1600	0	0								
Future Volume (vph)	0	1035	425	1600	0	0								
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900								
Satd. Flow (prot)	0	2787	3539	2787	0	0								
Fit Permitted														
Satd. Flow (perm)	0	2787	3539	2787	0	0								
Right Turn on Red		Yes		Yes										
Satd. Flow (RTOR)		864		1839										
Link Speed (mph)	30		30			30								
Link Distance (ft)	507		317			245								
Travel Time (s)	11.5		7.2			5.6								
Confl. Peds. (#/hr)		11												
Peak Hour Factor	0.92	0.95	0.91	0.87	0.92	0.92								
Shared Lane Traffic (%)														
Lane Group Flow (vph)	0	1089	467	1839	0	0								
Turn Type		custom	NA	custom										
Protected Phases		4 5	1 2 3 8	1 2 3 4			1	2	3	4	5	6	7	8
Permitted Phases				5 8										
Minimum Split (s)							10.0	19.0	16.0	16.0	13.0	13.0	24.0	9.0
Total Split (s)							35.0	14.0	16.0	16.0	13.0	13.0	24.0	7.0
Total Split (%)							31%	12%	14%	14%	11%	11%	21%	6%
Yellow Time (s)							4.0	4.0	3.0	3.0	4.0	3.0	4.0	3.0
All-Red Time (s)							1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)														
Total Lost Time (s)														
Lead/Lag							Lead	Lag		Lead	Lag	Lead		Lag
Lead-Lag Optimize?														
Act Effct Green (s)		25.0	67.0	96.0										
Actuated g/C Ratio		0.22	0.59	0.84										
v/c Ratio		0.85	0.22	0.70										
Control Delay		15.9	13.4	0.9										
Queue Delay		48.4	1.1	3.6										
Total Delay		64.3	14.5	4.5										
LOS		E	B	A										
Approach Delay	64.3		6.5											
Approach LOS	E		A											
Queue Length 50th (ft)		87	92	0										
Queue Length 95th (ft)		196	m91	m11										
Internal Link Dist (ft)	427		237			165								
Turn Bay Length (ft)														
Base Capacity (vph)		1285	2079	2637										
Starvation Cap Reductn		0	1335	691										
Spillback Cap Reductn		357	918	0										
Storage Cap Reductn		0	0	0										
Reduced v/c Ratio		1.17	0.63	0.95										

Intersection Summary

Area Type: Other  
 Cycle Length: 114  
 Actuated Cycle Length: 114  
 Offset: 73 (64%), Referenced to phase 1:NBSB, Start of Green  
 Natural Cycle: 130  
 Control Type: Pretimed  
 Maximum v/c Ratio: 1.41  
 Intersection Signal Delay: 25.1 Intersection LOS: C  
 Intersection Capacity Utilization 60.1% ICU Level of Service B  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: VFW Parkway





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↑↑	↑↑	↑↑		
Traffic Volume (vph)	0	1035	425	1600	0	0
Future Volume (vph)	0	1035	425	1600	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	5.0	5.0		
Lane Util. Factor		0.88	0.95	0.88		
Frbp, ped/bikes		1.00	1.00	1.00		
Flpb, ped/bikes		1.00	1.00	1.00		
Frt		0.85	1.00	0.85		
Flt Protected		1.00	1.00	1.00		
Satd. Flow (prot)		2787	3539	2787		
Flt Permitted		1.00	1.00	1.00		
Satd. Flow (perm)		2787	3539	2787		
Peak-hour factor, PHF	0.92	0.95	0.91	0.87	0.92	0.92
Adj. Flow (vph)	0	1089	467	1839	0	0
RTOR Reduction (vph)	0	682	0	484	0	0
Lane Group Flow (vph)	0	407	467	1355	0	0
Confl. Peds. (#/hr)		11				
Turn Type		custom	NA	custom		
Protected Phases		4 5	1 2 3 8	1 2 3 4		
Permitted Phases				5 8		
Actuated Green, G (s)		24.0	68.0	88.0		
Effective Green, g (s)		24.0	64.0	84.0		
Actuated g/C Ratio		0.21	0.56	0.74		
Clearance Time (s)						
Lane Grp Cap (vph)		586	1986	2053		
v/s Ratio Prot		c0.15	0.13	c0.42		
v/s Ratio Perm				0.06		
v/c Ratio		0.69	0.24	0.66		
Uniform Delay, d1		41.6	12.6	7.7		
Progression Factor		1.00	1.19	7.90		
Incremental Delay, d2		6.7	0.0	0.2		
Delay (s)		48.3	15.0	60.9		
Level of Service		D	B	E		
Approach Delay (s)	48.3		51.6		0.0	
Approach LOS	D		D		A	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			50.5		HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio			0.71			
Actuated Cycle Length (s)			114.0		Sum of lost time (s)	31.0
Intersection Capacity Utilization			60.1%		ICU Level of Service	B
Analysis Period (min)			15			

c Critical Lane Group

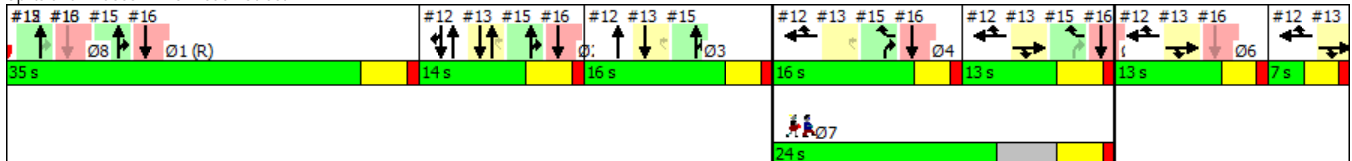


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Lane Configurations		↗			↖	↖								
Traffic Volume (vph)	0	360	0	0	1005	440								
Future Volume (vph)	0	360	0	0	1005	440								
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900								
Satd. Flow (prot)	0	1580	0	0	3539	1583								
Fit Permitted														
Satd. Flow (perm)	0	1547	0	0	3539	1538								
Right Turn on Red		Yes				Yes								
Satd. Flow (RTOR)		324				289								
Link Speed (mph)	30			30	30									
Link Distance (ft)	572			272	244									
Travel Time (s)	13.0			6.2	5.5									
Confl. Peds. (#/hr)		31				17								
Peak Hour Factor	0.92	0.88	0.92	0.92	0.97	0.97								
Heavy Vehicles (%)	2%	4%	2%	2%	2%	2%								
Shared Lane Traffic (%)														
Lane Group Flow (vph)	0	409	0	0	1036	454								
Turn Type		Free			NA	Free								
Protected Phases					1 2 4 5		1	2	3	4	5	6	7	8
Permitted Phases		Free			6 8	Free								
Minimum Split (s)							10.0	19.0	16.0	16.0	13.0	13.0	24.0	9.0
Total Split (s)							35.0	14.0	16.0	16.0	13.0	13.0	24.0	7.0
Total Split (%)							31%	12%	14%	14%	11%	11%	21%	6%
Yellow Time (s)							4.0	4.0	3.0	3.0	4.0	3.0	4.0	3.0
All-Red Time (s)							1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)														
Total Lost Time (s)														
Lead/Lag							Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?														
Act Effect Green (s)		114.0			93.0	114.0								
Actuated g/C Ratio		1.00			0.82	1.00								
v/c Ratio		0.26			0.36	0.30								
Control Delay		0.4			0.6	0.3								
Queue Delay		0.0			0.7	0.0								
Total Delay		0.4			1.3	0.3								
LOS		A			A	A								
Approach Delay	0.4				1.0									
Approach LOS	A				A									
Queue Length 50th (ft)		0			12	0								
Queue Length 95th (ft)		0			m11	m0								
Internal Link Dist (ft)	492			192	164									
Turn Bay Length (ft)														
Base Capacity (vph)		1547			2887	1538								
Starvation Cap Reductn		0			1369	0								
Spillback Cap Reductn		19			45	0								
Storage Cap Reductn		0			0	0								
Reduced v/c Ratio		0.27			0.68	0.30								

**Intersection Summary**

Area Type: Other  
 Cycle Length: 114  
 Actuated Cycle Length: 114  
 Offset: 73 (64%), Referenced to phase 1:NBSB, Start of Green  
 Natural Cycle: 130  
 Control Type: Pretimed  
 Maximum v/c Ratio: 1.41  
 Intersection Signal Delay: 0.8  
 Intersection Capacity Utilization 45.1%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service A  
 m Volume for 95th percentile queue is metered by upstream signal.

**Splits and Phases: 16: Beach Street**







Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↖	↗
Traffic Volume (vph)	0	360	0	0	1005	440
Future Volume (vph)	0	360	0	0	1005	440
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			5.0	4.0
Lane Util. Factor		1.00			0.95	1.00
Frb, ped/bikes		0.98			1.00	0.97
Flpb, ped/bikes		1.00			1.00	1.00
Frt		0.86			1.00	0.85
Flt Protected		1.00			1.00	1.00
Satd. Flow (prot)		1547			3539	1538
Flt Permitted		1.00			1.00	1.00
Satd. Flow (perm)		1547			3539	1538
Peak-hour factor, PHF	0.92	0.88	0.92	0.92	0.97	0.97
Adj. Flow (vph)	0	409	0	0	1036	454
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	409	0	0	1036	454
Confl. Peds. (#/hr)		31				17
Heavy Vehicles (%)	2%	4%	2%	2%	2%	2%
Turn Type		Free			NA	Free
Protected Phases				1 2 4 5		
Permitted Phases		Free			6 8	Free
Actuated Green, G (s)		114.0			84.0	114.0
Effective Green, g (s)		114.0			76.0	114.0
Actuated g/C Ratio		1.00			0.67	1.00
Clearance Time (s)						
Lane Grp Cap (vph)		1547			2514	1538
v/s Ratio Prot					c0.23	
v/s Ratio Perm		0.26			0.06	c0.30
v/c Ratio		0.26			0.41	0.30
Uniform Delay, d1		0.0			8.7	0.0
Progression Factor		1.00			0.14	1.00
Incremental Delay, d2		0.4			0.3	0.3
Delay (s)		0.4			1.5	0.3
Level of Service		A			A	A
Approach Delay (s)	0.4			0.0	1.1	
Approach LOS	A			A	A	
<b>Intersection Summary</b>						
HCM 2000 Control Delay		1.0			HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio		0.47				
Actuated Cycle Length (s)		114.0			Sum of lost time (s)	31.0
Intersection Capacity Utilization		45.1%			ICU Level of Service	A
Analysis Period (min)		15				
c Critical Lane Group						



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↖	↕	↗		↕
Traffic Volume (vph)	0	100	2440	100	0	1630
Future Volume (vph)	0	100	2440	100	0	1630
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	0	1		0	0	
Taper Length (ft)	25				25	
Satd. Flow (prot)	0	1808	3475	0	0	3438
Flt Permitted						
Satd. Flow (perm)	0	1808	3475	0	0	3438
Link Speed (mph)	30		30			30
Link Distance (ft)	1034		925			475
Travel Time (s)	23.5		21.0			10.8
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.83	0.83	0.95	0.95	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	3%	10%	0%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	120	2673	0	0	1663
Sign Control	Stop		Free			Free

**Intersection Summary**

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	83.5%
Analysis Period (min)	15
	ICU Level of Service E

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 7: Route 1A & Waldemar Avenue

2017 Existing Conditions  
 Timing Plan: Evening Peak Hou



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕↗			↕↖
Traffic Volume (veh/h)	0	100	2440	100	0	1630
Future Volume (Veh/h)	0	100	2440	100	0	1630
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.83	0.83	0.95	0.95	0.98	0.98
Hourly flow rate (vph)	0	120	2568	105	0	1663
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked	0.55	0.35			0.35	
vC, conflicting volume	3452	1336			2673	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	559	0			2073	
tC, single (s)	6.8	7.0			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	69			100	
cM capacity (veh/h)	257	381			96	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	120	1712	961	832	832	
Volume Left	0	0	0	0	0	
Volume Right	120	0	105	0	0	
cSH	381	1700	1700	1700	1700	
Volume to Capacity	0.31	1.01	0.57	0.49	0.49	
Queue Length 95th (ft)	33	0	0	0	0	
Control Delay (s)	18.7	0.0	0.0	0.0	0.0	
Lane LOS	C					
Approach Delay (s)	18.7	0.0		0.0		
Approach LOS	C					
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			83.5%		ICU Level of Service	E
Analysis Period (min)			15			

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 8: Route 1A & Tomasello Dr

2017 Existing Conditions  
 Timing Plan: Evening Peak Hou



Lane Group	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	5	5	20	2215	305	15	5	1605
Future Volume (vph)	5	5	20	2215	305	15	5	1605
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	12	11	11	12	11	11
Grade (%)	0%			0%				0%
Storage Length (ft)	0	0	0		0		150	
Storage Lanes	1	1	0		0		1	
Taper Length (ft)	25		25				25	
Satd. Flow (prot)	1925	1723	0	3307	0	0	1745	3355
Flt Permitted	0.950						0.950	
Satd. Flow (perm)	1925	1723	0	3307	0	0	1745	3355
Link Speed (mph)	30			30				30
Link Distance (ft)	5227			475				405
Travel Time (s)	118.8			10.8				9.2
Confl. Peds. (#/hr)					2		2	
Confl. Bikes (#/hr)								
Peak Hour Factor	0.70	0.70	0.99	0.99	0.99	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	4%	1%	0%	0%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0
Parking (#/hr)								
Mid-Block Traffic (%)	0%			0%				0%
Shared Lane Traffic (%)								
Lane Group Flow (vph)	7	7	0	2565	0	0	21	1689
Sign Control	Stop			Free				Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	95.2% ICU Level of Service F
Analysis Period (min)	15



Movement	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Volume (veh/h)	5	5	20	2215	305	15	5	1605
Future Volume (Veh/h)	5	5	20	2215	305	15	5	1605
Sign Control	Stop			Free			Free	
Grade	0%			0%			0%	
Peak Hour Factor	0.70	0.70	0.99	0.99	0.99	0.95	0.95	0.95
Hourly flow rate (vph)	7	7	0	2237	308	0	5	1689
Pedestrians	2							
Lane Width (ft)	14.0							
Walking Speed (ft/s)	4.0							
Percent Blockage	0							
Right turn flare (veh)								
Median type	None				None			
Median storage (veh)								
Upstream signal (ft)								405
pX, platoon unblocked	0.61		0.00			0.00		
vC, conflicting volume	3248	1274	0			0	2547	
vC1, stage 1 conf vol								
vC2, stage 2 conf vol								
vCu, unblocked vol	3407	1274	0			0	2547	
tC, single (s)	6.8	6.9	0.0			0.0	4.1	
tC, 2 stage (s)								
tF (s)	3.5	3.3	0.0			0.0	2.2	
p0 queue free %	0	96	0			0	97	
cM capacity (veh/h)	3	160	0			0	177	
Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2	SB 3	
Volume Total	7	7	1491	1054	5	844	844	
Volume Left	7	0	0	0	5	0	0	
Volume Right	0	7	0	308	0	0	0	
cSH	3	160	1700	1700	177	1700	1700	
Volume to Capacity	2.10	0.04	0.88	0.62	0.03	0.50	0.50	
Queue Length 95th (ft)	47	3	0	0	2	0	0	
Control Delay (s)	2368.8	28.5	0.0	0.0	25.9	0.0	0.0	
Lane LOS	F	D			D			
Approach Delay (s)	1198.6		0.0		0.1			
Approach LOS	F							
Intersection Summary								
Average Delay			4.0					
Intersection Capacity Utilization			95.2%	ICU Level of Service	F			
Analysis Period (min)			15					



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↖	↕	↗	↘	↕
Traffic Volume (vph)	0	105	2210	130	0	1760
Future Volume (vph)	0	105	2210	130	0	1760
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	11	11	11	11
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	0	1		0	0	
Taper Length (ft)	25				25	
Satd. Flow (prot)	0	1757	3299	0	0	3323
Flt Permitted						
Satd. Flow (perm)	0	1757	3299	0	0	3323
Link Speed (mph)	30		30			30
Link Distance (ft)	911		2394			546
Travel Time (s)	20.7		54.4			12.4
Confl. Peds. (#/hr)	1					
Confl. Bikes (#/hr)						
Peak Hour Factor	0.83	0.83	0.96	0.96	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	6%	5%	4%	0%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	127	2437	0	0	1892
Sign Control	Stop		Free			Free

**Intersection Summary**

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	78.4%
Analysis Period (min)	15
	ICU Level of Service D



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕↗			↕↖
Traffic Volume (veh/h)	0	105	2210	130	0	1760
Future Volume (Veh/h)	0	105	2210	130	0	1760
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.83	0.83	0.96	0.96	0.93	0.93
Hourly flow rate (vph)	0	127	2302	135	0	1892
Pedestrians			1			
Lane Width (ft)			11.0			
Walking Speed (ft/s)			4.0			
Percent Blockage			0			
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	3316	1218			2437	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	3316	1218			2437	
tC, single (s)	6.8	7.0			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.4			2.2	
p0 queue free %	100	24			100	
cM capacity (veh/h)	7	167			196	
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>	
Volume Total	127	1535	902	946	946	
Volume Left	0	0	0	0	0	
Volume Right	127	0	135	0	0	
cSH	167	1700	1700	1700	1700	
Volume to Capacity	0.76	0.90	0.53	0.56	0.56	
Queue Length 95th (ft)	121	0	0	0	0	
Control Delay (s)	74.4	0.0	0.0	0.0	0.0	
Lane LOS	F					
Approach Delay (s)	74.4	0.0		0.0		
Approach LOS	F					
<b>Intersection Summary</b>						
Average Delay			2.1			
Intersection Capacity Utilization			78.4%		ICU Level of Service	D
Analysis Period (min)			15			

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 45: Bennington Street & Crescent Ave

2017 Existing Conditions  
 Timing Plan: Evening Peak Hou



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	50	120	630	0	0	400
Future Volume (vph)	50	120	630	0	0	400
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	1		0	0	
Taper Length (ft)	25				25	
Satd. Flow (prot)	1615	1445	3610	0	0	3353
Flt Permitted	0.950					
Satd. Flow (perm)	1615	1445	3610	0	0	3353
Link Speed (mph)	30		30			30
Link Distance (ft)	817		1471			233
Travel Time (s)	18.6		33.4			5.3
Confl. Peds. (#/hr)	1	8				
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.94	0.94	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)	1	1		1		1
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	59	141	670	0	0	455
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	33.5%
Analysis Period (min)	15
	ICU Level of Service A





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	50	120	630	0	0	400
Future Volume (Veh/h)	50	120	630	0	0	400
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.85	0.85	0.94	0.94	0.88	0.88
Hourly flow rate (vph)	59	141	670	0	0	455
Pedestrians			1			8
Lane Width (ft)			12.0			12.0
Walking Speed (ft/s)			4.0			4.0
Percent Blockage			0			1
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						233
pX, platoon unblocked						
vC, conflicting volume	898	343			670	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	898	343			670	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	79	78			100	
cM capacity (veh/h)	282	654			930	

Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	59	141	335	335	228	228
Volume Left	59	0	0	0	0	0
Volume Right	0	141	0	0	0	0
cSH	282	654	1700	1700	1700	1700
Volume to Capacity	0.21	0.22	0.20	0.20	0.13	0.13
Queue Length 95th (ft)	19	20	0	0	0	0
Control Delay (s)	21.1	12.0	0.0	0.0	0.0	0.0
Lane LOS	C	B				
Approach Delay (s)	14.7		0.0		0.0	
Approach LOS	B					

Intersection Summary						
Average Delay			2.2			
Intersection Capacity Utilization			33.5%		ICU Level of Service	A
Analysis Period (min)			15			

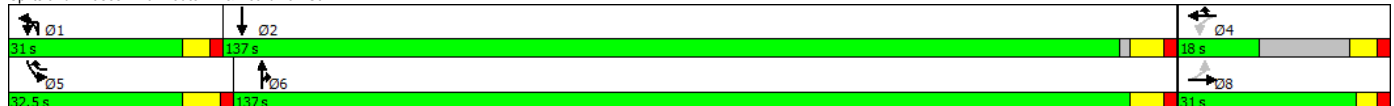


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↖	↖	↖	↗	↗	↖	↗	↖
Traffic Volume (vph)	45	15	120	465	60	135	50	90	1090	170	125	2365	30
Future Volume (vph)	45	15	120	465	60	135	50	90	1090	170	125	2365	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	12	12	10	10	12	11	11	11	11	11	12
Grade (%)		0%			0%				0%			0%	
Storage Length (ft)	130		0	0		250		400		500	380		0
Storage Lanes	1		0	0		1		1		1	1		0
Taper Length (ft)	25			25				25			25		
Satd. Flow (prot)	1504	1473	0	0	1641	1436	0	1519	3172	1446	1544	3292	0
Flt Permitted	0.154				0.390			0.950			0.950		
Satd. Flow (perm)	244	1473	0	0	668	1436	0	1519	3172	1446	1544	3292	0
Right Turn on Red			Yes			No				Yes			Yes
Satd. Flow (RTOR)		107								185			1
Link Speed (mph)		30			30				30			30	
Link Distance (ft)		537			1355				733			925	
Travel Time (s)		12.2			30.8				16.7			21.0	
Confl. Peds. (#/hr)	22						22						
Confl. Bikes (#/hr)													
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	12%	0%	9%	4%	0%	5%	2%	22%	10%	8%	13%	4%	13%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	8	0
Parking (#/hr)													
Mid-Block Traffic (%)		0%			0%				0%			0%	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	49	146	0	0	570	147	0	152	1185	185	136	2604	0
Turn Type	Perm	NA		Perm	NA	pt+ov	Prot	Prot	NA	Prot	Prot	NA	NA
Protected Phases		8			4	4.5	1	1	6	6	5	2	
Permitted Phases	8			4									
Detector Phase	8	8		4	4	4.5	1	1	6	6	5	2	
Switch Phase													
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0	20.0	20.0	6.0	20.0	
Minimum Split (s)	26.0	26.0		12.0	12.0		12.0	12.0	27.0	27.0	13.5	31.0	
Total Split (s)	31.0	31.0		18.0	18.0		31.0	31.0	137.0	137.0	32.5	137.0	
Total Split (%)	15.5%	15.5%		9.0%	9.0%		15.5%	15.5%	68.3%	68.3%	16.2%	68.3%	
Yellow Time (s)	3.0	3.0		4.0	4.0		4.0	4.0	5.0	5.0	5.5	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	
Total Lost Time (s)	5.0	5.0		6.0	6.0		5.0	6.0	6.0	6.0	6.5	6.0	
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?													
Recall Mode	None	None		None	None		None	None	Min	Min	None	Min	
Act Effct Green (s)	26.0	26.0		25.0	53.1		23.3	131.2	131.2	21.6	131.0		
Actuated g/C Ratio	0.13	0.13		0.13	0.27		0.12	0.67	0.67	0.11	0.67		
v/c Ratio	1.53	0.51		6.79	0.38		0.84	0.56	0.18	0.80	1.19		
Control Delay	406.1	30.5		2623.3	61.1		120.3	18.9	1.8	117.4	119.2		
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total Delay	406.1	30.5		2623.3	61.1		120.3	18.9	1.8	117.4	119.2		
LOS	F	C		F	E		F	B	A	F	F		
Approach Delay		124.9		2098.0				26.9				119.1	
Approach LOS		F		F				C				F	
Queue Length 50th (ft)	~90	46		~1430	158		196	417	0	176	~2171		
Queue Length 95th (ft)	#195	131		#1682	230		#311	500	31	260	#2261		
Internal Link Dist (ft)		457		1275				653			845		
Turn Bay Length (ft)	130				250		400		500	380			
Base Capacity (vph)	32	288		84	420		201	2129	1031	204	2222		
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0		
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0		
Storage Cap Reductn	0	0		0	0		0	0	0	0	0		
Reduced v/c Ratio	1.53	0.51		6.79	0.35		0.76	0.56	0.18	0.67	1.17		

Intersection Summary

Area Type: Other  
 Cycle Length: 200.5  
 Actuated Cycle Length: 196.3  
 Natural Cycle: 140  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 6.79  
 Intersection Signal Delay: 366.5  
 Intersection LOS: F  
 Intersection Capacity Utilization 129.5%  
 ICU Level of Service H  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 6: Route 1A & Boardman St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔		↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	45	15	120	465	60	135	50	90	1090	170	125	2365	30
Future Volume (vph)	45	15	120	465	60	135	50	90	1090	170	125	2365	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	11	12	12	10	10	12	11	11	11	11	11	12
Total Lost time (s)	5.0	5.0			6.0	6.0		5.0	6.0	6.0	6.5	6.0	
Lane Util. Factor	1.00	1.00			1.00	1.00		1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00			1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.87			1.00	0.85		1.00	1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00			0.96	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1504	1473			1640	1436		1519	3172	1446	1544	3292	
Flt Permitted	0.15	1.00			0.39	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	244	1473			667	1436		1519	3172	1446	1544	3292	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	49	16	130	505	65	147	54	98	1185	185	136	2571	33
RTOR Reduction (vph)	0	93	0	0	0	0	0	0	0	61	0	0	0
Lane Group Flow (vph)	49	53	0	0	570	147	0	152	1185	124	136	2604	0
Confl. Peds. (#/hr)	22				22								
Heavy Vehicles (%)	12%	0%	9%	4%	0%	5%	2%	22%	10%	8%	13%	4%	13%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	8	0
Turn Type	Perm	NA		Perm	NA	pt+ov	Prot	Prot	NA	Prot	Prot	NA	
Protected Phases		8			4	4 5	1	1	6	6	5	2	
Permitted Phases	8			4									
Actuated Green, G (s)	26.0	26.0			25.0	51.6		22.3	130.2	130.2	20.6	130.0	
Effective Green, g (s)	26.0	26.0			25.0	51.6		23.3	131.2	131.2	21.6	131.0	
Actuated g/C Ratio	0.13	0.13			0.13	0.26		0.12	0.67	0.67	0.11	0.67	
Clearance Time (s)	5.0	5.0			6.0			6.0	7.0	7.0	7.5	7.0	
Vehicle Extension (s)	2.0	2.0			2.0			2.0	4.0	4.0	2.0	4.0	
Lane Grp Cap (vph)	32	195			84	377		180	2120	966	169	2196	
v/s Ratio Prot		0.04				0.10		c0.10	0.37	0.09	0.09	c0.79	
v/s Ratio Perm	0.20				c0.85								
v/c Ratio	1.53	0.27			6.79	0.39		0.84	0.56	0.13	0.80	1.19	
Uniform Delay, d1	85.2	76.6			85.7	59.4		84.7	17.2	11.8	85.3	32.7	
Progression Factor	1.00	1.00			1.00	1.00		1.00	1.00	1.00	1.00	0.99	
Incremental Delay, d2	349.9	0.3			2628.5	0.2		27.7	0.4	0.1	22.4	88.5	
Delay (s)	435.0	76.9			2714.1	59.7		112.4	17.6	11.9	107.7	120.9	
Level of Service	F	E			F	E		F	B	B	F	F	
Approach Delay (s)		166.9			2169.9				26.4			120.2	
Approach LOS		F			F				C			F	
<b>Intersection Summary</b>													
HCM 2000 Control Delay		378.4			HCM 2000 Level of Service			F					
HCM 2000 Volume to Capacity ratio		1.94											
Actuated Cycle Length (s)		196.3			Sum of lost time (s)			19.5					
Intersection Capacity Utilization		129.5%			ICU Level of Service			H					
Analysis Period (min)		15											

c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Traffic Volume (vph)	55	15	5	0	0	0	0	1235	5	0	2355	0
Future Volume (vph)	55	15	5	0	0	0	0	1235	5	0	2355	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	12	12	12	11	11	11	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		
Satd. Flow (prot)	0	1522	0	0	0	0	0	3220	0	0	3323	0
Flt Permitted		0.964										
Satd. Flow (perm)	0	1522	0	0	0	0	0	3220	0	0	3323	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1						1				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		122			363			405			225	
Travel Time (s)		2.8			8.3			9.2			5.1	
Confl. Peds. (#/hr)			1	1					2	2		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	20%	93%	33%	2%	2%	2%	0%	8%	80%	0%	5%	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%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	81	0	0	0	0	0	1347	0	0	2560	0
Turn Type	Perm	NA						NA			NA	
Protected Phases		2						1			1	
Permitted Phases	2											
Detector Phase	2	2						1			1	
Switch Phase												
Minimum Initial (s)	10.0	10.0						20.0			20.0	
Minimum Split (s)	16.0	16.0						27.0			27.0	
Total Split (s)	36.0	36.0						55.0			55.0	
Total Split (%)	39.6%	39.6%						60.4%			60.4%	
Yellow Time (s)	4.0	4.0						5.0			5.0	
All-Red Time (s)	2.0	2.0						2.0			2.0	
Lost Time Adjust (s)		0.0						0.0			0.0	
Total Lost Time (s)		6.0						7.0			7.0	
Lead/Lag	Lag	Lag						Lead			Lead	
Lead-Lag Optimize?												
Recall Mode	None	None						Max			Max	
Act Effect Green (s)		11.0						52.5			52.5	
Actuated g/C Ratio		0.15						0.73			0.73	
v/c Ratio		0.35						0.57			1.05	
Control Delay		31.4						7.5			50.3	
Queue Delay		0.0						0.0			0.0	
Total Delay		31.4						7.5			50.3	
LOS		C						A			D	
Approach Delay		31.4						7.5			50.3	
Approach LOS		C						A			D	
Queue Length 50th (ft)		32						143			~704	
Queue Length 95th (ft)		71						235			#906	
Internal Link Dist (ft)		42			283			325			145	
Turn Bay Length (ft)												
Base Capacity (vph)		636						2356			2431	
Starvation Cap Reductn		0						0			0	
Spillback Cap Reductn		0						0			0	
Storage Cap Reductn		0						0			0	
Reduced v/c Ratio		0.13						0.57			1.05	

Intersection Summary

Area Type: Other  
 Cycle Length: 91  
 Actuated Cycle Length: 71.8  
 Natural Cycle: 90  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 1.05  
 Intersection Signal Delay: 35.5  
 Intersection Capacity Utilization 84.3%  
 Analysis Period (min) 15  
 Intersection LOS: D  
 ICU Level of Service E  
 - Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 9: Route 1A & Jughandle





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔						↔			↔	
Traffic Volume (vph)	55	15	5	0	0	0	0	1235	5	0	2355	0
Future Volume (vph)	55	15	5	0	0	0	0	1235	5	0	2355	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	12	12	12	11	11	11	11	11	11
Total Lost time (s)		6.0						7.0			7.0	
Lane Util. Factor		1.00						0.95			0.95	
Ftprb, ped/bikes		1.00						1.00			1.00	
Fltprb, ped/bikes		1.00						1.00			1.00	
Frt		0.99						1.00			1.00	
Flt Protected		0.96						1.00			1.00	
Satd. Flow (prot)		1521						3221			3323	
Flt Permitted		0.96						1.00			1.00	
Satd. Flow (perm)		1521						3221			3323	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	60	16	5	0	0	0	0	1342	5	0	2560	0
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	80	0	0	0	0	0	1347	0	0	2560	0
Confl. Peds. (#/hr)			1	1					2	2		
Heavy Vehicles (%)	20%	93%	33%	2%	2%	2%	0%	8%	80%	0%	5%	0%
Turn Type	Perm	NA						NA			NA	
Protected Phases		2						1			1	
Permitted Phases	2											
Actuated Green, G (s)		8.9						51.1			51.1	
Effective Green, g (s)		8.9						51.1			51.1	
Actuated g/C Ratio		0.12						0.70			0.70	
Clearance Time (s)		6.0						7.0			7.0	
Vehicle Extension (s)		4.0						4.0			4.0	
Lane Grp Cap (vph)		185						2254			2326	
v/s Ratio Prot								0.42			c0.77	
v/s Ratio Perm		0.05										
v/c Ratio		0.43						0.60			1.10	
Uniform Delay, d1		29.7						5.6			10.9	
Progression Factor		1.00						1.00			1.00	
Incremental Delay, d2		2.2						1.2			52.6	
Delay (s)		31.9						6.8			63.5	
Level of Service		C						A			E	
Approach Delay (s)		31.9			0.0			6.8			63.5	
Approach LOS		C			A			A			E	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			43.7									D
HCM 2000 Volume to Capacity ratio			1.00									
Actuated Cycle Length (s)			73.0					Sum of lost time (s)		13.0		
Intersection Capacity Utilization			84.3%					ICU Level of Service		E		
Analysis Period (min)			15									
c Critical Lane Group												



Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↓	↑↑↑		
Traffic Volume (vph)	1095	260	30	295	1460	0	0
Future Volume (vph)	1095	260	30	295	1460	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	9	11	12	12
Grade (%)	0%				0%	0%	
Storage Length (ft)		500		130		0	0
Storage Lanes		0		1		0	0
Taper Length (ft)				25		25	
Satd. Flow (prot)	4676	0	0	1590	4855	0	0
Flt Permitted				0.950			
Satd. Flow (perm)	4676	0	0	1587	4855	0	0
Right Turn on Red		Yes					Yes
Satd. Flow (RTOR)	180						
Link Speed (mph)	30				30	30	
Link Distance (ft)	572				1857	345	
Travel Time (s)	13.0				42.2	7.8	
Confl. Peds. (#/hr)		7	2	7			
Confl. Bikes (#/hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	6%	4%	2%	3%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	2	0	0
Parking (#/hr)							
Mid-Block Traffic (%)	0%				0%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	1473	0	0	354	1587	0	0
Turn Type	NA		Prot	Prot	NA		
Protected Phases	2		1	1	1 2		
Permitted Phases							
Detector Phase	2		1	1	1 2		
Switch Phase							
Minimum Initial (s)	8.0		8.0	8.0			
Minimum Split (s)	13.0		13.0	13.0			
Total Split (s)	24.0		17.0	17.0			
Total Split (%)	58.5%		41.5%	41.5%			
Yellow Time (s)	3.5		3.5	3.5			
All-Red Time (s)	1.5		1.5	1.5			
Lost Time Adjust (s)	0.0			0.0			
Total Lost Time (s)	5.0			5.0			
Lead/Lag	Lag		Lead	Lead			
Lead-Lag Optimize?							
Recall Mode	Min		None	None			
Act Effect Green (s)	19.0			12.0	41.0		
Actuated g/C Ratio	0.46			0.29	1.00		
v/c Ratio	0.65			0.76	0.33		
Control Delay	9.0			27.7	0.2		
Queue Delay	0.0			0.0	0.0		
Total Delay	9.0			27.7	0.2		
LOS	A			C	A		
Approach Delay	9.0				5.2		
Approach LOS	A				A		
Queue Length 50th (ft)	72			73	0		
Queue Length 95th (ft)	109			#179	0		
Internal Link Dist (ft)	492				1777	265	
Turn Bay Length (ft)				130			
Base Capacity (vph)	2263			465	4855		
Starvation Cap Reductn	0			0	0		
Spillback Cap Reductn	0			0	0		
Storage Cap Reductn	0			0	0		
Reduced v/c Ratio	0.65			0.76	0.33		

**Intersection Summary**

Area Type: Other  
 Cycle Length: 41  
 Actuated Cycle Length: 41  
 Natural Cycle: 40  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.76  
 Intersection Signal Delay: 6.8  
 Intersection Capacity Utilization 53.4%  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 11: Route 1A on-ramp & Route 145





Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↓	↑↑↑		
Traffic Volume (vph)	1095	260	30	295	1460	0	0
Future Volume (vph)	1095	260	30	295	1460	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	12	9	11	12	12
Total Lost time (s)	5.0			5.0	5.0		
Lane Util. Factor	0.91			1.00	0.91		
Ft <sub>pb</sub> , ped/bikes	0.99			1.00	1.00		
Ft <sub>pb</sub> , ped/bikes	1.00			1.00	1.00		
Ft <sub>t</sub>	0.97			1.00	1.00		
Ft <sub>t</sub> Protected	1.00			0.95	1.00		
Satd. Flow (prot)	4677			1590	4855		
Ft <sub>t</sub> Permitted	1.00			0.95	1.00		
Satd. Flow (perm)	4677			1590	4855		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1190	283	33	321	1587	0	0
RTOR Reduction (vph)	97	0	0	0	0	0	0
Lane Group Flow (vph)	1376	0	0	354	1587	0	0
Confl. Peds. (#/hr)		7	2	7			
Heavy Vehicles (%)	3%	6%	4%	2%	3%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	2	0	0
Turn Type	NA		Prot	Prot	NA		
Protected Phases	2		1	1	1 2		
Permitted Phases							
Actuated Green, G (s)	19.0			12.0	41.0		
Effective Green, g (s)	19.0			12.0	41.0		
Actuated g/C Ratio	0.46			0.29	1.00		
Clearance Time (s)	5.0			5.0			
Vehicle Extension (s)	2.0			2.0			
Lane Grp Cap (vph)	2167			465	4855		
v/s Ratio Prot	c0.29			c0.22	0.33		
v/s Ratio Perm							
v/c Ratio	0.64			0.76	0.33		
Uniform Delay, d1	8.4			13.2	0.0		
Progression Factor	1.00			1.00	1.00		
Incremental Delay, d2	0.5			6.5	0.0		
Delay (s)	8.8			19.7	0.0		
Level of Service	A			B	A		
Approach Delay (s)	8.8				3.6	0.0	
Approach LOS	A				A	A	
<b>Intersection Summary</b>							
HCM 2000 Control Delay			5.9		HCM 2000 Level of Service		A
HCM 2000 Volume to Capacity ratio			0.68				
Actuated Cycle Length (s)			41.0		Sum of lost time (s)		10.0
Intersection Capacity Utilization			53.4%		ICU Level of Service		A
Analysis Period (min)			15				

c Critical Lane Group

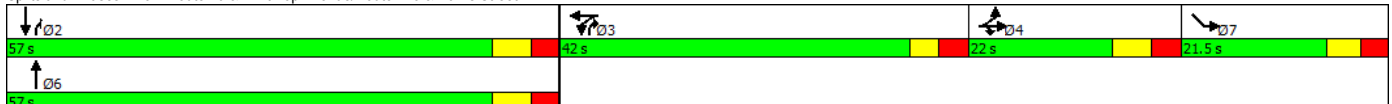


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBT	SBR	SEL	SER
Lane Configurations		↕↕	↗	↖↖	↖			↕↕	↗	↕↖		↖↖	
Traffic Volume (vph)	25	275	25	945	360	65	90	455	875	430	5	205	20
Future Volume (vph)	25	275	25	945	360	65	90	455	875	430	5	205	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	16	12	12	12	12	12	14	16	12	12	12
Grade (%)		0%			0%			0%		0%		0%	
Storage Length (ft)	50		0	0		0			0		0	0	0
Storage Lanes	1		1	2		0			1		0	1	0
Taper Length (ft)	25			25								25	
Satd. Flow (prot)	0	3266	1746	3400	1744	0	0	3471	1656	3889	0	1742	0
Flt Permitted		0.996		0.950								0.956	
Satd. Flow (perm)	0	3265	1746	3364	1744	0	0	3471	1656	3889	0	1742	0
Right Turn on Red			Yes				No		Yes				
Satd. Flow (RTOR)			126						80				
Link Speed (mph)		30			30			30		30		30	
Link Distance (ft)		485			572			480		673		302	
Travel Time (s)		11.0			13.0			10.9		15.3		6.9	
Confl. Peds. (#/hr)	4		5	5			4				3		5
Confl. Bikes (#/hr)						1	1						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	4%	3%	4%	3%	1%	4%	4%	5%	0%	3%	0%
Bus Blockages (#/hr)	0	0	2	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)													1
Mid-Block Traffic (%)		0%			0%			0%		0%		0%	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	326	27	1027	560	0	0	495	951	472	0	245	0
Turn Type	Split	NA	Prot	Split	NA			NA	custom	NA		Prot	
Protected Phases	4	4	4	3	3			6	2 3	2		7	
Permitted Phases													
Detector Phase	4	4	4	3	3			6	2 3	2		7	
Switch Phase													
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0			8.0		8.0		8.0	
Minimum Split (s)	20.0	20.0	20.0	28.0	28.0			15.0		20.0		20.0	
Total Split (s)	22.0	22.0	22.0	42.0	42.0			57.0		57.0		21.5	
Total Split (%)	15.4%	15.4%	15.4%	29.5%	29.5%			40.0%		40.0%		15.1%	
Yellow Time (s)	4.0	4.0	4.0	3.0	3.0			4.0		4.0		3.5	
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0			3.0		3.0		3.0	
Lost Time Adjust (s)		-1.0	-1.0	-1.0	-1.0			-1.0		-1.0		-1.0	
Total Lost Time (s)		6.0	6.0	5.0	5.0			6.0		6.0		5.5	
Lead/Lag	Lag	Lag	Lag	Lead	Lead								
Lead-Lag Optimize?													
Recall Mode	None	None	None	None	None			Min		Min		None	
Act Effect Green (s)	16.0	16.0	16.0	37.0	37.0			50.4	92.4	50.4		16.0	
Actuated g/C Ratio	0.11	0.11	0.11	0.26	0.26			0.36	0.65	0.36		0.11	
v/c Ratio	0.89	0.09	1.16	1.23	1.23			0.40	0.86	0.34		1.25	
Control Delay	87.5	0.6	130.2	166.5	166.5			35.6	27.6	34.4		197.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0	
Total Delay	87.5	0.6	130.2	166.5	166.5			35.6	27.6	34.4		197.6	
LOS	F	A	F	F	F			D	C	C		F	
Approach Delay	80.8			143.0	143.0			30.3		34.4		197.6	
Approach LOS	F			F	F			C		C		F	
Queue Length 50th (ft)	159	0	~580	~642	~642			180	611	167		~283	
Queue Length 95th (ft)	#247	0	#715	#873	#873			231	871	215		#460	
Internal Link Dist (ft)	405			492	492			400		593		222	
Turn Bay Length (ft)													
Base Capacity (vph)		368	308	886	454			1247	1099	1397		196	
Starvation Cap Reductn		0	0	0	0			0	0	0		0	
Spillback Cap Reductn		0	0	0	0			0	0	0		0	
Storage Cap Reductn		0	0	0	0			0	0	0		0	
Reduced v/c Ratio		0.89	0.09	1.16	1.23			0.40	0.87	0.34		1.25	

Intersection Summary

Area Type: Other  
 Cycle Length: 142.5  
 Actuated Cycle Length: 141.9  
 Natural Cycle: 110  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 1.25  
 Intersection Signal Delay: 88.7  
 Intersection LOS: F  
 Intersection Capacity Utilization 81.2%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 31: Route 16 & Winthrop Avenue/Route 145 & Harris Street



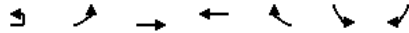




Movement	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBT	SBR	SEL	SER
Lane Configurations		↔↑	↔↑	↔↑	↔↑	↔↑		↑↑	↔↑	↔↑		↔↑	
Traffic Volume (vph)	25	275	25	945	360	65	90	455	875	430	5	205	20
Future Volume (vph)	25	275	25	945	360	65	90	455	875	430	5	205	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	10	16	12	12	12	12	12	14	16	12	12	12
Total Lost time (s)		6.0	6.0	5.0	5.0			6.0	6.0	6.0		5.5	
Lane Util. Factor		0.95	1.00	0.97	1.00			0.95	1.00	0.95		1.00	
Frb, ped/bikes		1.00	1.00	1.00	0.99			1.00	1.00	1.00		1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00	
Frt		1.00	0.85	1.00	0.95			1.00	0.85	1.00		0.99	
Flt Protected		1.00	1.00	0.95	1.00			1.00	1.00	1.00		0.96	
Satd. Flow (prot)		3266	1746	3400	1744			3471	1656	3891		1743	
Flt Permitted		1.00	1.00	0.95	1.00			1.00	1.00	1.00		0.96	
Satd. Flow (perm)		3266	1746	3400	1744			3471	1656	3891		1743	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	299	27	1027	391	71	98	495	951	467	5	223	22
RTOR Reduction (vph)	0	0	24	0	0	0	0	0	27	0	0	0	0
Lane Group Flow (vph)	0	326	3	1027	560	0	0	495	924	472	0	245	0
Confl. Peds. (#/hr)	4		5	5				4			3		5
Confl. Bikes (#/hr)						1							1
Heavy Vehicles (%)	0%	3%	4%	3%	4%	3%	1%	4%	4%	5%	0%	3%	0%
Bus Blockages (#/hr)	0	0	2	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)													1
Turn Type	Split	NA	Prot	Split	NA			NA	custom	NA		Prot	
Protected Phases	4	4	4	3	3			6	2 3	2		7	
Permitted Phases													
Actuated Green, G (s)		15.0	15.0	36.0	36.0			49.4	92.4	49.4		15.0	
Effective Green, g (s)		16.0	16.0	37.0	37.0			50.4	93.4	50.4		16.0	
Actuated g/C Ratio		0.11	0.11	0.26	0.26			0.36	0.66	0.36		0.11	
Clearance Time (s)		7.0	7.0	6.0	6.0			7.0		7.0		6.5	
Vehicle Extension (s)		3.0	3.0	3.0	3.0			3.0		3.0		3.0	
Lane Grp Cap (vph)		368	196	886	454			1232	1089	1382		196	
v/s Ratio Prot		c0.10	0.00	0.30	c0.32			0.14	c0.56	0.12		c0.14	
v/s Ratio Perm													
v/c Ratio		0.89	0.02	1.16	1.23			0.40	0.85	0.34		1.25	
Uniform Delay, d1		62.1	56.0	52.5	52.5			34.4	18.8	33.6		63.0	
Progression Factor		1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00	
Incremental Delay, d2		21.6	0.0	84.2	123.0			0.2	6.3	0.1		147.5	
Delay (s)		83.6	56.0	136.6	175.4			34.6	25.1	33.7		210.5	
Level of Service		F	E	F	F			C	C	C		F	
Approach Delay (s)		81.5			150.3			28.3		33.7		210.5	
Approach LOS		F			F			C		C		F	

Intersection Summary				
HCM 2000 Control Delay		91.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio		1.05		
Actuated Cycle Length (s)		141.9	Sum of lost time (s)	22.5
Intersection Capacity Utilization		81.2%	ICU Level of Service	D
Analysis Period (min)		15		

c Critical Lane Group



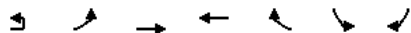
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR	Ø2	Ø3	Ø9
Lane Configurations		↔	↕↕↕	↕↕↕	↔	↕	↕			
Traffic Volume (vph)	5	290	960	1190	90	130	290			
Future Volume (vph)	5	290	960	1190	90	130	290			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	12	11	11	11	12	15	12			
Grade (%)			0%	0%		0%				
Storage Length (ft)		120			0	0	150			
Storage Lanes		1			0	1	1			
Taper Length (ft)		25				25				
Satd. Flow (prot)	0	1686	4855	4804	0	1947	1583			
Flt Permitted		0.950				0.950				
Satd. Flow (perm)	0	1686	4855	4804	0	1947	1583			
Right Turn on Red					Yes		Yes			
Satd. Flow (RTOR)				16			315			
Link Speed (mph)			30	30		30				
Link Distance (ft)			1857	236		865				
Travel Time (s)			42.2	5.4		19.7				
Confl. Peds. (#/hr)										
Confl. Bikes (#/hr)					1					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Growth Factor	100%	100%	100%	100%	100%	100%	100%			
Heavy Vehicles (%)	33%	3%	3%	3%	4%	2%	2%			
Bus Blockages (#/hr)	0	0	2	0	0	0	0			
Parking (#/hr)										
Mid-Block Traffic (%)			0%	0%		0%				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	320	1043	1391	0	141	315			
Turn Type	Prot	Prot	NA	NA		Prot	Prot			
Protected Phases	5	5	2 3 5	2 3		7	7	2	3	9
Permitted Phases										
Detector Phase	5	5	2 3 5	2 3		7	7			
Switch Phase										
Minimum Initial (s)	1.0	1.0				4.0	4.0	20.0	8.0	4.0
Minimum Split (s)	20.0	20.0				8.0	8.0	26.0	13.0	22.0
Total Split (s)	20.0	20.0				9.0	9.0	26.0	13.0	22.0
Total Split (%)	22.2%	22.2%				10.0%	10.0%	29%	14%	24%
Yellow Time (s)	3.0	3.0				3.5	3.5	4.0	4.0	3.5
All-Red Time (s)	1.0	1.0				0.5	0.5	2.0	1.0	0.5
Lost Time Adjust (s)		-1.0				-1.0	-1.0			
Total Lost Time (s)		3.0				3.0	3.0			
Lead/Lag	Lag	Lag				Lead	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes				Yes	Yes			
Recall Mode	None	None				None	None	Min	None	None
Act Effct Green (s)		17.2	55.7	35.4		6.1	6.1			
Actuated g/C Ratio		0.24	0.77	0.49		0.08	0.08			
v/c Ratio		0.80	0.28	0.59		0.87	0.75			
Control Delay		44.7	3.7	16.8		80.1	17.5			
Queue Delay		0.0	0.0	0.9		58.7	0.0			
Total Delay		44.7	3.7	17.7		138.8	17.5			
LOS		D	A	B		F	B			
Approach Delay			13.3	17.7		55.0				
Approach LOS			B	B		D				
Queue Length 50th (ft)		123	23	161		59	0			
Queue Length 95th (ft)		#354	123	324		#208	#117			
Internal Link Dist (ft)			1777	156		785				
Turn Bay Length (ft)		120					150			
Base Capacity (vph)		400	3734	2360		163	421			
Starvation Cap Reductn		0	0	626		0	0			
Spillback Cap Reductn		0	8	0		46	0			
Storage Cap Reductn		0	0	0		0	0			
Reduced v/c Ratio		0.80	0.28	0.80		1.21	0.75			

Intersection Summary

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 72.4  
 Natural Cycle: 90  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.87  
 Intersection Signal Delay: 21.1  
 Intersection Capacity Utilization 69.3%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service C  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 38: Route 145/Winthrop Ave & N Shore Rd





Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↑↑↑	↑↑↑		↔	↔
Traffic Volume (vph)	5	290	960	1190	90	130	290
Future Volume (vph)	5	290	960	1190	90	130	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	11	11	12	15	12
Total Lost time (s)		3.0	4.0	4.0		3.0	3.0
Lane Util. Factor		1.00	0.91	0.91		1.00	1.00
Ft <sub>pb</sub> , ped/bikes		1.00	1.00	1.00		1.00	1.00
Ft <sub>pb</sub> , ped/bikes		1.00	1.00	1.00		1.00	1.00
Ft <sub>t</sub>		1.00	1.00	0.99		1.00	0.85
Ft <sub>t</sub> Protected		0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)		1686	4855	4806		1947	1583
Ft <sub>t</sub> Permitted		0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)		1686	4855	4806		1947	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	315	1043	1293	98	141	315
RTOR Reduction (vph)	0	0	0	8	0	0	290
Lane Group Flow (vph)	0	320	1043	1383	0	141	25
Confl. Bikes (#/hr)					1		
Heavy Vehicles (%)	33%	3%	3%	3%	4%	2%	2%
Bus Blockages (#/hr)	0	0	2	0	0	0	0
Turn Type	Prot	Prot	NA	NA		Prot	Prot
Protected Phases	5	5	2 3 5	2 3		7	7
Permitted Phases							
Actuated Green, G (s)		16.2	55.6	34.4		5.1	5.1
Effective Green, g (s)		17.2	54.6	36.4		6.1	6.1
Actuated g/C Ratio		0.23	0.72	0.48		0.08	0.08
Clearance Time (s)		4.0				4.0	4.0
Vehicle Extension (s)		3.0				3.0	3.0
Lane Grp Cap (vph)		383	3506	2314		157	127
v/s Ratio Prot		c0.19	0.21	c0.29		c0.07	0.02
v/s Ratio Perm							
v/c Ratio		0.84	0.30	0.60		0.90	0.20
Uniform Delay, d1		27.9	3.7	14.3		34.4	32.5
Progression Factor		1.00	1.00	1.08		1.00	1.00
Incremental Delay, d2		14.5	0.1	0.5		43.0	0.8
Delay (s)		42.4	3.8	15.9		77.4	33.2
Level of Service		D	A	B		E	C
Approach Delay (s)			12.8	15.9		46.9	
Approach LOS			B	B		D	

Intersection Summary			
HCM 2000 Control Delay	19.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	75.6	Sum of lost time (s)	18.0
Intersection Capacity Utilization	69.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

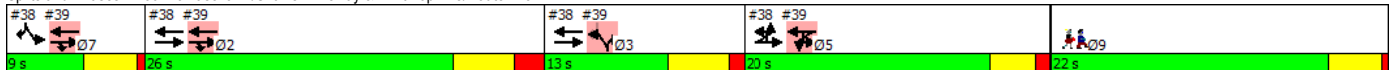


Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø2	Ø7	Ø9
Lane Configurations		↑↑	↑		↓	↑↑↑		↑↑		↑			↑			
Traffic Volume (vph)	0	955	135	5	195	1225	0	50	0	45	0	0	5			
Future Volume (vph)	0	955	135	5	195	1225	0	50	0	45	0	0	5			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	12	11	11	12	9	11	12	10	12	12	12	12	16			
Grade (%)		0%				0%			0%			0%				
Storage Length (ft)	0		0		100		0	0		100	0		0			
Storage Lanes	0		1		1		0	1		1	0		1			
Taper Length (ft)	25				25			25			25					
Satd. Flow (prot)	0	3388	1501	0	1593	4903	0	2944	0	1615	0	0	1826			
Flt Permitted					0.950			0.950								
Satd. Flow (perm)	0	3388	1501	0	1593	4903	0	2944	0	1615	0	0	1826			
Right Turn on Red			No				Yes			No			No			
Satd. Flow (RTOR)																
Link Speed (mph)		30				30			30				30			
Link Distance (ft)		236				635			1415				589			
Travel Time (s)		5.4				14.4			32.2				13.4			
Confl. Peds. (#/hr)																
Confl. Bikes (#/hr)							1									
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%			
Heavy Vehicles (%)	0%	3%	4%	0%	2%	2%	0%	11%	0%	0%	2%	2%	2%			
Bus Blockages (#/hr)	0	0	0	0	0	0	2	0	0	0	0	0	0			
Parking (#/hr)																
Mid-Block Traffic (%)		0%				0%			0%				0%			
Shared Lane Traffic (%)																
Lane Group Flow (vph)	0	1038	147	0	217	1332	0	54	0	49	0	0	5			
Turn Type		NA	Prot	Prot	Prot	NA		Prot		Prot			Perm			
Protected Phases		2 7	2 7	5	5	2 5 7		3		3				2	7	9
Permitted Phases																3
Detector Phase		2 7	2 7	5	5	2 5 7		3		3						3
Switch Phase																
Minimum Initial (s)				1.0	1.0			8.0		8.0			8.0	20.0	4.0	4.0
Minimum Split (s)				20.0	20.0			13.0		13.0			13.0	26.0	8.0	22.0
Total Split (s)				20.0	20.0			13.0		13.0			13.0	26.0	9.0	22.0
Total Split (%)				22.2%	22.2%			14.4%		14.4%			14.4%	29%	10%	24%
Yellow Time (s)				3.0	3.0			4.0		4.0			4.0	4.0	3.5	3.5
All-Red Time (s)				1.0	1.0			1.0		1.0			1.0	2.0	0.5	0.5
Lost Time Adjust (s)						-1.0		-1.0		-1.0			-1.0			
Total Lost Time (s)						3.0		4.0		4.0			4.0			
Lead/Lag				Lag	Lag			Lead		Lead			Lead	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes										Yes	
Recall Mode				None	None			None		None			None	Min	None	None
Act Effct Green (s)		31.4	29.4		17.2	51.0		9.1		9.1			9.1			
Actuated g/C Ratio		0.43	0.41		0.24	0.70		0.13		0.13			0.13			
v/c Ratio		0.71	0.24		0.57	0.39		0.15		0.24			0.02			
Control Delay		17.4	13.9		33.6	4.5		31.8		34.6			32.0			
Queue Delay		2.1	0.6		0.0	0.1		0.0		0.0			0.0			
Total Delay		19.5	14.5		33.6	4.5		31.8		34.6			32.0			
LOS		B	B		C	A		C		C			C			
Approach Delay		18.9				8.6			33.1				32.0			
Approach LOS		B				A			C				C			
Queue Length 50th (ft)		128	33		79	51		10		19			2			
Queue Length 95th (ft)		m#408	m59		#218	114		32		62			13			
Internal Link Dist (ft)		156				555			1335				509			
Turn Bay Length (ft)					100					100						
Base Capacity (vph)		1468	609		378	3454		370		203			229			
Starvation Cap Reductn		281	220		0	0		0		0			0			
Spillback Cap Reductn		0	0		0	505		0		0			0			
Storage Cap Reductn		0	0		0	0		0		0			0			
Reduced v/c Ratio		0.87	0.38		0.57	0.45		0.15		0.24			0.02			

Intersection Summary

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 72.4  
 Natural Cycle: 90  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.87  
 Intersection Signal Delay: 13.8 Intersection LOS: B  
 Intersection Capacity Utilization 54.1% ICU Level of Service A  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 39: Tomasello Dr/Shaws Driveway & Winthrop Ave/Route 145





Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑		↓	↑↑↑		↓		↑			↑
Traffic Volume (vph)	0	955	135	5	195	1225	0	50	0	45	0	0	5
Future Volume (vph)	0	955	135	5	195	1225	0	50	0	45	0	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	11	12	9	11	12	10	12	12	12	12	16
Total Lost time (s)		4.0	6.0		3.0	4.0		4.0		4.0			4.0
Lane Util. Factor		0.95	1.00		1.00	0.91		0.97		1.00			1.00
Frbp, ped/bikes		1.00	1.00		1.00	1.00		1.00		1.00			1.00
Flpb, ped/bikes		1.00	1.00		1.00	1.00		1.00		1.00			1.00
Frt		1.00	0.85		1.00	1.00		1.00		0.85			0.86
Flt Protected		1.00	1.00		0.95	1.00		0.95		1.00			1.00
Satd. Flow (prot)		3388	1501		1593	4903		2944		1615			1826
Flt Permitted		1.00	1.00		0.95	1.00		0.95		1.00			1.00
Satd. Flow (perm)		3388	1501		1593	4903		2944		1615			1826
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1038	147	5	212	1332	0	54	0	49	0	0	5
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1038	147	0	217	1332	0	54	0	49	0	0	5
Confl. Bikes (#/hr)								1					
Heavy Vehicles (%)	0%	3%	4%	0%	2%	2%	0%	11%	0%	0%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	2	0	0	0	0	0	0	0
Turn Type	NA	Prot	Prot	Prot	NA		Prot		Prot				Perm
Protected Phases	2 7	2 7		5	2 5 7		3		3				
Permitted Phases													3
Actuated Green, G (s)		29.4	29.4		16.2	45.6		8.1		8.1			8.1
Effective Green, g (s)		29.4	25.4		17.2	47.6		9.1		9.1			9.1
Actuated g/C Ratio		0.39	0.34		0.23	0.63		0.12		0.12			0.12
Clearance Time (s)					4.0			5.0		5.0			5.0
Vehicle Extension (s)					3.0			4.0		4.0			4.0
Lane Grp Cap (vph)		1317	504		362	3087		354		194			219
v/s Ratio Prot		c0.31	0.10		c0.14	0.27		0.02		c0.03			
v/s Ratio Perm													0.00
v/c Ratio		0.79	0.29		0.60	0.43		0.15		0.25			0.02
Uniform Delay, d1		20.4	18.5		26.1	7.1		29.8		30.2			29.3
Progression Factor		0.76	0.79		1.00	1.00		1.00		1.00			1.00
Incremental Delay, d2		3.2	0.4		2.7	0.1		0.3		0.9			0.1
Delay (s)		18.6	14.9		28.8	7.3		30.1		31.1			29.4
Level of Service		B	B		C	A		C		C			C
Approach Delay (s)		18.2				10.3			30.6			29.4	
Approach LOS		B				B			C			C	
<b>Intersection Summary</b>													
HCM 2000 Control Delay			14.3			HCM 2000 Level of Service							B
HCM 2000 Volume to Capacity ratio			0.67										
Actuated Cycle Length (s)			75.6			Sum of lost time (s)			22.0				
Intersection Capacity Utilization			54.1%			ICU Level of Service			A				
Analysis Period (min)			15										

c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø2
Lane Configurations		↔		↔	↔	↔		↔	↔	↔	↔		
Traffic Volume (vph)	40	155	20	405	285	155	25	120	240	150	550	100	
Future Volume (vph)	40	155	20	405	285	155	25	120	240	150	550	100	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	10	16	12	10	12	12	10	12	
Grade (%)		0%			0%			0%			0%		
Storage Length (ft)	0		150	250		305	0		0	0		0	
Storage Lanes	0		0	1		0	0		1	1		0	
Taper Length (ft)	25			25			25			25			
Satd. Flow (prot)	0	1371	0	1498	1459	1540	0	1436	1193	1504	1513	0	
Flt Permitted		0.850		0.950	0.991			0.249		0.541			
Satd. Flow (perm)	0	1176	0	1498	1459	1540	0	361	1193	857	1513	0	
Right Turn on Red			Yes			Yes			No			Yes	
Satd. Flow (RTOR)		3				139					6		
Link Speed (mph)		30			30			30			30		
Link Distance (ft)		1166			677			476			1736		
Travel Time (s)		26.5			15.4			10.8			39.5		
Confl. Peds. (#/hr)													
Confl. Bikes (#/hr)													
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	7%	9%	15%	3%	3%	7%	11%	10%	9%	8%	2%	9%	
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0	
Parking (#/hr)	1	1	1						1			1	
Mid-Block Traffic (%)		0%			0%			0%			0%		
Shared Lane Traffic (%)				16%									
Lane Group Flow (vph)	0	233	0	370	380	168	0	157	261	163	707	0	
Turn Type	Perm	NA		Split	NA	Prot	Perm	NA	pt+ov	D.P+P	NA		
Protected Phases		5		1	1	1		7	17	6	67		2
Permitted Phases	5						7			7			
Detector Phase	5	5		1	1	1	7	7	17	6	67		
Switch Phase													
Minimum Initial (s)	8.0	8.0		8.0	8.0	8.0	8.0	8.0		4.0			1.0
Minimum Split (s)	37.0	37.0		30.0	30.0	30.0	13.0	13.0		8.0			26.0
Total Split (s)	40.0	40.0		40.0	40.0	40.0	30.0	30.0		20.0			30.0
Total Split (%)	25.0%	25.0%		25.0%	25.0%	25.0%	18.8%	18.8%		12.5%			19%
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0			3.0
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	2.0	2.0		1.0			1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0		0.0		0.0			
Total Lost Time (s)		6.0		6.0	6.0	6.0		5.0		4.0			
Lead/Lag	Lead	Lead		Lead	Lead	Lead				Lag			Lag
Lead-Lag Optimize?													
Recall Mode	Max	Max		Max	Max	Max	C-Max	C-Max		None			None
Act Effct Green (s)	34.0			34.0	34.0	34.0		39.4	78.4	56.4	60.4		
Actuated g/C Ratio	0.21			0.21	0.21	0.21		0.25	0.49	0.35	0.38		
v/c Ratio	0.92			1.16	1.23	0.39		1.76	0.45	0.44	1.23		
Control Delay	100.4			155.8	177.4	15.0		422.1	32.6	42.9	159.2		
Queue Delay	0.0			0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total Delay	100.4			155.8	177.4	15.0		422.1	32.6	42.9	159.2		
LOS	F			F	F	B		F	C	D	F		
Approach Delay	100.4				139.0			178.9			137.4		
Approach LOS	F				F			F			F		
Queue Length 50th (ft)	239			~481	~513	25		~269	200	132	~1017		
Queue Length 95th (ft)	#413			#704	#738	95		#428	294	203	#1272		
Internal Link Dist (ft)	1086				597			396			1656		
Turn Bay Length (ft)				250		305							
Base Capacity (vph)		252		318	310	436		89	584	367	574		
Starvation Cap Reductn	0			0	0	0		0	0	0	0		
Spillback Cap Reductn	0			0	0	0		0	0	0	0		
Storage Cap Reductn	0			0	0	0		0	0	0	0		
Reduced v/c Ratio		0.92		1.16	1.23	0.39		1.76	0.45	0.44	1.23		

Intersection Summary

Area Type: CBD  
 Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 123 (77%), Referenced to phase 7:NBSB, Start of Green  
 Natural Cycle: 145  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.76  
 Intersection Signal Delay: 141.6 Intersection LOS: F  
 Intersection Capacity Utilization 85.9% ICU Level of Service E  
 Analysis Period (min) 15  
 - Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 44: Bennington Street & Saratoga Street





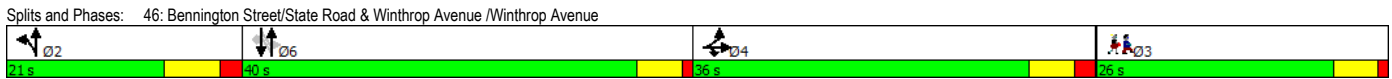
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔	↔		↔	↔	↔	↔	
Traffic Volume (vph)	40	155	20	405	285	155	25	120	240	150	550	100
Future Volume (vph)	40	155	20	405	285	155	25	120	240	150	550	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	10	16	12	10	12	12	10	12
Total Lost time (s)		6.0		6.0	6.0	6.0		5.0	6.0	4.0	4.0	
Lane Util. Factor		1.00		0.95	0.95	1.00		1.00	1.00	1.00	1.00	
Fit		0.99		1.00	1.00	0.85		1.00	0.85	1.00	0.98	
Fit Protected		0.99		0.95	0.99	1.00		0.99	1.00	0.95	1.00	
Satd. Flow (prot)		1371		1498	1459	1540		1436	1193	1504	1513	
Fit Permitted		0.85		0.95	0.99	1.00		0.25	1.00	0.54	1.00	
Satd. Flow (perm)		1176		1498	1459	1540		361	1193	857	1513	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	43	168	22	440	310	168	27	130	261	163	598	109
RTOR Reduction (vph)	0	2	0	0	0	109	0	0	0	0	4	0
Lane Group Flow (vph)	0	231	0	370	380	59	0	157	261	163	703	0
Heavy Vehicles (%)	7%	9%	15%	3%	3%	7%	11%	10%	9%	8%	2%	9%
Parking (#/hr)	1	1	1						1			1
Turn Type	Perm	NA		Split	NA	Prot	Perm	NA	pt+ov	D,P+P	NA	
Protected Phases		5		1	1	1		7	17	6	6	7
Permitted Phases	5						7			7		
Actuated Green, G (s)		34.0		34.0	34.0	34.0		37.8	76.8	53.8	57.8	
Effective Green, g (s)		34.0		34.0	34.0	34.0		37.8	71.8	53.8	57.8	
Actuated g/C Ratio		0.21		0.21	0.21	0.21		0.24	0.45	0.34	0.36	
Clearance Time (s)		6.0		6.0	6.0	6.0		5.0		4.0		
Vehicle Extension (s)		4.0		4.0	4.0	4.0		4.0		2.0		
Lane Grp Cap (vph)		249		318	310	327		85	535	352	546	
v/s Ratio Prot				0.25	c0.26	0.04			0.22	0.05	c0.46	
v/s Ratio Perm		c0.20						c0.44			0.11	
v/c Ratio		0.93		1.16	1.23	0.18		1.85	0.49	0.46	1.29	
Uniform Delay, d1		61.8		63.0	63.0	51.6		61.1	31.1	39.7	51.1	
Progression Factor		1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	
Incremental Delay, d2		40.8		102.5	126.9	1.2		422.8	3.2	0.4	142.9	
Delay (s)		102.5		165.5	189.9	52.8		483.9	34.3	40.0	194.0	
Level of Service		F		F	F	D		F	C	D	F	
Approach Delay (s)		102.5			155.0			203.2			165.2	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	161.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.22		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.0
Intersection Capacity Utilization	85.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø3
Lane Configurations		↕	↕				↕	↕			↕	↕	
Traffic Volume (vph)	40	105	375	0	0	0	355	190	35	15	715	180	
Future Volume (vph)	40	105	375	0	0	0	355	190	35	15	715	180	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	10	12	12	12	10	11	12	12	12	12	
Grade (%)		0%			0%			0%			0%		
Storage Length (ft)	0		50	0		0	0		0	0		0	
Storage Lanes	0		1	0		0	1		0	0		1	
Taper Length (ft)	25			25			25			25			
Satd. Flow (prot)	0	1563	1319	0	0	0	1472	1587	0	0	1690	1253	
Flt Permitted		0.986					0.111				0.992		
Satd. Flow (perm)	0	1563	1319	0	0	0	172	1587	0	0	1678	1253	
Right Turn on Red			Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)			308					10				133	
Link Speed (mph)		30			30			30			30		
Link Distance (ft)		988			531			233			338		
Travel Time (s)		22.5			12.1			5.3			7.7		
Confl. Peds. (#/hr)													
Confl. Bikes (#/hr)													
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	5%	9%	2%	2%	2%	2%	3%	1%	6%	6%	1%	3%	
Bus Blockages (#/hr)	0	0	2	0	0	0	0	0	0	0	0	0	2
Parking (#/hr)									1				1
Mid-Block Traffic (%)		0%			0%			0%			0%		
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	157	408	0	0	0	386	245	0	0	793	196	
Turn Type	Split	NA	Prot				D,P+P	NA		Perm	NA	Perm	
Protected Phases	4	4	4				2	2 6			6		3
Permitted Phases							6			6		6	
Detector Phase	4	4	4				2	2 6		6	6	6	
Switch Phase													
Minimum Initial (s)	5.0	5.0	5.0				5.0		5.0	5.0	5.0	1.0	
Minimum Split (s)	11.0	11.0	11.0				12.0		10.0	10.0	10.0	26.0	
Total Split (s)	36.0	36.0	36.0				21.0		40.0	40.0	40.0	26.0	
Total Split (%)	29.3%	29.3%	29.3%				17.1%		32.5%	32.5%	32.5%	21%	
Yellow Time (s)	4.0	4.0	4.0				5.0		4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0				2.0		1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		-2.0	-2.0				-1.0				-2.0	0.0	
Total Lost Time (s)		4.0	4.0				6.0				3.0	5.0	
Lead/Lag							Lead		Lag	Lag	Lag		
Lead-Lag Optimize?													
Recall Mode	None	None	None				Min		Max	Max	Max	None	
Act Effct Green (s)		20.3	20.3				49.2	55.2		37.2	35.1		
Actuated g/C Ratio		0.18	0.18				0.44	0.49		0.33	0.31		
v/c Ratio		0.55	0.83				1.54	0.31		1.42	0.40		
Control Delay		48.5	26.3				288.9	18.8		231.1	14.2		
Queue Delay		0.0	0.0				0.0	0.0		0.0	0.0		
Total Delay		48.5	26.3				288.9	18.8		231.1	14.2		
LOS		D	C				F	B		F	B		
Approach Delay		32.5						184.1		188.1			
Approach LOS		C						F		F			
Queue Length 50th (ft)		103	67				-340	92		-743	31		
Queue Length 95th (ft)		169	196				#614	185		#1137	108		
Internal Link Dist (ft)		908			451			153			258		
Turn Bay Length (ft)			50										
Base Capacity (vph)		449	598				251	789		558	485		
Starvation Cap Reductn		0	0				0	0		0	0		
Spillback Cap Reductn		0	0				0	0		0	0		
Storage Cap Reductn		0	0				0	0		0	0		
Reduced v/c Ratio		0.35	0.68				1.54	0.31		1.42	0.40		

**Intersection Summary**  
 Area Type: CBD  
 Cycle Length: 123  
 Actuated Cycle Length: 111.7  
 Natural Cycle: 150  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 1.54  
 Intersection Signal Delay: 146.7  
 Intersection LOS: F  
 Intersection Capacity Utilization 84.9%  
 ICU Level of Service E  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.







Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕				↕	↕			↕	↕
Traffic Volume (vph)	40	105	375	0	0	0	355	190	35	15	715	180
Future Volume (vph)	40	105	375	0	0	0	355	190	35	15	715	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	10	12	12	12	10	11	12	12	12	12
Total Lost time (s)		4.0	4.0				6.0	6.0			3.0	5.0
Lane Util. Factor		1.00	1.00				1.00	1.00			1.00	1.00
Frt		1.00	0.85				1.00	0.98			1.00	0.85
Fit Protected		0.99	1.00				0.95	1.00			1.00	1.00
Satd. Flow (prot)		1563	1319				1472	1586			1690	1253
Fit Permitted		0.99	1.00				0.11	1.00			0.99	1.00
Satd. Flow (perm)		1563	1319				172	1586			1677	1253
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	43	114	408	0	0	0	386	207	38	16	777	196
RTOR Reduction (vph)	0	0	252	0	0	0	0	5	0	0	0	91
Lane Group Flow (vph)	0	157	156	0	0	0	386	240	0	0	793	105
Heavy Vehicles (%)	5%	9%	2%	2%	2%	2%	3%	1%	6%	6%	1%	3%
Bus Blockages (#/hr)	0	0	2	0	0	0	0	0	0	0	0	2
Parking (#/hr)									1			1
Turn Type	Split	NA	Prot				D.P+P	NA		Perm	NA	Perm
Protected Phases	4	4	4				2	2 6			6	
Permitted Phases							6		6			6
Actuated Green, G (s)		18.3	18.3				49.2	56.2			35.1	35.1
Effective Green, g (s)		20.3	20.3				51.2	57.2			37.1	35.1
Actuated g/C Ratio		0.18	0.18				0.46	0.51			0.33	0.31
Clearance Time (s)		6.0	6.0				7.0				5.0	5.0
Vehicle Extension (s)		3.0	3.0				3.0				3.0	3.0
Lane Grp Cap (vph)		284	239				254	812			557	394
v/s Ratio Prot		0.10	c0.12				c0.20	0.15				
v/s Ratio Perm							c0.49				0.47	0.08
v/c Ratio		0.55	0.65				1.52	0.30			1.42	0.27
Uniform Delay, d1		41.5	42.4				32.9	15.6			37.2	28.6
Progression Factor		1.00	1.00				1.00	1.00			1.00	1.00
Incremental Delay, d2		2.3	6.3				253.0	0.2			201.0	1.6
Delay (s)		43.8	48.6				285.9	15.8			238.2	30.3
Level of Service		D	D				F	B			F	C
Approach Delay (s)		47.3			0.0			181.1			197.0	
Approach LOS		D			A			F			F	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			153.7				HCM 2000 Level of Service				F	
HCM 2000 Volume to Capacity ratio			0.98									
Actuated Cycle Length (s)			111.6				Sum of lost time (s)			19.0		
Intersection Capacity Utilization			84.9%				ICU Level of Service			E		
Analysis Period (min)			15									

c Critical Lane Group

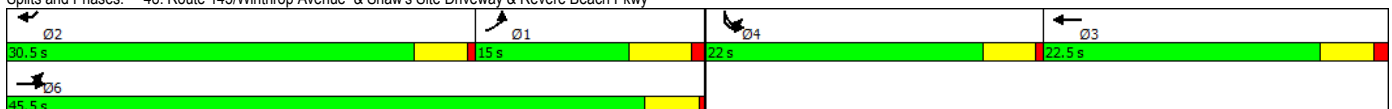


Lane Group	EBL2	EBL	EBT	WBT	WBR	WBR2	SBL2	SBL	SBR	SWL	SWR	SWR2
Lane Configurations		↔	↕	↕				↕			↕	
Traffic Volume (vph)	15	355	635	435	5	5	15	10	25	0	965	10
Future Volume (vph)	15	355	635	435	5	5	15	10	25	0	965	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%	0%				0%		0%		
Storage Length (ft)		0			0			0	0	0	0	
Storage Lanes		2			0			1	0	0	3	
Taper Length (ft)		25						25		25		
Satd. Flow (prot)	0	3401	1845	3527	0	0	0	1694	0	0	3610	0
Flt Permitted		0.927						0.976				
Satd. Flow (perm)	0	3319	1845	3527	0	0	0	1694	0	0	3610	0
Right Turn on Red					Yes			Yes			Yes	
Satd. Flow (RTOR)				1				127			127	
Link Speed (mph)			30	30				30		30		
Link Distance (ft)			635	988				259		1471		
Travel Time (s)			14.4	22.5				5.9		33.4		
Confl. Peds. (#/hr)		8				8				4		
Confl. Bikes (#/hr)											1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	3%	3%	2%	2%	2%	2%	2%	2%	2%	2%	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%		
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	402	690	483	0	0	0	54	0	0	1060	0
Turn Type	Prot	Split	NA	NA			Prot	Prot			Prot	
Protected Phases	1	6	6	3			4	4			2	
Permitted Phases												
Detector Phase	1	6	6	3			4	4			2	
Switch Phase												
Minimum Initial (s)	10.0	4.0	4.0	10.0			4.0	4.0			4.0	
Minimum Split (s)	15.0	22.0	22.0	22.5			22.0	22.0			20.0	
Total Split (s)	15.0	45.5	45.5	22.5			22.0	22.0			30.5	
Total Split (%)	16.7%	50.6%	50.6%	25.0%			24.4%	24.4%			33.9%	
Yellow Time (s)	4.0	3.5	3.5	3.5			3.5	3.5			3.5	
All-Red Time (s)	1.0	0.5	0.5	1.0			0.5	0.5			0.5	
Lost Time Adjust (s)		0.0	0.0	0.0				0.0			0.0	
Total Lost Time (s)		4.0	4.0	4.5				4.0			4.0	
Lead/Lag	Lag			Lag			Lead	Lead			Lead	
Lead-Lag Optimize?							Yes	Yes			Yes	
Recall Mode	Min	None	None	None			None	None			None	
Act Effct Green (s)		39.5	39.5	15.3				5.6			24.1	
Actuated g/C Ratio		0.58	0.58	0.22				0.08			0.35	
v/c Ratio		0.34	0.65	0.61				0.21			0.79	
Control Delay		11.1	15.1	28.7				1.9			23.3	
Queue Delay		0.0	0.0	0.0				0.0			0.0	
Total Delay		11.1	15.1	28.7				1.9			23.3	
LOS		B	B	C				A			C	
Approach Delay			13.6	28.7				1.9		23.3		
Approach LOS			B	C				A		C		
Queue Length 50th (ft)		45	217	109				0			171	
Queue Length 95th (ft)		72	356	157				0			242	
Internal Link Dist (ft)			555	908				179		1391		
Turn Bay Length (ft)												
Base Capacity (vph)		1253	1146	950				549			1508	
Starvation Cap Reductn		0	0	0				0			0	
Spillback Cap Reductn		0	0	0				0			0	
Storage Cap Reductn		0	0	0				0			0	
Reduced v/c Ratio		0.32	0.60	0.51				0.10			0.70	

Intersection Summary

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 68.6  
 Natural Cycle: 90  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.79  
 Intersection Signal Delay: 19.9  
 Intersection LOS: B  
 Intersection Capacity Utilization 56.7%  
 ICU Level of Service B  
 Analysis Period (min) 15

Splits and Phases: 48: Route 145/Winthrop Avenue & Shaw's Site Driveway & Revere Beach Pkwy





Movement	EBL2	EBL	EBT	WBT	WBR	WBR2	SBL2	SBL	SBR	SWL	SWR	SWR2
Lane Configurations												
Traffic Volume (vph)	15	355	635	435	5	5	15	10	25	0	965	10
Future Volume (vph)	15	355	635	435	5	5	15	10	25	0	965	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.5							4.0	
Lane Util. Factor		0.97	1.00	0.95				1.00			0.76	
Frbp, ped/bikes		1.00	1.00	1.00				1.00			1.00	
Flpb, ped/bikes		1.00	1.00	1.00				1.00			1.00	
Frt		1.00	1.00	1.00				0.93			0.85	
Flt Protected		0.95	1.00	1.00				0.98			1.00	
Satd. Flow (prot)		3397	1845	3527				1695			3610	
Flt Permitted		0.93	1.00	1.00				0.98			1.00	
Satd. Flow (perm)		3314	1845	3527				1695			3610	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	16	386	690	473	5	5	16	11	27	0	1049	11
RTOR Reduction (vph)	0	0	0	1	0	0	0	52	0	0	83	0
Lane Group Flow (vph)	0	402	690	482	0	0	0	2	0	0	977	0
Confl. Peds. (#/hr)		8				8				4		
Confl. Bikes (#/hr)											1	
Heavy Vehicles (%)	2%	3%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	Split	NA	NA			Prot	Prot			Prot	
Protected Phases	1	6	6	3			4	4			2	
Permitted Phases												
Actuated Green, G (s)		39.4	39.4	15.3				2.9			24.1	
Effective Green, g (s)		39.4	39.4	15.3				2.9			24.1	
Actuated g/C Ratio		0.56	0.56	0.22				0.04			0.34	
Clearance Time (s)		4.0	4.0	4.5				4.0			4.0	
Vehicle Extension (s)		3.0	3.0	4.0				3.0			3.0	
Lane Grp Cap (vph)		1874	1036	769				70			1241	
v/s Ratio Prot		0.03	c0.37	c0.14				c0.00			c0.27	
v/s Ratio Perm		0.09										
v/c Ratio		0.21	0.67	0.63				0.03			0.79	
Uniform Delay, d1		14.0	10.7	24.8				32.3			20.7	
Progression Factor		1.00	1.00	1.00				1.00			1.00	
Incremental Delay, d2		0.1	1.6	1.8				0.2			3.4	
Delay (s)		14.1	12.4	26.6				32.4			24.1	
Level of Service		B	B	C				C			C	
Approach Delay (s)			13.0	26.6				32.4		24.1		
Approach LOS			B	C				C		C		
<b>Intersection Summary</b>												
HCM 2000 Control Delay			20.2		HCM 2000 Level of Service						C	
HCM 2000 Volume to Capacity ratio			0.72									
Actuated Cycle Length (s)			70.1		Sum of lost time (s)					17.5		
Intersection Capacity Utilization			56.7%		ICU Level of Service					B		
Analysis Period (min)			15									
c Critical Lane Group												

Lanes, Volumes, Timings  
12: Route 60

11/27/2017

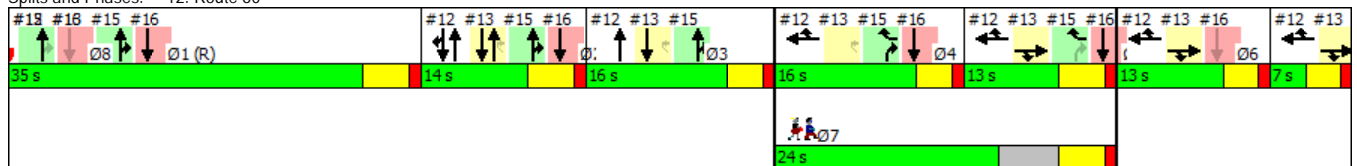


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø1	Ø2	Ø3	Ø4
Lane Configurations					↑↑	↑		↑↑			↑↑	↑				
Traffic Volume (vph)	0	0	0	0	1030	285	0	695	0	0	900	345				
Future Volume (vph)	0	0	0	0	1030	285	0	695	0	0	900	345				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Satd. Flow (prot)	0	0	0	0	3406	1538	0	3282	0	0	3343	1524				
Fit Permitted																
Satd. Flow (perm)	0	0	0	0	3406	1538	0	3282	0	0	3343	1524				
Right Turn on Red			Yes			Yes			Yes			Yes				
Satd. Flow (RTOR)						166						312				
Link Speed (mph)		30			30			30			30					
Link Distance (ft)		244			245			403			338					
Travel Time (s)		5.5			5.6			9.2			7.7					
Confl. Peds. (#/hr)						19										
Confl. Bikes (#/hr)						1										
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92				
Heavy Vehicles (%)	2%	2%	2%	2%	6%	5%	2%	10%	2%	2%	8%	6%				
Shared Lane Traffic (%)																
Lane Group Flow (vph)	0	0	0	0	1120	310	0	755	0	0	978	375				
Turn Type					NA	Prot		NA			NA	Prot				
Protected Phases					4 5 6 8	4 5 6 8		1 2 3			1 2	1 2	1	2	3	4
Permitted Phases																
Minimum Split (s)													10.0	19.0	16.0	16.0
Total Split (s)													35.0	14.0	16.0	16.0
Total Split (%)													31%	12%	14%	14%
Yellow Time (s)													4.0	4.0	3.0	3.0
All-Red Time (s)													1.0	1.0	1.0	1.0
Lost Time Adjust (s)																
Total Lost Time (s)																
Lead/Lag													Lead	Lag		Lead
Lead-Lag Optimize?																
Act Effect Green (s)					45.0	45.0		60.0			44.0	44.0				
Actuated g/C Ratio					0.39	0.39		0.53			0.39	0.39				
v/c Ratio					0.83	0.44		0.44			0.76	0.48				
Control Delay					41.8	16.7		0.6			35.0	7.3				
Queue Delay					49.6	3.7		0.1			0.0	0.0				
Total Delay					91.4	20.4		0.8			35.0	7.3				
LOS					F	C		A			D	A				
Approach Delay					76.0			0.8			27.3					
Approach LOS					E			A			C					
Queue Length 50th (ft)					421	85		0			323	29				
Queue Length 95th (ft)					511	m110		0			404	104				
Internal Link Dist (ft)		164			165			323			258					
Turn Bay Length (ft)																
Base Capacity (vph)					1344	707		1727			1290	779				
Starvation Cap Reductn					556	305		203			0	0				
Spillback Cap Reductn					0	0		0			0	0				
Storage Cap Reductn					0	0		0			0	0				
Reduced v/c Ratio					1.42	0.77		0.50			0.76	0.48				

Intersection Summary

Area Type: Other  
 Cycle Length: 114  
 Actuated Cycle Length: 114  
 Offset: 73 (64%), Referenced to phase 1:NBSB, Start of Green  
 Natural Cycle: 120  
 Control Type: Pretimed  
 Maximum v/c Ratio: 1.07  
 Intersection Signal Delay: 41.3  
 Intersection LOS: D  
 Intersection Capacity Utilization 60.9%  
 ICU Level of Service B  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: Route 60



Lane Group	Ø5	Ø6	Ø7	Ø8
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Ideal Flow (vphpl)				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Right Turn on Red				
Satd. Flow (RTOR)				
Link Speed (mph)				
Link Distance (ft)				
Travel Time (s)				
Confl. Peds. (#/hr)				
Confl. Bikes (#/hr)				
Peak Hour Factor				
Heavy Vehicles (%)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Turn Type				
Protected Phases	5	6	7	8
Permitted Phases				
Minimum Split (s)	13.0	13.0	24.0	9.0
Total Split (s)	13.0	13.0	24.0	7.0
Total Split (%)	11%	11%	21%	6%
Yellow Time (s)	4.0	3.0	4.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag	Lag	Lead		Lag
Lead-Lag Optimize?				
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				
Queue Length 50th (ft)				
Queue Length 95th (ft)				
Internal Link Dist (ft)				
Turn Bay Length (ft)				
Base Capacity (vph)				
Starvation Cap Reductn				
Spillback Cap Reductn				
Storage Cap Reductn				
Reduced v/c Ratio				
Intersection Summary				

HCM Signalized Intersection Capacity Analysis  
12: Route 60

11/27/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations					↑↑	↑		↑↑			↑↑	↑	
Traffic Volume (vph)	0	0	0	0	1030	285	0	695	0	0	900	345	
Future Volume (vph)	0	0	0	0	1030	285	0	695	0	0	900	345	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)					4.0	4.0		5.0			5.0	5.0	
Lane Util. Factor					0.95	1.00		0.95			0.95	1.00	
Frbp, ped/bikes					1.00	1.00		1.00			1.00	1.00	
Flpb, ped/bikes					1.00	1.00		1.00			1.00	1.00	
Frt					1.00	0.85		1.00			1.00	0.85	
Flt Protected					1.00	1.00		1.00			1.00	1.00	
Satd. Flow (prot)					3406	1538		3282			3343	1524	
Flt Permitted					1.00	1.00		1.00			1.00	1.00	
Satd. Flow (perm)					3406	1538		3282			3343	1524	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	0	0	0	0	1120	310	0	755	0	0	978	375	
RTOR Reduction (vph)	0	0	0	0	0	108	0	0	0	0	0	192	
Lane Group Flow (vph)	0	0	0	0	1120	202	0	755	0	0	978	183	
Confl. Peds. (#/hr)						19							
Confl. Bikes (#/hr)						1							
Heavy Vehicles (%)	2%	2%	2%	2%	6%	5%	2%	10%	2%	2%	8%	6%	
Turn Type					NA	Prot		NA			NA	Prot	
Protected Phases					4 5 6 8	4 5 6 8		1 2 3			1 2	1 2	
Permitted Phases													
Actuated Green, G (s)					45.0	45.0		61.0			44.0	44.0	
Effective Green, g (s)					40.0	40.0		61.0			44.0	44.0	
Actuated g/C Ratio					0.35	0.35		0.54			0.39	0.39	
Clearance Time (s)													
Lane Grp Cap (vph)					1195	539		1756			1290	588	
v/s Ratio Prot					c0.33	0.13		c0.23			c0.29	0.12	
v/s Ratio Perm													
v/c Ratio					0.94	0.38		0.43			0.76	0.31	
Uniform Delay, d1					35.8	27.7		16.0			30.4	24.4	
Progression Factor					1.17	1.34		0.00			1.00	1.00	
Incremental Delay, d2					11.9	1.5		0.6			4.2	1.4	
Delay (s)					53.9	38.5		0.6			34.6	25.8	
Level of Service					D	D		A			C	C	
Approach Delay (s)		0.0			50.6			0.6			32.2		
Approach LOS		A			D			A			C		
<b>Intersection Summary</b>													
HCM 2000 Control Delay					32.9							HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio					0.93								
Actuated Cycle Length (s)					114.0							Sum of lost time (s)	31.0
Intersection Capacity Utilization					60.9%							ICU Level of Service	B
Analysis Period (min)					15								

c Critical Lane Group

Lanes, Volumes, Timings  
13: Route 1A & Route 16

11/27/2017

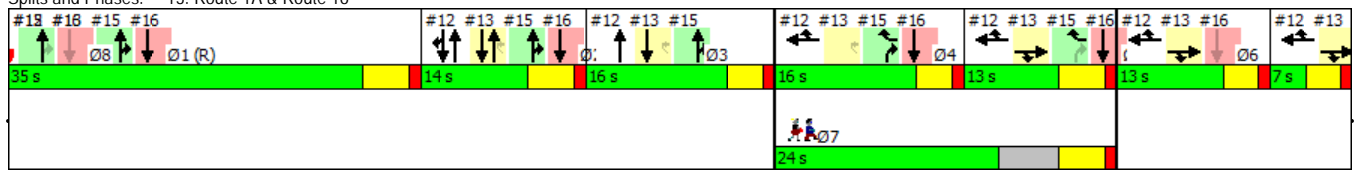


Lane Group	EBT	EBR2	NBT	NBR	SBT	NWR2	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Lane Configurations	↑↑	↑↑	↑↑	↑	↑↑	↑↑							
Traffic Volume (vph)	535	905	695	385	900	615							
Future Volume (vph)	535	905	695	385	900	615							
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900							
Storage Length (ft)				100									
Storage Lanes				1									
Taper Length (ft)													
Satd. Flow (prot)	3406	2707	3252	1482	3343	2760							
Flt Permitted													
Satd. Flow (perm)	3406	2707	3252	1482	3343	2760							
Right Turn on Red		Yes				Yes							
Satd. Flow (RTOR)		497				174							
Link Speed (mph)	30		30		30								
Link Distance (ft)	272		380		403								
Travel Time (s)	6.2		8.6		9.2								
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92							
Heavy Vehicles (%)	6%	5%	11%	9%	8%	3%							
Shared Lane Traffic (%)													
Lane Group Flow (vph)	582	984	755	418	978	668							
Turn Type	NA	Prot	NA	custom	NA	Perm							
Protected Phases	5 6 8	5 6 8	1 2	1	1 2 3		2	3	4	5	6	7	8
Permitted Phases						2 3 4							
Minimum Split (s)				10.0			19.0	16.0	16.0	13.0	13.0	24.0	9.0
Total Split (s)				35.0			14.0	16.0	16.0	13.0	13.0	24.0	7.0
Total Split (%)				30.7%			12%	14%	14%	11%	11%	21%	6%
Yellow Time (s)				4.0			4.0	3.0	3.0	4.0	3.0	4.0	3.0
All-Red Time (s)				1.0			1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)				0.0									
Total Lost Time (s)				5.0									
Lead/Lag				Lead			Lag		Lead	Lag	Lead		Lag
Lead-Lag Optimize?													
Act Effect Green (s)	28.0	28.0	44.0	30.0	60.0	41.0							
Actuated g/C Ratio	0.25	0.25	0.39	0.26	0.53	0.36							
v/c Ratio	0.70	0.95	0.60	1.07	0.56	0.61							
Control Delay	31.7	27.2	30.5	106.9	0.8	24.2							
Queue Delay	12.2	4.6	0.0	0.0	0.2	0.0							
Total Delay	43.9	31.7	30.5	106.9	1.0	24.2							
LOS	D	C	C	F	A	C							
Approach Delay	36.3		57.7		1.0								
Approach LOS	D		E		A								
Queue Length 50th (ft)	141	26	230	-341	0	167							
Queue Length 95th (ft)	228	#297	294	#537	0	235							
Internal Link Dist (ft)	192		300		323								
Turn Bay Length (ft)				100									
Base Capacity (vph)	836	1039	1255	390	1759	1104							
Starvation Cap Reductn	234	36	0	0	199	0							
Spillback Cap Reductn	0	0	0	0	0	0							
Storage Cap Reductn	0	0	0	0	0	0							
Reduced v/c Ratio	0.97	0.98	0.60	1.07	0.63	0.61							

Intersection Summary

Area Type: Other  
 Cycle Length: 114  
 Actuated Cycle Length: 114  
 Offset: 73 (64%), Referenced to phase 1:NBSB, Start of Green  
 Natural Cycle: 120  
 Control Type: Pretimed  
 Maximum v/c Ratio: 1.07  
 Intersection Signal Delay: 32.3  
 Intersection LOS: C  
 Intersection Capacity Utilization Err%  
 ICU Level of Service H  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 13: Route 1A & Route 16



HCM Signalized Intersection Capacity Analysis  
 13: Route 1A & Route 16

11/27/2017



Movement	EBT	EBR2	NBT	NBR	SBT	NWR2
Lane Configurations	↑↑	↑↑	↑↑	↑	↑↑	↑↑
Traffic Volume (vph)	535	905	695	385	900	615
Future Volume (vph)	535	905	695	385	900	615
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.95	0.88	0.95	1.00	0.95	0.88
Fr't	1.00	0.85	1.00	0.85	1.00	0.85
Flt Protected	1.00	1.00	1.00	1.00	1.00	1.00
Satd. Flow (prot)	3406	2707	3252	1482	3343	2760
Flt Permitted	1.00	1.00	1.00	1.00	1.00	1.00
Satd. Flow (perm)	3406	2707	3252	1482	3343	2760
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	582	984	755	418	978	668
RTOR Reduction (vph)	0	388	0	0	0	116
Lane Group Flow (vph)	582	596	755	418	978	552
Heavy Vehicles (%)	6%	5%	11%	9%	8%	3%
Turn Type	NA	Prot	NA	custom	NA	Perm
Protected Phases	5 6 8	5 6 8	1 2	1	1 2 3	
Permitted Phases						2 3 4
Actuated Green, G (s)	29.0	29.0	44.0	30.0	61.0	42.0
Effective Green, g (s)	25.0	25.0	44.0	30.0	61.0	38.0
Actuated g/C Ratio	0.22	0.22	0.39	0.26	0.54	0.33
Clearance Time (s)				5.0		
Lane Grp Cap (vph)	746	593	1255	390	1788	920
v/s Ratio Prot	0.17	c0.22	0.23	c0.28	c0.29	
v/s Ratio Perm						c0.20
v/c Ratio	0.78	1.01	0.60	1.07	0.55	0.60
Uniform Delay, d1	41.9	44.5	28.0	42.0	17.4	31.7
Progression Factor	0.69	0.40	1.00	1.00	0.00	1.00
Incremental Delay, d2	7.5	37.2	2.1	66.0	0.8	2.9
Delay (s)	36.4	55.1	30.1	108.0	0.8	34.6
Level of Service	D	E	C	F	A	C
Approach Delay (s)	48.2		57.9		0.8	
Approach LOS	D		E		A	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			38.1		HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio			0.97			
Actuated Cycle Length (s)			114.0		Sum of lost time (s)	31.0
Intersection Capacity Utilization			Err%		ICU Level of Service	H
Analysis Period (min)			15			

c Critical Lane Group



Lanes, Volumes, Timings  
15: VFW Parkway

11/27/2017

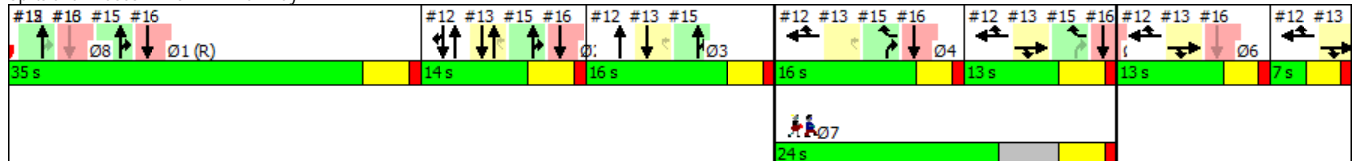


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Lane Configurations		↔↔	↕↕	↔↔										
Traffic Volume (vph)	0	1005	370	1165	0	0								
Future Volume (vph)	0	1005	370	1165	0	0								
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900								
Satd. Flow (prot)	0	2707	3406	2707	0	0								
Fit Permitted														
Satd. Flow (perm)	0	2707	3406	2707	0	0								
Right Turn on Red		Yes		Yes										
Satd. Flow (RTOR)		956		1266										
Link Speed (mph)	30		30			30								
Link Distance (ft)	507		317			245								
Travel Time (s)	11.5		7.2			5.6								
Confl. Peds. (#/hr)		9												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92								
Heavy Vehicles (%)	2%	5%	6%	5%	2%	2%								
Shared Lane Traffic (%)														
Lane Group Flow (vph)	0	1092	402	1266	0	0								
Turn Type		custom	NA	custom										
Protected Phases		4 5	1 2 3 8	1 2 3 4			1	2	3	4	5	6	7	8
Permitted Phases				5 8										
Minimum Split (s)							10.0	19.0	16.0	16.0	13.0	13.0	24.0	9.0
Total Split (s)							35.0	14.0	16.0	16.0	13.0	13.0	24.0	7.0
Total Split (%)							31%	12%	14%	14%	11%	11%	21%	6%
Yellow Time (s)							4.0	4.0	3.0	3.0	4.0	3.0	4.0	3.0
All-Red Time (s)							1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)														
Total Lost Time (s)														
Lead/Lag							Lead	Lag		Lead	Lag	Lead		Lag
Lead-Lag Optimize?														
Act Effect Green (s)		25.0	67.0	96.0										
Actuated g/C Ratio		0.22	0.59	0.84										
v/c Ratio		0.82	0.20	0.51										
Control Delay		11.5	8.7	2.8										
Queue Delay		48.7	0.7	0.6										
Total Delay		60.2	9.4	3.4										
LOS		E	A	A										
Approach Delay	60.2		4.8											
Approach LOS	E		A											
Queue Length 50th (ft)		47	64	0										
Queue Length 95th (ft)		141	m90	m109										
Internal Link Dist (ft)	427		237			165								
Turn Bay Length (ft)														
Base Capacity (vph)		1339	2001	2479										
Starvation Cap Reductn		0	1238	727										
Spillback Cap Reductn		364	800	0										
Storage Cap Reductn		0	0	0										
Reduced v/c Ratio		1.12	0.53	0.72										

Intersection Summary

Area Type: Other  
 Cycle Length: 114  
 Actuated Cycle Length: 114  
 Offset: 73 (64%), Referenced to phase 1:NBSB, Start of Green  
 Natural Cycle: 120  
 Control Type: Pretimed  
 Maximum v/c Ratio: 1.07  
 Intersection Signal Delay: 26.7  
 Intersection Capacity Utilization 53.8%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service A  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: VFW Parkway



HCM Signalized Intersection Capacity Analysis  
 15: VFW Parkway

11/27/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↑↑	↑↑	↑↑		
Traffic Volume (vph)	0	1005	370	1165	0	0
Future Volume (vph)	0	1005	370	1165	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	5.0	5.0		
Lane Util. Factor		0.88	0.95	0.88		
Frb, ped/bikes		1.00	1.00	1.00		
Flpb, ped/bikes		1.00	1.00	1.00		
Frt		0.85	1.00	0.85		
Flt Protected		1.00	1.00	1.00		
Satd. Flow (prot)		2707	3406	2707		
Flt Permitted		1.00	1.00	1.00		
Satd. Flow (perm)		2707	3406	2707		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1092	402	1266	0	0
RTOR Reduction (vph)	0	755	0	333	0	0
Lane Group Flow (vph)	0	337	402	933	0	0
Confl. Peds. (#/hr)		9				
Heavy Vehicles (%)	2%	5%	6%	5%	2%	2%
Turn Type		custom	NA	custom		
Protected Phases		4 5	1 2 3 8	1 2 3 4		
Permitted Phases				5 8		
Actuated Green, G (s)		24.0	68.0	88.0		
Effective Green, g (s)		24.0	64.0	84.0		
Actuated g/C Ratio		0.21	0.56	0.74		
Clearance Time (s)						
Lane Grp Cap (vph)		569	1912	1994		
v/s Ratio Prot		c0.12	0.12	c0.30		
v/s Ratio Perm				0.05		
v/c Ratio		0.59	0.21	0.47		
Uniform Delay, d1		40.6	12.4	6.0		
Progression Factor		1.00	0.77	24.65		
Incremental Delay, d2		4.5	0.2	0.5		
Delay (s)		45.1	9.8	149.0		
Level of Service		D	A	F		
Approach Delay (s)	45.1		115.4		0.0	
Approach LOS	D		F		A	
<b>Intersection Summary</b>						
HCM 2000 Control Delay		87.6		HCM 2000 Level of Service		F
HCM 2000 Volume to Capacity ratio		0.53				
Actuated Cycle Length (s)		114.0		Sum of lost time (s)		31.0
Intersection Capacity Utilization		53.8%		ICU Level of Service		A
Analysis Period (min)		15				
c Critical Lane Group						

Lanes, Volumes, Timings  
16: Beach Street

11/27/2017

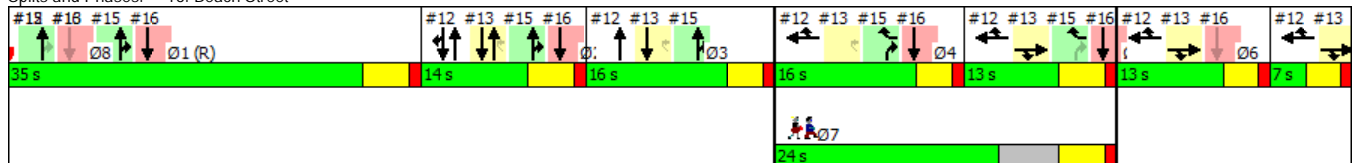


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Lane Configurations		↗			↕	↗								
Traffic Volume (vph)	0	380	0	0	1060	315								
Future Volume (vph)	0	380	0	0	1060	315								
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900								
Satd. Flow (prot)	0	1565	0	0	3438	1509								
Fit Permitted														
Satd. Flow (perm)	0	1536	0	0	3438	1467								
Right Turn on Red		Yes				Yes								
Satd. Flow (RTOR)		295				196								
Link Speed (mph)	30			30	30									
Link Distance (ft)	572			272	244									
Travel Time (s)	13.0			6.2	5.5									
Confl. Peds. (#/hr)		23				17								
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92								
Heavy Vehicles (%)	2%	5%	2%	2%	5%	7%								
Shared Lane Traffic (%)														
Lane Group Flow (vph)	0	413	0	0	1152	342								
Turn Type		Free			NA	Free								
Protected Phases					1 2 4 5		1	2	3	4	5	6	7	8
Permitted Phases		Free			6 8	Free								
Minimum Split (s)							10.0	19.0	16.0	16.0	13.0	13.0	24.0	9.0
Total Split (s)							35.0	14.0	16.0	16.0	13.0	13.0	24.0	7.0
Total Split (%)							31%	12%	14%	14%	11%	11%	21%	6%
Yellow Time (s)							4.0	4.0	3.0	3.0	4.0	3.0	4.0	3.0
All-Red Time (s)							1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)														
Total Lost Time (s)														
Lead/Lag							Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?														
Act Effect Green (s)		114.0			93.0	114.0								
Actuated g/C Ratio		1.00			0.82	1.00								
v/c Ratio		0.27			0.41	0.23								
Control Delay		0.4			0.8	0.2								
Queue Delay		0.0			0.5	0.0								
Total Delay		0.4			1.3	0.2								
LOS		A			A	A								
Approach Delay	0.4				1.0									
Approach LOS	A				A									
Queue Length 50th (ft)		0			15	0								
Queue Length 95th (ft)		0			14	m0								
Internal Link Dist (ft)	492			192	164									
Turn Bay Length (ft)														
Base Capacity (vph)		1536			2804	1467								
Starvation Cap Reductn		0			1104	0								
Spillback Cap Reductn		30			67	0								
Storage Cap Reductn		0			0	0								
Reduced v/c Ratio		0.27			0.68	0.23								

Intersection Summary

Area Type: Other  
 Cycle Length: 114  
 Actuated Cycle Length: 114  
 Offset: 73 (64%), Referenced to phase 1:NBSB, Start of Green  
 Natural Cycle: 120  
 Control Type: Pretimed  
 Maximum v/c Ratio: 1.07  
 Intersection Signal Delay: 0.9 Intersection LOS: A  
 Intersection Capacity Utilization 45.5% ICU Level of Service A  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 16: Beach Street



HCM Signalized Intersection Capacity Analysis  
 16: Beach Street

11/27/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↖↖	↗
Traffic Volume (vph)	0	380	0	0	1060	315
Future Volume (vph)	0	380	0	0	1060	315
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			5.0	4.0
Lane Util. Factor		1.00			0.95	1.00
Frb, ped/bikes		0.98			1.00	0.97
Flpb, ped/bikes		1.00			1.00	1.00
Frt		0.86			1.00	0.85
Flt Protected		1.00			1.00	1.00
Satd. Flow (prot)		1536			3438	1467
Flt Permitted		1.00			1.00	1.00
Satd. Flow (perm)		1536			3438	1467
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	413	0	0	1152	342
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	413	0	0	1152	342
Confl. Peds. (#/hr)		23				17
Heavy Vehicles (%)	2%	5%	2%	2%	5%	7%
Turn Type		Free			NA	Free
Protected Phases					1 2 4 5	
Permitted Phases		Free			6 8	Free
Actuated Green, G (s)		114.0			84.0	114.0
Effective Green, g (s)		114.0			76.0	114.0
Actuated g/C Ratio		1.00			0.67	1.00
Clearance Time (s)						
Lane Grp Cap (vph)		1536			2442	1467
v/s Ratio Prot					c0.26	
v/s Ratio Perm		c0.27			0.07	0.23
v/c Ratio		0.27			0.47	0.23
Uniform Delay, d1		0.0			9.2	0.0
Progression Factor		1.00			0.16	1.00
Incremental Delay, d2		0.4			0.4	0.2
Delay (s)		0.4			1.9	0.2
Level of Service		A			A	A
Approach Delay (s)	0.4			0.0	1.5	
Approach LOS	A			A	A	
<b>Intersection Summary</b>						
HCM 2000 Control Delay		1.3			HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio		0.52				
Actuated Cycle Length (s)		114.0			Sum of lost time (s)	31.0
Intersection Capacity Utilization		45.5%			ICU Level of Service	A
Analysis Period (min)		15				
c Critical Lane Group						



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↑	↑↑			↑↑
Traffic Volume (vph)	0	135	1200	70	0	2590
Future Volume (vph)	0	135	1200	70	0	2590
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	0	1		0	0	
Taper Length (ft)	25				25	
Satd. Flow (prot)	0	1774	3264	0	0	3438
Flt Permitted						
Satd. Flow (perm)	0	1774	3264	0	0	3438
Link Speed (mph)	30		30			30
Link Distance (ft)	1034		925			475
Travel Time (s)	23.5		21.0			10.8
Confl. Peds. (#/hr)				1	1	
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	5%	9%	22%	0%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	147	1380	0	0	2815
Sign Control	Stop		Free			Free

**Intersection Summary**  
 Area Type: Other  
 Control Type: Unsignalized  
 Intersection Capacity Utilization 74.9%      ICU Level of Service D  
 Analysis Period (min) 15



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↑	↑↑			↑↑
Traffic Volume (veh/h)	0	135	1200	70	0	2590
Future Volume (Veh/h)	0	135	1200	70	0	2590
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	147	1304	76	0	2815
Pedestrians	1					
Lane Width (ft)	16.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			925			880
pX, platoon unblocked	0.43	0.81			0.81	
vC, conflicting volume	2750	691			1381	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	381	134			990	
tC, single (s)	6.8	7.0			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	79			100	
cM capacity (veh/h)	257	709			568	
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>	
Volume Total	147	869	511	1408	1408	
Volume Left	0	0	0	0	0	
Volume Right	147	0	76	0	0	
cSH	709	1700	1700	1700	1700	
Volume to Capacity	0.21	0.51	0.30	0.83	0.83	
Queue Length 95th (ft)	19	0	0	0	0	
Control Delay (s)	11.4	0.0	0.0	0.0	0.0	
Lane LOS	B					
Approach Delay (s)	11.4	0.0		0.0		
Approach LOS	B					
<b>Intersection Summary</b>						
Average Delay			0.4			
Intersection Capacity Utilization			74.9%		ICU Level of Service	D
Analysis Period (min)			15			

Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	210	10	55	1230	50	0	2325
Future Volume (vph)	210	10	55	1230	50	0	2325
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	12	11	11	11	11
Grade (%)	0%			0%			0%
Storage Length (ft)	0	0	0		0	150	
Storage Lanes	1	1	0		0	1	
Taper Length (ft)	25		25			25	
Satd. Flow (prot)	1888	1595	0	3207	0	1837	3323
Flt Permitted	0.950			0.998			
Satd. Flow (perm)	1888	1595	0	3207	0	1837	3323
Link Speed (mph)	30			30			30
Link Distance (ft)	3577			475			405
Travel Time (s)	81.3			10.8			9.2
Confl. Peds. (#/hr)		2			2	2	
Confl. Bikes (#/hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	8%	2%	8%	13%	0%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%			0%
Shared Lane Traffic (%)							
Lane Group Flow (vph)	228	11	0	1451	0	0	2527
Sign Control	Stop			Free			Free

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization 94.6%	ICU Level of Service F
Analysis Period (min)	15

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (veh/h)	210	10	55	1230	50	0	2325
Future Volume (Veh/h)	210	10	55	1230	50	0	2325
Sign Control	Stop			Free			Free
Grade	0%			0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	228	11	0	1337	54	0	2527
Pedestrians	2						2
Lane Width (ft)	14.0						11.0
Walking Speed (ft/s)	4.0						4.0
Percent Blockage	0						0
Right turn flare (veh)							
Median type				None			None
Median storage (veh)							
Upstream signal (ft)							405
pX, platoon unblocked	0.32		0.00				
vC, conflicting volume	2630	700	0			1393	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	1828	700	0			1393	
tC, single (s)	6.8	7.1	0.0			4.1	
tC, 2 stage (s)							
tF (s)	3.5	3.4	0.0			2.2	
p0 queue free %	0	97	0			100	
cM capacity (veh/h)	21	367	0			496	
Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	228	11	891	500	0	1264	1264
Volume Left	228	0	0	0	0	0	0
Volume Right	0	11	0	54	0	0	0
cSH	21	367	1700	1700	1700	1700	1700
Volume to Capacity	10.61	0.03	0.52	0.29	0.00	0.74	0.74
Queue Length 95th (ft)	Err	2	0	0	0	0	0
Control Delay (s)	Err	15.1	0.0	0.0	0.0	0.0	0.0
Lane LOS	F	C					
Approach Delay (s)	9539.5		0.0		0.0		
Approach LOS	F						
Intersection Summary							
Average Delay			548.5				
Intersection Capacity Utilization			94.6%		ICU Level of Service		F
Analysis Period (min)			15				















Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕	↘	↖	↕
Traffic Volume (vph)	0	40	1255	40	0	2390
Future Volume (vph)	0	40	1255	40	0	2390
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	11	11	11	11
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	0	1		0	0	
Taper Length (ft)	25				25	
Satd. Flow (prot)	0	1514	3156	0	0	3292
Flt Permitted						
Satd. Flow (perm)	0	1514	3156	0	0	3292
Link Speed (mph)	30		30			30
Link Distance (ft)	911		2394			546
Travel Time (s)	20.7		54.4			12.4
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	23%	10%	11%	0%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	43	1407	0	0	2598
Sign Control	Stop		Free			Free

**Intersection Summary**











Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	69.4%
	ICU Level of Service C
Analysis Period (min)	15



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↑	↑↑			↑↑
Traffic Volume (veh/h)	0	40	1255	40	0	2390
Future Volume (Veh/h)	0	40	1255	40	0	2390
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	43	1364	43	0	2598
<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	2684	704		1407		
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2684	704		1407		
tC, single (s)	6.8	7.4		4.1		
tC, 2 stage (s)						
tF (s)	3.5	3.5		2.2		
p0 queue free %	100	87		100		
cM capacity (veh/h)	18	335		491		
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>	
Volume Total	43	909	498	1299	1299	
Volume Left	0	0	0	0	0	
Volume Right	43	0	43	0	0	
cSH	335	1700	1700	1700	1700	
Volume to Capacity	0.13	0.53	0.29	0.76	0.76	
Queue Length 95th (ft)	11	0	0	0	0	
Control Delay (s)	17.3	0.0	0.0	0.0	0.0	
Lane LOS	C					
Approach Delay (s)	17.3	0.0		0.0		
Approach LOS	C					
<b>Intersection Summary</b>						
Average Delay			0.2			
Intersection Capacity Utilization			69.4%	ICU Level of Service	C	
Analysis Period (min)			15			

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	180	290	290	5	5	1085
Future Volume (vph)	180	290	290	5	5	1085
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	1		0	0	
Taper Length (ft)	25				25	
Satd. Flow (prot)	1599	1403	3533	0	0	3354
Flt Permitted	0.950					
Satd. Flow (perm)	1599	1403	3533	0	0	3354
Link Speed (mph)	30		30			30
Link Distance (ft)	817		1471			233
Travel Time (s)	18.6		33.4			5.3
Confl. Peds. (#/hr)	1	1		84		
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	3%	2%	0%	0%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)	1	1		1		1
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	196	315	320	0	0	1184
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	50.2% ICU Level of Service A
Analysis Period (min)	15

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	180	290	290	5	5	1085
Future Volume (Veh/h)	180	290	290	5	5	1085
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	196	315	315	5	5	1179
Pedestrians	84		1			1
Lane Width (ft)	12.0		12.0			12.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	7		0			0
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						233
pX, platoon unblocked						
vC, conflicting volume	1002	245			404	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1002	245			404	
tC, single (s)	6.8	7.0			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	12	55			100	
cM capacity (veh/h)	223	699			1084	
Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	196	315	210	110	398	786
Volume Left	196	0	0	0	5	0
Volume Right	0	315	0	5	0	0
cSH	223	699	1700	1700	1084	1700
Volume to Capacity	0.88	0.45	0.12	0.06	0.00	0.46
Queue Length 95th (ft)	177	59	0	0	0	0
Control Delay (s)	78.6	14.3	0.0	0.0	0.2	0.0
Lane LOS	F	B			A	
Approach Delay (s)	39.0		0.0		0.1	
Approach LOS	E					
Intersection Summary						
Average Delay			9.9			
Intersection Capacity Utilization			50.2%	ICU Level of Service	A	
Analysis Period (min)			15			

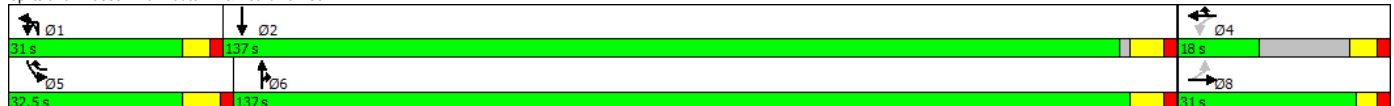


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↖	↖	↗	↖	↗	↖	↗	↖
Traffic Volume (vph)	80	15	85	230	25	240	40	50	2355	140	205	1545	20
Future Volume (vph)	80	15	85	230	25	240	40	50	2355	140	205	1545	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	12	12	10	10	12	11	11	11	11	11	12
Grade (%)		0%			0%				0%				0%
Storage Length (ft)	130		0	0		250		400		500	380		0
Storage Lanes	1		0	0		1		1		1	1		0
Taper Length (ft)	25			25				25			25		
Satd. Flow (prot)	1668	1475	0	0	1624	1436	0	1447	3355	1546	1728	3260	0
Flt Permitted	0.154				0.506			0.950			0.950		
Satd. Flow (perm)	270	1475	0	0	859	1436	0	1446	3355	1546	1728	3260	0
Right Turn on Red			Yes			No				Yes			Yes
Satd. Flow (RTOR)		92								123			1
Link Speed (mph)		30			30				30			30	
Link Distance (ft)		537			1355				733			925	
Travel Time (s)		12.2			30.8				16.7			21.0	
Confl. Peds. (#/hr)	7					7		1					1
Confl. Bikes (#/hr)													1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	6%	9%	5%	0%	5%	0%	37%	4%	1%	1%	5%	11%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	8	0
Parking (#/hr)													
Mid-Block Traffic (%)		0%			0%				0%				0%
Shared Lane Traffic (%)													
Lane Group Flow (vph)	87	108	0	0	277	261	0	97	2560	152	223	1701	0
Turn Type	Perm	NA		Perm	NA	pt-ov	Prot	Prot	NA	Prot	Prot	NA	NA
Protected Phases		8			4	4.5	1	1	6	6	5	2	
Permitted Phases	8			4									
Detector Phase	8	8		4	4	4.5	1	1	6	6	5	2	
Switch Phase													
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0	20.0	20.0	6.0	20.0	
Minimum Split (s)	26.0	26.0		12.0	12.0		12.0	12.0	27.0	27.0	13.5	31.0	
Total Split (s)	31.0	31.0		18.0	18.0		31.0	31.0	137.0	137.0	32.5	137.0	
Total Split (%)	15.5%	15.5%		9.0%	9.0%		15.5%	15.5%	68.3%	68.3%	16.2%	68.3%	
Yellow Time (s)	3.0	3.0		4.0	4.0		4.0	4.0	5.0	5.0	5.5	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	
Total Lost Time (s)	5.0	5.0		6.0	6.0		5.0	6.0	6.0	6.0	6.5	6.0	
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?													
Recall Mode	None	None		None	None		None	None	Min	Min	None	Min	
Act Effect Green (s)	26.0	26.0		25.0	25.0		18.8	131.0	131.0	26.0	26.0	139.7	
Actuated g/C Ratio	0.13	0.13		0.12	0.12		0.09	0.65	0.65	0.13	0.13	0.70	
v/c Ratio	2.49	0.40		2.59	0.64		0.72	1.17	0.14	1.00	0.75	0.75	
Control Delay	774.2	22.9		768.7	70.5		115.2	113.7	3.3	142.6	22.6	22.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	774.2	22.9		768.7	70.5		115.2	113.7	3.3	142.6	22.6	22.6	
LOS	F	C		F	E		F	F	A	F	C	C	
Approach Delay		358.1		430.0				107.8				36.5	
Approach LOS		F		F				F				D	
Queue Length 50th (ft)	~190	19		~610	304		127	~2103	13	300	712		
Queue Length 95th (ft)	#326	88		#820	419		194	#2192	43	#497	898		
Internal Link Dist (ft)		457		1275				653			845		
Turn Bay Length (ft)	130				250		400		500	380			
Base Capacity (vph)	35	271		107	411		187	2192	1052	224	2272		
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0	
Reduced v/c Ratio	2.49	0.40		2.59	0.64		0.52	1.17	0.14	1.00	0.75	0.75	

Intersection Summary

Area Type: Other  
 Cycle Length: 200.5  
 Actuated Cycle Length: 200.5  
 Natural Cycle: 150  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 2.59  
 Intersection Signal Delay: 123.4 Intersection LOS: F  
 Intersection Capacity Utilization 112.6% ICU Level of Service H  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 6: Route 1A & Boardman St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔		↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	80	15	85	230	25	240	40	50	2355	140	205	1545	20
Future Volume (vph)	80	15	85	230	25	240	40	50	2355	140	205	1545	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	11	12	12	10	10	12	11	11	11	11	11	12
Total Lost time (s)	5.0	5.0			6.0	6.0		5.0	6.0	6.0	6.5	6.0	
Lane Util. Factor	1.00	1.00			1.00	1.00		1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00			1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.87			1.00	0.85		1.00	1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00			0.96	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1668	1476			1624	1436		1447	3355	1546	1728	3261	
Flt Permitted	0.15	1.00			0.51	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	270	1476			859	1436		1447	3355	1546	1728	3261	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	87	16	92	250	27	261	43	54	2560	152	223	1679	22
RTOR Reduction (vph)	0	80	0	0	0	0	0	0	0	43	0	0	0
Lane Group Flow (vph)	87	28	0	0	277	261	0	97	2560	109	223	1701	0
Confl. Peds. (#/hr)	7					7		1					1
Confl. Bikes (#/hr)													1
Heavy Vehicles (%)	1%	6%	9%	5%	0%	5%	0%	37%	4%	1%	1%	5%	11%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	8	0
Turn Type	Perm	NA		Perm	NA	pt+ov	Prot	Prot	NA	Prot	Prot	NA	NA
Protected Phases		8			4	4.5	1	1	6	6	5	2	
Permitted Phases	8			4									
Actuated Green, G (s)	26.0	26.0			25.0	56.0		17.8	130.0	130.0	25.0	138.7	
Effective Green, g (s)	26.0	26.0			25.0	56.0		18.8	131.0	131.0	26.0	139.7	
Actuated g/C Ratio	0.13	0.13			0.12	0.28		0.09	0.65	0.65	0.13	0.70	
Clearance Time (s)	5.0	5.0			6.0			6.0	7.0	7.0	7.5	7.0	
Vehicle Extension (s)	2.0	2.0			2.0			2.0	4.0	4.0	2.0	4.0	
Lane Grp Cap (vph)	35	191			107	401		135	2192	1010	224	2272	
v/s Ratio Prot		0.02				0.18		0.07	c0.76	0.07	c0.13	0.52	
v/s Ratio Perm	0.32				c0.32								
v/c Ratio	2.49	0.15			2.59	0.65		0.72	1.17	0.11	1.00	0.75	
Uniform Delay, d1	87.2	77.4			87.8	63.6		88.3	34.8	13.0	87.2	19.3	
Progression Factor	1.00	1.00			1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	745.7	0.1			741.4	2.9		14.1	80.9	0.1	58.5	1.5	
Delay (s)	833.0	77.5			829.1	66.5		102.4	115.6	13.0	145.7	20.7	
Level of Service	F	E			F	E		F	F	B	F	C	
Approach Delay (s)		414.6			459.2				109.6			35.2	
Approach LOS		F			F				F			D	

Intersection Summary			
HCM 2000 Control Delay	128.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.35		
Actuated Cycle Length (s)	200.5	Sum of lost time (s)	19.5
Intersection Capacity Utilization	112.6%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Traffic Volume (vph)	130	10	5	0	0	0	0	2355	0	0	1780	0
Future Volume (vph)	130	10	5	0	0	0	0	2355	0	0	1780	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	12	12	12	11	11	11	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		
Satd. Flow (prot)	0	1855	0	0	0	0	0	3355	0	0	3355	0
Flt Permitted		0.957										
Satd. Flow (perm)	0	1855	0	0	0	0	0	3355	0	0	3355	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2										
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		122			363			405			225	
Travel Time (s)		2.8			8.3			9.2			5.1	
Confl. Peds. (#/hr)									1			
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	88%	0%	2%	2%	2%	0%	4%	0%	0%	4%	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%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	157	0	0	0	0	0	2560	0	0	1935	0
Turn Type	Perm	NA						NA			NA	
Protected Phases		2						1			1	
Permitted Phases	2											
Detector Phase	2	2						1			1	
Switch Phase												
Minimum Initial (s)	10.0	10.0						20.0			20.0	
Minimum Split (s)	16.0	16.0						27.0			27.0	
Total Split (s)	36.0	36.0						55.0			55.0	
Total Split (%)	39.6%	39.6%						60.4%			60.4%	
Yellow Time (s)	4.0	4.0						5.0			5.0	
All-Red Time (s)	2.0	2.0						2.0			2.0	
Lost Time Adjust (s)		0.0						0.0			0.0	
Total Lost Time (s)		6.0						7.0			7.0	
Lead/Lag	Lag	Lag						Lead			Lead	
Lead-Lag Optimize?												
Recall Mode	None	None						Max			Max	
Act Effect Green (s)		12.6						48.1			48.1	
Actuated g/C Ratio		0.17						0.65			0.65	
v/c Ratio		0.49						1.17			0.88	
Control Delay		32.8						98.9			17.8	
Queue Delay		0.0						0.0			0.0	
Total Delay		32.8						98.9			17.8	
LOS		C						F			B	
Approach Delay		32.8						98.9			17.8	
Approach LOS		C						F			B	
Queue Length 50th (ft)		65						-738			322	
Queue Length 95th (ft)		118						#956			#617	
Internal Link Dist (ft)		42			283			325			145	
Turn Bay Length (ft)												
Base Capacity (vph)		757						2188			2188	
Starvation Cap Reductn		0						0			0	
Spillback Cap Reductn		0						0			0	
Storage Cap Reductn		0						0			0	
Reduced v/c Ratio		0.21						1.17			0.88	

**Intersection Summary**

Area Type: Other  
 Cycle Length: 91  
 Actuated Cycle Length: 73.7  
 Natural Cycle: 90  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 1.17  
 Intersection Signal Delay: 63.0  
 Intersection Capacity Utilization 84.3%  
 Analysis Period (min) 15  
 Intersection LOS: E  
 ICU Level of Service E

- Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 9: Route 1A & Jughandle





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔						↔			↔	
Traffic Volume (vph)	130	10	5	0	0	0	0	2355	0	0	1780	0
Future Volume (vph)	130	10	5	0	0	0	0	2355	0	0	1780	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	12	12	12	11	11	11	11	11	11
Total Lost time (s)		6.0						7.0			7.0	
Lane Util. Factor		1.00						0.95			0.95	
Ftpr, ped/bikes		1.00						1.00			1.00	
Ftpr, ped/bikes		1.00						1.00			1.00	
Frt		1.00						1.00			1.00	
Ft Protected		0.96						1.00			1.00	
Satd. Flow (prot)		1854						3355			3355	
Ft Permitted		0.96						1.00			1.00	
Satd. Flow (perm)		1854						3355			3355	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	141	11	5	0	0	0	0	2560	0	0	1935	0
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	155	0	0	0	0	0	2560	0	0	1935	0
Confl. Peds. (#/hr)								1				
Heavy Vehicles (%)	5%	88%	0%	2%	2%	2%	0%	4%	0%	0%	4%	0%
Turn Type	Perm	NA						NA			NA	
Protected Phases		2						1			1	
Permitted Phases	2											
Actuated Green, G (s)		12.6						48.1			48.1	
Effective Green, g (s)		12.6						48.1			48.1	
Actuated g/C Ratio		0.17						0.65			0.65	
Clearance Time (s)		6.0						7.0			7.0	
Vehicle Extension (s)		4.0						4.0			4.0	
Lane Grp Cap (vph)		316						2189			2189	
v/s Ratio Prot								0.76			0.58	
v/s Ratio Perm		0.08										
v/c Ratio		0.49						1.17			0.88	
Uniform Delay, d1		27.7						12.8			10.5	
Progression Factor		1.00						1.00			1.00	
Incremental Delay, d2		1.6						81.6			5.7	
Delay (s)		29.3						94.4			16.2	
Level of Service		C						F			B	
Approach Delay (s)		29.3			0.0			94.4			16.2	
Approach LOS		C			A			F			B	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			59.6									E
HCM 2000 Volume to Capacity ratio			1.03									
Actuated Cycle Length (s)			73.7					Sum of lost time (s)		13.0		
Intersection Capacity Utilization			84.3%					ICU Level of Service		E		
Analysis Period (min)			15									
c Critical Lane Group												





Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↓	↑↑↑		
Traffic Volume (vph)	1415	195	30	250	1460	0	0
Future Volume (vph)	1415	195	30	250	1460	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	9	11	12	12
Grade (%)	0%				0%	0%	
Storage Length (ft)		500		130		0	0
Storage Lanes		0		1		0	0
Taper Length (ft)				25		25	
Satd. Flow (prot)	4841	0	0	1499	4951	0	0
Flt Permitted				0.950			
Satd. Flow (perm)	4841	0	0	1497	4951	0	0
Right Turn on Red		Yes					Yes
Satd. Flow (RTOR)	81						
Link Speed (mph)	30				30	30	
Link Distance (ft)	572				1857	345	
Travel Time (s)	13.0				42.2	7.8	
Confl. Peds. (#/hr)		8		8			
Confl. Bikes (#/hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	4%	3%	9%	1%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	2	0	0
Parking (#/hr)							
Mid-Block Traffic (%)	0%				0%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	1750	0	0	305	1587	0	0
Turn Type	NA		Prot	Prot	NA		
Protected Phases	2		1	1	1 2		
Permitted Phases							
Detector Phase	2		1	1	1 2		
Switch Phase							
Minimum Initial (s)	8.0		8.0	8.0			
Minimum Split (s)	13.0		13.0	13.0			
Total Split (s)	24.0		17.0	17.0			
Total Split (%)	58.5%		41.5%	41.5%			
Yellow Time (s)	3.5		3.5	3.5			
All-Red Time (s)	1.5		1.5	1.5			
Lost Time Adjust (s)	0.0			0.0			
Total Lost Time (s)	5.0			5.0			
Lead/Lag	Lag		Lead	Lead			
Lead-Lag Optimize?							
Recall Mode	Min		None	None			
Act Effct Green (s)	19.0			11.8	40.8		
Actuated g/C Ratio	0.47			0.29	1.00		
v/c Ratio	0.76			0.70	0.32		
Control Delay	11.4			25.0	0.2		
Queue Delay	0.0			0.0	0.0		
Total Delay	11.4			25.0	0.2		
LOS	B			C	A		
Approach Delay	11.4				4.2		
Approach LOS	B				A		
Queue Length 50th (ft)	104			61	0		
Queue Length 95th (ft)	150			#153	0		
Internal Link Dist (ft)	492				1777	265	
Turn Bay Length (ft)				130			
Base Capacity (vph)	2296			440	4850		
Starvation Cap Reductn	0			0	0		
Spillback Cap Reductn	0			0	0		
Storage Cap Reductn	0			0	0		
Reduced v/c Ratio	0.76			0.69	0.33		

Intersection Summary

Area Type: Other  
 Cycle Length: 41  
 Actuated Cycle Length: 40.8  
 Natural Cycle: 40  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.76  
 Intersection Signal Delay: 7.6  
 Intersection Capacity Utilization 55.6%  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 11: Route 1A on-ramp & Route 145





Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↓	↑↑↑		
Traffic Volume (vph)	1415	195	30	250	1460	0	0
Future Volume (vph)	1415	195	30	250	1460	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	12	9	11	12	12
Total Lost time (s)	5.0			5.0	5.0		
Lane Util. Factor	0.91			1.00	0.91		
Ft, ped/bikes	1.00			1.00	1.00		
Ft, ped/bikes	1.00			1.00	1.00		
Ft	0.98			1.00	1.00		
Ft Protected	1.00			0.95	1.00		
Satd. Flow (prot)	4840			1499	4951		
Ft Permitted	1.00			0.95	1.00		
Satd. Flow (perm)	4840			1499	4951		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1538	212	33	272	1587	0	0
RTOR Reduction (vph)	43	0	0	0	0	0	0
Lane Group Flow (vph)	1707	0	0	305	1587	0	0
Confl. Peds. (#/hr)		8		8			
Heavy Vehicles (%)	1%	4%	3%	9%	1%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	2	0	0
Turn Type	NA		Prot	Prot	NA		
Protected Phases	2		1	1	1 2		
Permitted Phases							
Actuated Green, G (s)	19.0			11.8	40.8		
Effective Green, g (s)	19.0			11.8	40.8		
Actuated g/C Ratio	0.47			0.29	1.00		
Clearance Time (s)	5.0			5.0			
Vehicle Extension (s)	2.0			2.0			
Lane Grp Cap (vph)	2253			433	4951		
v/s Ratio Prot	c0.35			c0.20	0.32		
v/s Ratio Perm							
v/c Ratio	0.76			0.70	0.32		
Uniform Delay, d1	9.0			12.9	0.0		
Progression Factor	1.00			1.00	1.00		
Incremental Delay, d2	1.3			4.2	0.0		
Delay (s)	10.3			17.2	0.0		
Level of Service	B			B	A		
Approach Delay (s)	10.3				2.8	0.0	
Approach LOS	B				A	A	
<b>Intersection Summary</b>							
HCM 2000 Control Delay			6.4		HCM 2000 Level of Service		A
HCM 2000 Volume to Capacity ratio			0.74				
Actuated Cycle Length (s)			40.8		Sum of lost time (s)		10.0
Intersection Capacity Utilization			55.6%		ICU Level of Service		B
Analysis Period (min)			15				

c Critical Lane Group

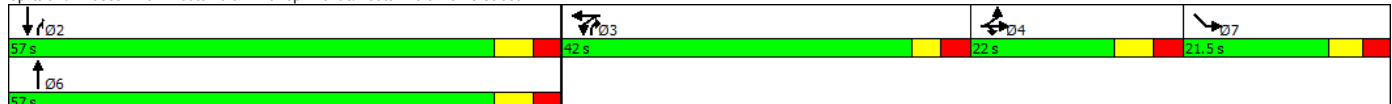


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBT	SBR	SBR2	SEL	SER
Lane Configurations		↕↕	↗	↖↖	↖			↕↕	↗	↕↕			↖↖	
Traffic Volume (vph)	15	245	10	810	460	110	80	1055	1230	445	10	5	135	20
Future Volume (vph)	15	245	10	810	460	110	80	1055	1230	445	10	5	135	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	16	12	12	12	12	12	14	16	12	12	12	12
Grade (%)		0%			0%			0%		0%				0%
Storage Length (ft)	50		0	0		0			0		0		0	0
Storage Lanes	1		1	2		0			1		0		1	0
Taper Length (ft)	25			25									25	
Satd. Flow (prot)	0	3328	1816	3502	1775	0	0	3574	1706	3951	0	0	1754	0
Flt Permitted		0.997		0.950									0.958	
Satd. Flow (perm)	0	3327	1816	3447	1775	0	0	3574	1706	3951	0	0	1754	0
Right Turn on Red			Yes				No		Yes			Yes		
Satd. Flow (RTOR)			126						100		1			
Link Speed (mph)		30			30			30		30			30	
Link Distance (ft)		485			572			480		673			302	
Travel Time (s)		11.0			13.0			10.9		15.3			6.9	
Confl. Peds. (#/hr)	4		7	7		2	4				1	2		7
Confl. Bikes (#/hr)							1							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	0%	0%	2%	1%	0%	1%	1%	3%	0%	0%	0%	11%
Bus Blockages (#/hr)	0	0	2	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)														1
Mid-Block Traffic (%)		0%			0%			0%		0%				0%
Shared Lane Traffic (%)														
Lane Group Flow (vph)	0	282	11	880	707	0	0	1147	1337	500	0	0	169	0
Turn Type	Split	NA	Prot	Split	NA			NA	custom	NA			Prot	
Protected Phases	4	4	4	3	3			6	2 3	2			7	
Permitted Phases														
Detector Phase	4	4	4	3	3			6	2 3	2			7	
Switch Phase														
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0			8.0		8.0			8.0	
Minimum Split (s)	20.0	20.0	20.0	28.0	28.0			15.0		20.0			20.0	
Total Split (s)	22.0	22.0	22.0	42.0	42.0			57.0		57.0			21.5	
Total Split (%)	15.4%	15.4%	15.4%	29.5%	29.5%			40.0%		40.0%			15.1%	
Yellow Time (s)	4.0	4.0	4.0	3.0	3.0			4.0		4.0			3.5	
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0			3.0		3.0			3.0	
Lost Time Adjust (s)		-1.0	-1.0	-1.0	-1.0			-1.0		-1.0			-1.0	
Total Lost Time (s)		6.0	6.0	5.0	5.0			6.0		6.0			5.5	
Lead/Lag	Lag	Lag	Lag	Lead	Lead									
Lead-Lag Optimize?														
Recall Mode	None	None	None	None	None			Min		Min			None	
Act Effect Green (s)	15.6	15.6	15.6	37.0	37.0			51.0	93.0	51.0			15.8	
Actuated g/C Ratio	0.11	0.11	0.11	0.26	0.26			0.36	0.66	0.36			0.11	
v/c Ratio	0.77	0.77	0.04	0.96	1.53			0.89	1.16	0.35			0.87	
Control Delay	76.4	76.4	0.2	73.8	284.8			52.9	105.4	34.2			99.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0			0.0	
Total Delay	76.4	76.4	0.2	73.8	284.8			52.9	105.4	34.2			99.8	
LOS	E	E	A	E	F			D	F	C			F	
Approach Delay	73.6	73.6			167.8			81.2		34.2			99.8	
Approach LOS	E	E			F			F		C			F	
Queue Length 50th (ft)	135	135	0	419	-917			527	-1439	178			157	
Queue Length 95th (ft)	#191	#191	0	#553	#1161			#630	#1708	228			#288	
Internal Link Dist (ft)	405	405			492			400		593			222	
Turn Bay Length (ft)														
Base Capacity (vph)		375	316	913	462			1285	1153	1421			197	
Starvation Cap Reductn		0	0	0	0			0	0	0			0	
Spillback Cap Reductn		0	0	0	0			0	0	0			0	
Storage Cap Reductn		0	0	0	0			0	0	0			0	
Reduced v/c Ratio		0.75	0.03	0.96	1.53			0.89	1.16	0.35			0.86	

Intersection Summary

Area Type: Other  
 Cycle Length: 142.5  
 Actuated Cycle Length: 141.8  
 Natural Cycle: 150  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 1.53  
 Intersection Signal Delay: 104.0  
 Intersection LOS: F  
 Intersection Capacity Utilization 101.0%  
 ICU Level of Service G  
 Analysis Period (min) 15  
 - Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 31: Route 16 & Winthrop Avenue/Route 145 & Harris Street

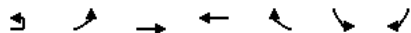




Movement	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBT	SBR	SBR2	SEL	SER
Lane Configurations		↔↑	↔↑	↔↑	↔↑	↔↑		↔↑	↔↑	↔↑			↔↑	
Traffic Volume (vph)	15	245	10	810	460	110	80	1055	1230	445	10	5	135	20
Future Volume (vph)	15	245	10	810	460	110	80	1055	1230	445	10	5	135	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	10	16	12	12	12	12	12	14	16	12	12	12	12
Total Lost time (s)		6.0	6.0	5.0	5.0			6.0	6.0	6.0			5.5	
Lane Util. Factor		0.95	1.00	0.97	1.00			0.95	1.00	0.95			1.00	
Frbp, ped/bikes		1.00	1.00	1.00	0.99			1.00	1.00	1.00			1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00			1.00	1.00	1.00			1.00	
Frt		1.00	0.85	1.00	0.96			1.00	0.85	1.00			0.98	
Flt Protected		1.00	1.00	0.95	1.00			1.00	1.00	1.00			0.96	
Satd. Flow (prot)		3328	1816	3502	1776			3574	1706	3952			1756	
Flt Permitted		1.00	1.00	0.95	1.00			1.00	1.00	1.00			0.96	
Satd. Flow (perm)		3328	1816	3502	1776			3574	1706	3952			1756	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	16	266	11	880	500	120	87	1147	1337	484	11	5	147	22
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	34	1	0	0	0	0
Lane Group Flow (vph)	0	282	1	880	707	0	0	1147	1303	499	0	0	169	0
Confl. Peds. (#/hr)	4		7	7		2	4				1	2		7
Confl. Bikes (#/hr)							1							
Heavy Vehicles (%)	0%	1%	0%	0%	2%	1%	0%	1%	1%	3%	0%	0%	0%	11%
Bus Blockages (#/hr)	0	0	2	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)														1
Turn Type	Split	NA	Prot	Split	NA			NA	custom	NA			Prot	
Protected Phases	4	4	4	3	3			6	2 3	2			7	
Permitted Phases														
Actuated Green, G (s)		14.6	14.6	36.0	36.0			50.0	93.0	50.0			14.8	
Effective Green, g (s)		15.6	15.6	37.0	37.0			51.0	94.0	51.0			15.8	
Actuated g/C Ratio		0.11	0.11	0.26	0.26			0.36	0.66	0.36			0.11	
Clearance Time (s)		7.0	7.0	6.0	6.0			7.0		7.0			6.5	
Vehicle Extension (s)		3.0	3.0	3.0	3.0			3.0		3.0			3.0	
Lane Grp Cap (vph)		365	199	913	463			1284	1130	1420			195	
v/s Ratio Prot		c0.08	0.00	0.25	c0.40			0.32	c0.76	0.13			c0.10	
v/s Ratio Perm														
v/c Ratio		0.77	0.01	0.96	1.53			0.89	1.15	0.35			0.87	
Uniform Delay, d1		61.4	56.2	51.8	52.5			42.9	24.0	33.3			62.0	
Progression Factor		1.00	1.00	1.00	1.00			1.00	1.00	1.00			1.00	
Incremental Delay, d2		9.8	0.0	21.3	247.9			8.3	79.4	0.2			30.8	
Delay (s)		71.2	56.3	73.1	300.4			51.1	103.4	33.5			92.8	
Level of Service		E	E	E	F			D	F	C			F	
Approach Delay (s)		70.6			174.3			79.2		33.5			92.8	
Approach LOS		E			F			E		C			F	

Intersection Summary				
HCM 2000 Control Delay		104.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio		1.21		
Actuated Cycle Length (s)		141.9	Sum of lost time (s)	22.5
Intersection Capacity Utilization		101.0%	ICU Level of Service	G
Analysis Period (min)		15		

c Critical Lane Group

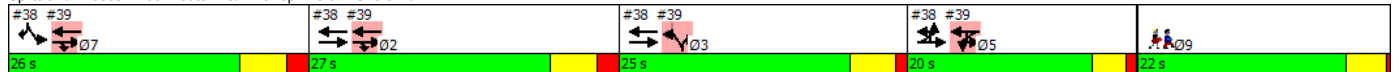


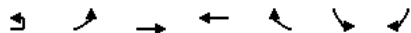
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR	Ø2	Ø3	Ø9
Lane Configurations		↔	↕↕↕	↕↕↕	↕↕↕	↕	↕			
Traffic Volume (vph)	5	275	1370	1005	190	105	245			
Future Volume (vph)	5	275	1370	1005	190	105	245			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	12	11	11	11	12	15	12			
Grade (%)			0%	0%		0%				
Storage Length (ft)		120			0	0	150			
Storage Lanes		1			0	1	1			
Taper Length (ft)		25				25				
Satd. Flow (prot)	0	1728	4951	4853	0	1947	1509			
Flt Permitted		0.950				0.950				
Satd. Flow (perm)	0	1728	4951	4853	0	1947	1509			
Right Turn on Red					Yes		Yes			
Satd. Flow (RTOR)				38			266			
Link Speed (mph)			30	30		30				
Link Distance (ft)			1857	236		865				
Travel Time (s)			42.2	5.4		19.7				
Confl. Peds. (#/hr)										
Confl. Bikes (#/hr)										
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Growth Factor	100%	100%	100%	100%	100%	100%	100%			
Heavy Vehicles (%)	0%	1%	1%	1%	0%	2%	7%			
Bus Blockages (#/hr)	0	0	2	0	0	0	0			
Parking (#/hr)										
Mid-Block Traffic (%)			0%	0%		0%				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	304	1489	1299	0	114	266			
Turn Type	Prot	Prot	NA	NA		Prot	Prot			
Protected Phases	5	5	2 3 5	2 3		7	7	2	3	9
Permitted Phases										
Detector Phase	5	5	2 3 5	2 3		7	7			
Switch Phase										
Minimum Initial (s)	1.0	1.0				20.0	20.0	20.0	8.0	4.0
Minimum Split (s)	20.0	20.0				26.0	26.0	26.0	13.0	22.0
Total Split (s)	20.0	20.0				26.0	26.0	27.0	25.0	22.0
Total Split (%)	16.7%	16.7%				21.7%	21.7%	23%	21%	18%
Yellow Time (s)	3.0	3.0				4.0	4.0	4.0	4.0	3.5
All-Red Time (s)	1.0	1.0				2.0	2.0	2.0	1.0	0.5
Lost Time Adjust (s)		-1.0				-1.0	-1.0			
Total Lost Time (s)		3.0				5.0	5.0			
Lead/Lag	Lag	Lag				Lead	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes								
Recall Mode	None	None				Min	Min	Min	None	None
Act Effct Green (s)		17.2	68.7	48.5		21.2	21.2			
Actuated g/C Ratio		0.16	0.64	0.45		0.20	0.20			
v/c Ratio		1.10	0.47	0.58		0.30	0.52			
Control Delay		125.8	11.7	25.7		41.4	9.2			
Queue Delay		0.0	0.2	2.9		0.5	0.0			
Total Delay		125.8	11.9	28.6		42.0	9.2			
LOS		F	B	C		D	A			
Approach Delay			31.2	28.6		19.0				
Approach LOS			C	C		B				
Queue Length 50th (ft)		~196	130	210		60	0			
Queue Length 95th (ft)		#472	290	328		135	76			
Internal Link Dist (ft)			1777	156		785				
Turn Bay Length (ft)		120					150			
Base Capacity (vph)		277	3183	2223		386	512			
Starvation Cap Reductn		0	0	783		0	0			
Spillback Cap Reductn		0	731	0		88	0			
Storage Cap Reductn		0	0	0		0	0			
Reduced v/c Ratio		1.10	0.61	0.90		0.38	0.52			

Intersection Summary

Area Type: Other  
 Cycle Length: 120  
 Actuated Cycle Length: 106.8  
 Natural Cycle: 150  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 1.61  
 Intersection Signal Delay: 28.9 Intersection LOS: C  
 Intersection Capacity Utilization 66.7% ICU Level of Service C  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 38: Route 145/Winthrop Ave & N Shore Rd



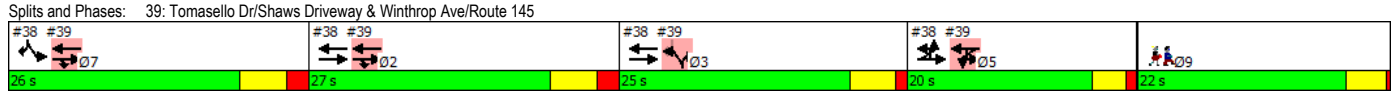


Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↑↑↑	↑↑↑		↔	↑
Traffic Volume (vph)	5	275	1370	1005	190	105	245
Future Volume (vph)	5	275	1370	1005	190	105	245
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	11	11	12	15	12
Total Lost time (s)		3.0	4.0	4.0		5.0	5.0
Lane Util. Factor		1.00	0.91	0.91		1.00	1.00
Fit		1.00	1.00	0.98		1.00	0.85
Fit Protected		0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)		1728	4951	4853		1947	1509
Fit Permitted		0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)		1728	4951	4853		1947	1509
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	299	1489	1092	207	114	266
RTOR Reduction (vph)	0	0	0	21	0	0	214
Lane Group Flow (vph)	0	304	1489	1278	0	114	52
Heavy Vehicles (%)	0%	1%	1%	1%	0%	2%	7%
Bus Blockages (#/hr)	0	0	2	0	0	0	0
Turn Type	Prot	Prot	NA	NA		Prot	Prot
Protected Phases	5	5	2 3 5	2 3		7	7
Permitted Phases							
Actuated Green, G (s)		16.2	68.6	47.4		20.2	20.2
Effective Green, g (s)		17.2	67.6	49.4		21.2	21.2
Actuated g/C Ratio		0.16	0.62	0.45		0.19	0.19
Clearance Time (s)		4.0				6.0	6.0
Vehicle Extension (s)		3.0				4.0	4.0
Lane Grp Cap (vph)		272	3064	2195		377	292
v/s Ratio Prot		c0.18	0.30	c0.26		c0.06	0.03
v/s Ratio Perm							
v/c Ratio		1.12	0.49	0.58		0.30	0.18
Uniform Delay, d1		46.0	11.3	22.2		37.7	36.7
Progression Factor		1.00	1.00	1.09		1.00	1.00
Incremental Delay, d2		89.9	0.2	0.4		0.6	0.4
Delay (s)		135.9	11.5	24.7		38.3	37.1
Level of Service		F	B	C		D	D
Approach Delay (s)			32.6	24.7		37.5	
Approach LOS			C	C		D	
<b>Intersection Summary</b>							
HCM 2000 Control Delay			30.2		HCM 2000 Level of Service		C
HCM 2000 Volume to Capacity ratio			0.61				
Actuated Cycle Length (s)			109.2		Sum of lost time (s)		20.0
Intersection Capacity Utilization			66.7%		ICU Level of Service		C
Analysis Period (min)			15				
c Critical Lane Group							



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø2	Ø7	Ø9
Lane Configurations		↑↑	↑		↓	↑↑	↓	↑↑		↑			↓			
Traffic Volume (vph)	0	1250	225	5	155	945	5	245	0	470	0	0	5			
Future Volume (vph)	0	1250	225	5	155	945	5	245	0	470	0	0	5			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	12	11	11	12	9	11	12	10	12	12	12	12	16			
Grade (%)		0%				0%			0%			0%				
Storage Length (ft)	0		0		100		0	0		100	0		0			
Storage Lanes	0		1		1		0	1		1	0		1			
Taper Length (ft)	25				25			25			25					
Satd. Flow (prot)	0	3455	1546	0	1624	4947	0	3236	0	1599	0	0	1826			
Flt Permitted					0.950			0.950								
Satd. Flow (perm)	0	3455	1546	0	1624	4947	0	3236	0	1599	0	0	1826			
Right Turn on Red			No				Yes			No			No			
Satd. Flow (RTOR)						1										
Link Speed (mph)		30				30			30			30				
Link Distance (ft)		236				635			1415			589				
Travel Time (s)		5.4				14.4			32.2			13.4				
Confl. Peds. (#/hr)	3															
Confl. Bikes (#/hr)																
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%			
Heavy Vehicles (%)	0%	1%	1%	0%	0%	1%	0%	1%	0%	1%	2%	2%	2%			
Bus Blockages (#/hr)	0	0	0	0	0	2	0	0	0	0	0	0	0			
Parking (#/hr)																
Mid-Block Traffic (%)		0%				0%			0%			0%				
Shared Lane Traffic (%)																
Lane Group Flow (vph)	0	1359	245	0	173	1032	0	266	0	511	0	0	5			
Turn Type		NA	Prot	Prot	Prot	NA		Prot		Prot			Perm			
Protected Phases		2 7	2 7	5	5	2 5 7		3		3				2	7	9
Permitted Phases																3
Detector Phase		2 7	2 7	5	5	2 5 7		3		3						3
Switch Phase																
Minimum Initial (s)				1.0	1.0			8.0		8.0			8.0	20.0	20.0	4.0
Minimum Split (s)				20.0	20.0			13.0		13.0			13.0	26.0	26.0	22.0
Total Split (s)				20.0	20.0			25.0		25.0			25.0	27.0	26.0	22.0
Total Split (%)				16.7%	16.7%			20.8%		20.8%			20.8%	23%	22%	18%
Yellow Time (s)				3.0	3.0			4.0		4.0			4.0	4.0	4.0	3.5
All-Red Time (s)				1.0	1.0			1.0		1.0			1.0	2.0	2.0	0.5
Lost Time Adjust (s)						-1.0		-1.0		-1.0			-1.0			
Total Lost Time (s)						3.0		4.0		4.0			4.0			
Lead/Lag				Lag	Lag			Lead		Lead			Lead	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes											
Recall Mode				None	None			None		None			None	Min	Min	None
Act Effct Green (s)		49.5	47.5		17.2	68.3		21.2		21.2			21.2			
Actuated g/C Ratio		0.46	0.44		0.16	0.64		0.20		0.20			0.20			
v/c Ratio		0.85	0.36		0.66	0.33		0.41		1.61			0.01			
Control Delay		33.2	26.4		57.7	7.0		41.5		320.4			39.8			
Queue Delay		48.1	4.2		0.0	0.2		0.0		0.0			0.0			
Total Delay		81.2	30.7		57.7	7.1		41.5		320.4			39.8			
LOS		F	C		E	A		D		F			D			
Approach Delay		73.5				14.4		224.9					39.8			
Approach LOS		E				B		F					D			
Queue Length 50th (ft)		263	83		101	76		73		-444			3			
Queue Length 95th (ft)		#659	180		#239	91		139		#813			15			
Internal Link Dist (ft)		156				555			1335				509			
Turn Bay Length (ft)					100					100						
Base Capacity (vph)		1600	687		261	3162		642		317			362			
Starvation Cap Reductn		509	359		0	0		0		0			0			
Spillback Cap Reductn		0	0		0	1038		0		0			0			
Storage Cap Reductn		0	0		0	0		0		0			0			
Reduced v/c Ratio		1.25	0.75		0.66	0.49		0.41		1.61			0.01			

**Intersection Summary**  
 Area Type: Other  
 Cycle Length: 120  
 Actuated Cycle Length: 106.8  
 Natural Cycle: 150  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 1.61  
 Intersection Signal Delay: 86.4  
 Intersection LOS: F  
 Intersection Capacity Utilization 82.5%  
 ICU Level of Service E  
 Analysis Period (min) 15  
 - Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.





Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑		↓	↑↑↑	↓	↑↑		↑			↑
Traffic Volume (vph)	0	1250	225	5	155	945	5	245	0	470	0	0	5
Future Volume (vph)	0	1250	225	5	155	945	5	245	0	470	0	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	11	12	9	11	12	10	12	12	12	12	16
Total Lost time (s)		4.0	6.0		3.0	4.0		4.0		4.0			4.0
Lane Util. Factor		0.95	1.00		1.00	0.91		0.97		1.00			1.00
Frpb, ped/bikes		1.00	1.00		1.00	1.00		1.00		1.00			1.00
Flpb, ped/bikes		1.00	1.00		1.00	1.00		1.00		1.00			1.00
Frt		1.00	0.85		1.00	1.00		1.00		0.85			0.86
Flt Protected		1.00	1.00		0.95	1.00		0.95		1.00			1.00
Satd. Flow (prot)		3455	1546		1624	4948		3236		1599			1826
Flt Permitted		1.00	1.00		0.95	1.00		0.95		1.00			1.00
Satd. Flow (perm)		3455	1546		1624	4948		3236		1599			1826
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1359	245	5	168	1027	5	266	0	511	0	0	5
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1359	245	0	173	1032	0	266	0	511	0	0	5
Confl. Peds. (#/hr)	3												
Heavy Vehicles (%)	0%	1%	1%	0%	0%	1%	0%	1%	0%	1%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	2	0	0	0	0	0	0	0
Turn Type	NA	Prot	Prot	Prot	NA		Prot		Prot				Perm
Protected Phases	2 7	2 7	5	5	2 5 7		3		3				
Permitted Phases													3
Actuated Green, G (s)		47.4	47.4		16.2	63.6		20.2		20.2			20.2
Effective Green, g (s)		49.4	47.4		17.2	67.6		21.2		21.2			21.2
Actuated g/C Ratio		0.45	0.43		0.16	0.62		0.19		0.19			0.19
Clearance Time (s)					4.0			5.0		5.0			5.0
Vehicle Extension (s)					3.0			4.0		4.0			4.0
Lane Grp Cap (vph)		1562	671		255	3063		628		310			354
v/s Ratio Prot		c0.39	0.16		c0.11	0.21		0.08		c0.32			
v/s Ratio Perm													0.00
v/c Ratio		0.87	0.37		0.68	0.34		0.42		1.65			0.01
Uniform Delay, d1		27.0	20.8		43.4	10.0		38.6		44.0			35.6
Progression Factor		1.01	1.14		1.00	1.00		1.00		1.00			1.00
Incremental Delay, d2		5.2	0.4		7.0	0.1		0.6		305.9			0.0
Delay (s)		32.6	24.0		50.4	10.1		39.3		349.9			35.6
Level of Service		C	C		D	B		D		F			D
Approach Delay (s)		31.3				15.9			243.5			35.6	
Approach LOS		C				B			F			D	
<b>Intersection Summary</b>													
HCM 2000 Control Delay			72.0			HCM 2000 Level of Service							E
HCM 2000 Volume to Capacity ratio			1.05										
Actuated Cycle Length (s)			109.2			Sum of lost time (s)		24.0					
Intersection Capacity Utilization			82.5%			ICU Level of Service							E
Analysis Period (min)			15										

c Critical Lane Group





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø2
Lane Configurations		↔		↔	↔	↔		↔	↔	↔	↔		
Traffic Volume (vph)	70	230	15	300	180	210	35	300	605	125	240	80	
Future Volume (vph)	70	230	15	300	180	210	35	300	605	125	240	80	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	10	16	12	10	12	12	10	12	
Grade (%)		0%			0%			0%			0%		
Storage Length (ft)	0		150	250		305	0		0	0		0	
Storage Lanes	0		0	1		0	0		1	1		0	
Taper Length (ft)	25			25			25			25			
Satd. Flow (prot)	0	1437	0	1484	1409	1569	0	1530	1275	1624	1481	0	
Flt Permitted		0.843		0.950	0.987			0.927		0.281			
Satd. Flow (perm)	0	1192	0	1460	1403	1569	0	1413	1275	462	1481	0	
Right Turn on Red			Yes			Yes			No			Yes	
Satd. Flow (RTOR)		2				228					11		
Link Speed (mph)		30			30			30			30		
Link Distance (ft)		1166			677			476			1736		
Travel Time (s)		26.5			15.4			10.8			39.5		
Confl. Peds. (#/hr)	92		18	18		92	69		48	48		69	
Confl. Bikes (#/hr)			1						1				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	7%	4%	1%	4%	7%	5%	2%	4%	2%	0%	0%	0%	
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0	
Parking (#/hr)	1	1	1						1			1	
Mid-Block Traffic (%)		0%			0%		0%				0%		
Shared Lane Traffic (%)				21%									
Lane Group Flow (vph)	0	342	0	258	264	228	0	364	658	136	348	0	
Turn Type	Perm	NA		Split	NA	Prot	Perm	NA	pt+ov	D.P+P	NA		
Protected Phases		5		1	1	1		7	17	6	67		2
Permitted Phases	5						7			7			
Detector Phase	5	5		1	1	1	7	7	17	6	67		
Switch Phase													
Minimum Initial (s)	8.0	8.0		8.0	8.0	8.0	8.0	8.0		4.0			1.0
Minimum Split (s)	37.0	37.0		30.0	30.0	30.0	13.0	13.0		8.0			26.0
Total Split (s)	41.0	41.0		32.0	32.0	32.0	37.0	37.0		10.0			30.0
Total Split (%)	27.3%	27.3%		21.3%	21.3%	21.3%	24.7%	24.7%		6.7%			20%
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0			3.0
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	2.0	2.0		1.0			1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0		0.0		0.0			
Total Lost Time (s)		6.0		6.0	6.0	6.0		5.0		4.0			
Lead/Lag	Lead	Lead		Lead	Lead	Lead				Lag			Lag
Lead-Lag Optimize?													
Recall Mode	Max	Max		Max	Max	Max	C-Max	C-Max		None			None
Act Effct Green (s)	35.0			26.0	26.0	26.0	46.4	77.4	53.4	57.4			
Actuated g/C Ratio	0.23			0.17	0.17	0.17	0.31	0.52	0.36	0.38			
v/c Ratio	1.23			1.00	1.08	0.50	0.83	1.00	0.65	0.61			
Control Delay	175.9			117.7	137.5	10.2	66.6	72.1	54.0	44.6			
Queue Delay	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Total Delay	175.9			117.7	137.5	10.2	66.6	72.1	54.0	44.6			
LOS	F			F	F	B	E	E	D	D			
Approach Delay	175.9				92.0		70.2			47.2			
Approach LOS	F				F		E			D			
Queue Length 50th (ft)	~410			~270	~303	0	~394	~757	100	296			
Queue Length 95th (ft)	#616			#468	#498	77	#601	#1003	#192	421			
Internal Link Dist (ft)	1086				597			396		1656			
Turn Bay Length (ft)				250		305							
Base Capacity (vph)		279		257	244	460		437	657	210	573		
Starvation Cap Reductn		0		0	0	0		0	0	0	0		
Spillback Cap Reductn		0		0	0	0		0	0	0	0		
Storage Cap Reductn		0		0	0	0		0	0	0	0		
Reduced v/c Ratio		1.23		1.00	1.08	0.50		0.83	1.00	0.65	0.61		

**Intersection Summary**  
 Area Type: CBD  
 Cycle Length: 150  
 Actuated Cycle Length: 150  
 Offset: 0 (0%), Referenced to phase 7:NBSB, Start of Green  
 Natural Cycle: 145  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.23  
 Intersection Signal Delay: 86.1      Intersection LOS: F  
 Intersection Capacity Utilization 105.3%      ICU Level of Service G  
 Analysis Period (min) 15  
 - Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔	↔		↔	↔	↔	↔	
Traffic Volume (vph)	70	230	15	300	180	210	35	300	605	125	240	80
Future Volume (vph)	70	230	15	300	180	210	35	300	605	125	240	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	10	16	12	10	12	12	10	12
Total Lost time (s)		6.0		6.0	6.0	6.0		5.0	6.0	4.0	4.0	
Lane Util. Factor		1.00		0.95	0.95	1.00		1.00	1.00	1.00	1.00	
Ft <sub>pb</sub> , ped/bikes		1.00		1.00	1.00	1.00		1.00	1.00	1.00	0.97	
Ft <sub>pb</sub> , ped/bikes		0.97		1.00	1.00	1.00		0.99	1.00	0.99	1.00	
F <sub>rt</sub>		0.99		1.00	1.00	0.85		1.00	0.85	1.00	0.96	
F <sub>lt</sub> Protected		0.99		0.95	0.99	1.00		0.99	1.00	0.95	1.00	
Satd. Flow (prot)		1398		1484	1409	1569		1519	1275	1611	1493	
F <sub>lt</sub> Permitted		0.84		0.95	0.99	1.00		0.93	1.00	0.28	1.00	
Satd. Flow (perm)		1191		1484	1409	1569		1415	1275	477	1493	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	76	250	16	326	196	228	38	326	658	136	261	87
RTOR Reduction (vph)	0	2	0	0	0	188	0	0	0	0	7	0
Lane Group Flow (vph)	0	340	0	258	264	40	0	364	658	136	341	0
Confl. Peds. (#/hr)	92		18	18		92	69		48	48		69
Confl. Bikes (#/hr)			1						1			
Heavy Vehicles (%)	7%	4%	1%	4%	7%	5%	2%	4%	2%	0%	0%	0%
Parking (#/hr)	1	1	1						1			1
Turn Type	Perm	NA		Split	NA	Prot	Perm	NA	pt+ov	D,P+P	NA	
Protected Phases		5		1	1	1		7	17	6	67	
Permitted Phases	5						7			7		
Actuated Green, G (s)		35.0		26.0	26.0	26.0		44.8	75.8	50.8	54.8	
Effective Green, g (s)		35.0		26.0	26.0	26.0		44.8	70.8	50.8	54.8	
Actuated g/C Ratio		0.23		0.17	0.17	0.17		0.30	0.47	0.34	0.37	
Clearance Time (s)		6.0		6.0	6.0	6.0		5.0		4.0		
Vehicle Extension (s)		4.0		4.0	4.0	4.0		4.0		2.0		
Lane Grp Cap (vph)		277		257	244	271		422	601	206	545	
v/s Ratio Prot				0.17	0.19	0.03			c0.52	0.03	c0.23	
v/s Ratio Perm		c0.29						0.26		0.20		
v/c Ratio		1.23		1.00	1.08	0.15		0.86	1.09	0.66	0.63	
Uniform Delay, d1		57.5		62.0	62.0	52.6		49.7	39.6	43.8	39.2	
Progression Factor		1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	
Incremental Delay, d2		130.6		57.1	81.1	1.1		20.2	65.3	6.0	1.6	
Delay (s)		188.1		119.1	143.1	53.7		69.9	104.9	49.8	40.8	
Level of Service		F		F	F	D		E	F	D	D	
Approach Delay (s)		188.1			107.7			92.4			43.3	
Approach LOS		F			F			F			D	

Intersection Summary			
HCM 2000 Control Delay	100.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	25.0
Intersection Capacity Utilization	105.3%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

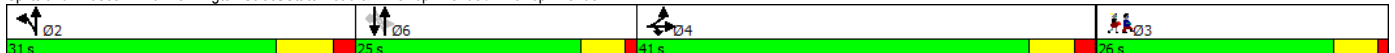


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø3
Lane Configurations													
Traffic Volume (vph)	75	265	245	0	0	0	355	355	85	35	185	135	
Future Volume (vph)	75	265	245	0	0	0	355	355	85	35	185	135	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	10	12	12	12	10	11	12	12	12	12	
Grade (%)		0%			0%			0%			0%		
Storage Length (ft)	0		50	0		0	0		0	0		0	
Storage Lanes	0		1	0		0	1		0	0		1	
Taper Length (ft)	25			25			25			25			
Satd. Flow (prot)	0	1665	1319	0	0	0	1501	1599	0	0	1668	1253	
Flt Permitted		0.989					0.271				0.868		
Satd. Flow (perm)	0	1665	1319	0	0	0	428	1599	0	0	1460	1236	
Right Turn on Red			Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)			124					12				147	
Link Speed (mph)		30			30			30			30		
Link Distance (ft)		988			531			233			338		
Travel Time (s)		22.5			12.1			5.3			7.7		
Confl. Peds. (#/hr)													
Confl. Bikes (#/hr)									1				1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	0%	2%	2%	2%	2%	2%	1%	0%	0%	0%	2%	3%	
Bus Blockages (#/hr)	0	0	2	0	0	0	0	0	0	0	0	0	2
Parking (#/hr)									1				1
Mid-Block Traffic (%)		0%			0%			0%			0%		
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	370	266	0	0	0	386	478	0	0	239	147	
Turn Type	Split	NA	Prot				D,P+P	NA		Perm	NA	Perm	
Protected Phases	4	4	4				2	2 6			6		3
Permitted Phases							6			6		6	
Detector Phase	4	4	4				2	2 6		6	6	6	
Switch Phase													
Minimum Initial (s)	5.0	5.0	5.0				5.0		5.0	5.0	5.0	1.0	
Minimum Split (s)	11.0	11.0	11.0				12.0		10.0	10.0	10.0	26.0	
Total Split (s)	41.0	41.0	41.0				31.0		25.0	25.0	25.0	26.0	
Total Split (%)	33.3%	33.3%	33.3%				25.2%		20.3%	20.3%	20.3%	21%	
Yellow Time (s)	4.0	4.0	4.0				5.0		4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0				2.0		1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		-2.0	-2.0				-1.0			-2.0	0.0		
Total Lost Time (s)		4.0	4.0				6.0			3.0	5.0		
Lead/Lag							Lead		Lag	Lag	Lag		
Lead-Lag Optimize?													
Recall Mode	None	None	None				Min		Max	Max	Max	None	
Act Effct Green (s)		31.7	31.7				44.1	50.1		22.1	20.0		
Actuated g/C Ratio		0.27	0.27				0.37	0.42		0.19	0.17		
v/c Ratio		0.83	0.60				0.99	0.70		0.88	0.44		
Control Delay		56.7	25.1				76.8	34.5		78.5	11.7		
Queue Delay		0.0	0.0				0.0	0.0		0.0	0.0		
Total Delay		56.7	25.1				76.8	34.5		78.5	11.7		
LOS		E	C				E	C		E	B		
Approach Delay		43.5					53.4			53.1			
Approach LOS		D					D			D			
Queue Length 50th (ft)		264	92				~253	297		183	0		
Queue Length 95th (ft)		382	183				#475	444		#345	61		
Internal Link Dist (ft)		908			451			153		258			
Turn Bay Length (ft)			50										
Base Capacity (vph)		523	499				388	686		273	332		
Starvation Cap Reductn		0	0				0	0		0	0		
Spillback Cap Reductn		0	0				0	0		0	0		
Storage Cap Reductn		0	0				0	0		0	0		
Reduced v/c Ratio		0.71	0.53				0.99	0.70		0.88	0.44		

Intersection Summary

Area Type: CBD  
 Cycle Length: 123  
 Actuated Cycle Length: 117.9  
 Natural Cycle: 90  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.99  
 Intersection Signal Delay: 50.0 Intersection LOS: D  
 Intersection Capacity Utilization 71.2% ICU Level of Service C  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 46: Bennington Street/State Road & Winthrop Avenue /Winthrop Avenue





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕				↕	↕			↕	↕
Traffic Volume (vph)	75	265	245	0	0	0	355	355	85	35	185	135
Future Volume (vph)	75	265	245	0	0	0	355	355	85	35	185	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	10	12	12	12	10	11	12	12	12	12
Total Lost time (s)		4.0	4.0				6.0	6.0			3.0	5.0
Lane Util. Factor		1.00	1.00				1.00	1.00			1.00	1.00
Frbp, ped/bikes		1.00	1.00				1.00	1.00			1.00	0.99
Flpb, ped/bikes		1.00	1.00				1.00	1.00			1.00	1.00
Frt		1.00	0.85				1.00	0.97			1.00	0.85
Flt Protected		0.99	1.00				0.95	1.00			0.99	1.00
Satd. Flow (prot)		1665	1319				1501	1599			1668	1236
Flt Permitted		0.99	1.00				0.27	1.00			0.87	1.00
Satd. Flow (perm)		1665	1319				428	1599			1459	1236
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	82	288	266	0	0	0	386	386	92	38	201	147
RTOR Reduction (vph)	0	0	91	0	0	0	0	7	0	0	0	122
Lane Group Flow (vph)	0	370	175	0	0	0	386	471	0	0	239	25
Confl. Bikes (#/hr)									1			1
Heavy Vehicles (%)	0%	2%	2%	2%	2%	2%	1%	0%	0%	0%	2%	3%
Bus Blockages (#/hr)	0	0	2	0	0	0	0	0	0	0	0	2
Parking (#/hr)									1			1
Turn Type	Split	NA	Prot				D.P+P	NA		Perm	NA	Perm
Protected Phases	4	4	4				2	2 6			6	
Permitted Phases							6		6			6
Actuated Green, G (s)		29.7	29.7				44.1	51.1			20.0	20.0
Effective Green, g (s)		31.7	31.7				46.1	52.1			22.0	20.0
Actuated g/C Ratio		0.27	0.27				0.39	0.44			0.19	0.17
Clearance Time (s)		6.0	6.0				7.0				5.0	5.0
Vehicle Extension (s)		3.0	3.0				3.0				3.0	3.0
Lane Grp Cap (vph)		448	354				396	707			272	209
v/s Ratio Prot		c0.22	0.13				c0.21	0.29				
v/s Ratio Perm							c0.17				0.16	0.02
v/c Ratio		0.83	0.50				0.97	0.67			0.88	0.12
Uniform Delay, d1		40.5	36.3				30.3	26.0			46.6	41.4
Progression Factor		1.00	1.00				1.00	1.00			1.00	1.00
Incremental Delay, d2		11.8	1.1				38.3	2.4			30.7	1.2
Delay (s)		52.3	37.4				68.6	28.4			77.3	42.6
Level of Service		D	D				E	C			E	D
Approach Delay (s)		46.0			0.0			46.3			64.1	
Approach LOS		D			A			D			E	

Intersection Summary			
HCM 2000 Control Delay	49.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	117.8	Sum of lost time (s)	19.0
Intersection Capacity Utilization	71.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

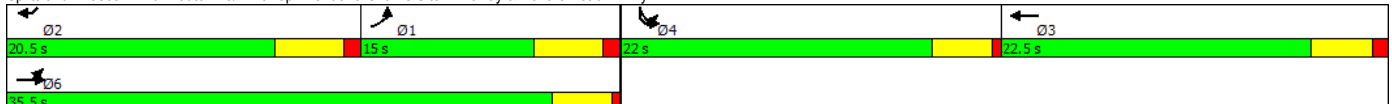


Lane Group	EBL2	EBL	EBT	WBT	WBR	WBR2	SBL2	SBL	SBR	SWL	SWR	SWR2
Lane Configurations												
Traffic Volume (vph)	35	1015	675	645	10	25	10	10	20	0	445	15
Future Volume (vph)	35	1015	675	645	10	25	10	10	20	0	445	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%	0%				0%		0%		
Storage Length (ft)		0			0			0	0	0	0	
Storage Lanes		2			0			1	0	0	3	
Taper Length (ft)		25						25		25		
Satd. Flow (prot)	0	3433	1863	3506	0	0	0	1694	0	0	3610	0
Flt Permitted		0.933						0.976				
Satd. Flow (perm)	0	3343	1863	3506	0	0	0	1694	0	0	3610	0
Right Turn on Red						Yes			Yes			Yes
Satd. Flow (RTOR)				4				157			143	
Link Speed (mph)			30	30				30		30		
Link Distance (ft)			635	988				300		1471		
Travel Time (s)			14.4	22.5				6.8		33.4		
Confl. Peds. (#/hr)		13				13				1		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	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%		
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1141	734	739	0	0	0	44	0	0	500	0
Turn Type	Prot	Split	NA	NA			Prot	Prot			Prot	
Protected Phases	1	6	6	3			4	4			2	
Permitted Phases												
Detector Phase	1	6	6	3			4	4			2	
Switch Phase												
Minimum Initial (s)	10.0	4.0	4.0	10.0			4.0	4.0			10.0	
Minimum Split (s)	15.0	20.0	20.0	22.5			22.0	22.0			15.0	
Total Split (s)	15.0	35.5	35.5	22.5			22.0	22.0			20.5	
Total Split (%)	18.8%	44.4%	44.4%	28.1%			27.5%	27.5%			25.6%	
Yellow Time (s)	4.0	3.5	3.5	3.5			3.5	3.5			4.0	
All-Red Time (s)	1.0	0.5	0.5	1.0			0.5	0.5			1.0	
Lost Time Adjust (s)		0.0	0.0	0.0				0.0			0.0	
Total Lost Time (s)		4.0	4.0	4.5				4.0			5.0	
Lead/Lag	Lag			Lag			Lead	Lead			Lead	
Lead-Lag Optimize?							Yes	Yes			Yes	
Recall Mode	Min	None	None	None			None	None			Min	
Act Effect Green (s)		31.7	31.7	17.9				5.5			15.0	
Actuated g/C Ratio		0.50	0.50	0.28				0.09			0.24	
v/c Ratio		1.02	0.79	0.75				0.15			0.52	
Control Delay		55.5	22.7	27.3				1.1			17.6	
Queue Delay		0.0	0.0	0.0				0.0			0.0	
Total Delay		55.5	22.7	27.3				1.1			17.6	
LOS		E	C	C				A			B	
Approach Delay			42.7	27.3				1.1		17.6		
Approach LOS			D	C				A		B		
Queue Length 50th (ft)		~218	253	147				0			55	
Queue Length 95th (ft)		#399	#457	#216				0			92	
Internal Link Dist (ft)			555	908				220		1391		
Turn Bay Length (ft)												
Base Capacity (vph)		1118	930	1002				595			995	
Starvation Cap Reductn		0	0	0				0			0	
Spillback Cap Reductn		0	0	0				0			0	
Storage Cap Reductn		0	0	0				0			0	
Reduced v/c Ratio		1.02	0.79	0.74				0.07			0.50	

Intersection Summary

Area Type: Other  
 Cycle Length: 80  
 Actuated Cycle Length: 63.5  
 Natural Cycle: 150  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 1.02  
 Intersection Signal Delay: 34.5  
 Intersection LOS: C  
 Intersection Capacity Utilization 70.9%  
 ICU Level of Service C  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 48: Route 145/Winthrop Avenue & Shaw's Site Driveway & Revere Beach Pkwy





Movement	EBL2	EBL	EBT	WBT	WBR	WBR2	SBL2	SBL	SBR	SWL	SWR	SWR2
Lane Configurations												
Traffic Volume (vph)	35	1015	675	645	10	25	10	10	20	0	445	15
Future Volume (vph)	35	1015	675	645	10	25	10	10	20	0	445	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.5				4.0			5.0	
Lane Util. Factor		0.97	1.00	0.95				1.00			0.76	
Frbp, ped/bikes		1.00	1.00	1.00				1.00			1.00	
Flpb, ped/bikes		0.99	1.00	1.00				1.00			1.00	
Frt		1.00	1.00	0.99				0.93			0.85	
Flt Protected		0.95	1.00	1.00				0.98			1.00	
Satd. Flow (prot)		3409	1863	3507				1695			3610	
Flt Permitted		0.93	1.00	1.00				0.98			1.00	
Satd. Flow (perm)		3349	1863	3507				1695			3610	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	38	1103	734	701	11	27	11	11	22	0	484	16
RTOR Reduction (vph)	0	0	0	3	0	0	0	42	0	0	110	0
Lane Group Flow (vph)	0	1141	734	736	0	0	0	2	0	0	390	0
Confl. Peds. (#/hr)		13				13				1		
Turn Type	Prot	Split	NA	NA			Prot	Prot			Prot	
Protected Phases	1	6	6	3			4	4			2	
Permitted Phases												
Actuated Green, G (s)		31.7	31.7	17.9				3.1			15.0	
Effective Green, g (s)		31.7	31.7	17.9				3.1			15.0	
Actuated g/C Ratio		0.49	0.49	0.27				0.05			0.23	
Clearance Time (s)		4.0	4.0	4.5				4.0			5.0	
Vehicle Extension (s)		3.0	3.0	4.0				3.0			7.0	
Lane Grp Cap (vph)		1638	905	962				80			830	
v/s Ratio Prot		0.11	c0.39	c0.21				c0.00			0.11	
v/s Ratio Perm		0.22										
v/c Ratio		0.70	0.81	0.77				0.03			0.47	
Uniform Delay, d1		14.0	14.2	21.7				29.6			21.7	
Progression Factor		1.00	1.00	1.00				1.00			1.00	
Incremental Delay, d2		1.3	5.6	3.9				0.1			1.5	
Delay (s)		15.3	19.8	25.6				29.7			23.2	
Level of Service		B	B	C				C			C	
Approach Delay (s)			17.0	25.6				29.7		23.2		
Approach LOS			B	C				C		C		

Intersection Summary			
HCM 2000 Control Delay	20.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	65.2	Sum of lost time (s)	18.5
Intersection Capacity Utilization	70.9%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lanes, Volumes, Timings  
12: Route 60

11/27/2017

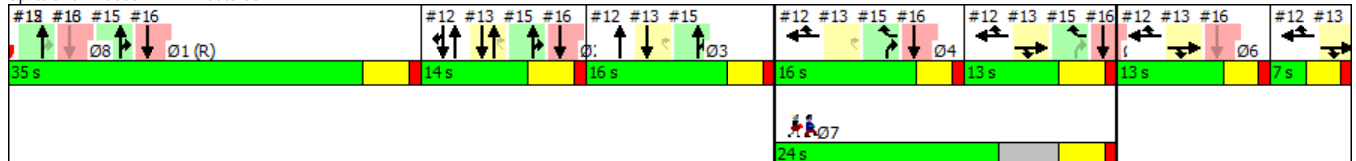


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø1	Ø2	Ø3	Ø4
Lane Configurations					↑↑	↑		↑↑			↑↑	↑				
Traffic Volume (vph)	0	0	0	0	1210	355	0	975	0	0	850	295				
Future Volume (vph)	0	0	0	0	1210	355	0	975	0	0	850	295				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Satd. Flow (prot)	0	0	0	0	3539	1583	0	3438	0	0	3374	1583				
Fit Permitted																
Satd. Flow (perm)	0	0	0	0	3539	1583	0	3438	0	0	3374	1583				
Right Turn on Red			Yes			Yes			Yes			Yes				
Satd. Flow (RTOR)						105						305				
Link Speed (mph)		30			30			30			30					
Link Distance (ft)		244			245			403			338					
Travel Time (s)		5.5			5.6			9.2			7.7					
Confl. Peds. (#/hr)						21										
Confl. Bikes (#/hr)						1										
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92				
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	5%	2%	2%	7%	2%				
Shared Lane Traffic (%)																
Lane Group Flow (vph)	0	0	0	0	1315	386	0	1060	0	0	924	321				
Turn Type					NA	Prot		NA			NA	Prot				
Protected Phases					4 5 6 8	4 5 6 8		1 2 3			1 2	1 2	1	2	3	4
Permitted Phases																
Minimum Split (s)													10.0	19.0	16.0	16.0
Total Split (s)													35.0	14.0	16.0	16.0
Total Split (%)													31%	12%	14%	14%
Yellow Time (s)													4.0	4.0	3.0	3.0
All-Red Time (s)													1.0	1.0	1.0	1.0
Lost Time Adjust (s)																
Total Lost Time (s)																
Lead/Lag													Lead	Lag		Lead
Lead-Lag Optimize?																
Act Effect Green (s)					45.0	45.0		60.0			44.0	44.0				
Actuated g/C Ratio					0.39	0.39		0.53			0.39	0.39				
v/c Ratio					0.94	0.56		0.59			0.71	0.40				
Control Delay					48.1	24.4		0.8			33.3	4.9				
Queue Delay					46.1	28.3		0.2			0.0	0.0				
Total Delay					94.3	52.7		1.1			33.3	4.9				
LOS					F	D		A			C	A				
Approach Delay					84.8			1.1			26.0					
Approach LOS					F			A			C					
Queue Length 50th (ft)					521	151		0			297	7				
Queue Length 95th (ft)					m#613	m191		0			374	65				
Internal Link Dist (ft)		164			165			323			258					
Turn Bay Length (ft)																
Base Capacity (vph)					1396	688		1809			1302	798				
Starvation Cap Reductn					577	308		205			0	0				
Spillback Cap Reductn					0	0		0			0	0				
Storage Cap Reductn					0	0		0			0	0				
Reduced v/c Ratio					1.61	1.02		0.66			0.71	0.40				

Intersection Summary

Area Type: Other  
 Cycle Length: 114  
 Actuated Cycle Length: 114  
 Offset: 73 (64%), Referenced to phase 1:NBSB, Start of Green  
 Natural Cycle: 120  
 Control Type: Pretimed  
 Maximum v/c Ratio: 1.27  
 Intersection Signal Delay: 44.4  
 Intersection LOS: D  
 Intersection Capacity Utilization 67.9%  
 ICU Level of Service C  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: Route 60



Lane Group	Ø5	Ø6	Ø7	Ø8
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Ideal Flow (vphpl)				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Right Turn on Red				
Satd. Flow (RTOR)				
Link Speed (mph)				
Link Distance (ft)				
Travel Time (s)				
Confl. Peds. (#/hr)				
Confl. Bikes (#/hr)				
Peak Hour Factor				
Heavy Vehicles (%)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Turn Type				
Protected Phases	5	6	7	8
Permitted Phases				
Minimum Split (s)	13.0	13.0	24.0	9.0
Total Split (s)	13.0	13.0	24.0	7.0
Total Split (%)	11%	11%	21%	6%
Yellow Time (s)	4.0	3.0	4.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag	Lag	Lead		Lag
Lead-Lag Optimize?				
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				
Queue Length 50th (ft)				
Queue Length 95th (ft)				
Internal Link Dist (ft)				
Turn Bay Length (ft)				
Base Capacity (vph)				
Starvation Cap Reductn				
Spillback Cap Reductn				
Storage Cap Reductn				
Reduced v/c Ratio				
Intersection Summary				



HCM Signalized Intersection Capacity Analysis  
12: Route 60

11/27/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑	↑		↑↑			↑↑	↑
Traffic Volume (vph)	0	0	0	0	1210	355	0	975	0	0	850	295
Future Volume (vph)	0	0	0	0	1210	355	0	975	0	0	850	295
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0	4.0		5.0			5.0	5.0
Lane Util. Factor					0.95	1.00		0.95			0.95	1.00
Frbp, ped/bikes					1.00	1.00		1.00			1.00	1.00
Flpb, ped/bikes					1.00	1.00		1.00			1.00	1.00
Frt					1.00	0.85		1.00			1.00	0.85
Flt Protected					1.00	1.00		1.00			1.00	1.00
Satd. Flow (prot)					3539	1583		3438			3374	1583
Flt Permitted					1.00	1.00		1.00			1.00	1.00
Satd. Flow (perm)					3539	1583		3438			3374	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	1315	386	0	1060	0	0	924	321
RTOR Reduction (vph)	0	0	0	0	0	68	0	0	0	0	0	187
Lane Group Flow (vph)	0	0	0	0	1315	318	0	1060	0	0	924	134
Confl. Peds. (#/hr)								21				
Confl. Bikes (#/hr)								1				
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	5%	2%	2%	7%	2%
Turn Type					NA	Prot		NA			NA	Prot
Protected Phases					4 5 6 8	4 5 6 8		1 2 3			1 2	1 2
Permitted Phases												
Actuated Green, G (s)					45.0	45.0		61.0			44.0	44.0
Effective Green, g (s)					40.0	40.0		61.0			44.0	44.0
Actuated g/C Ratio					0.35	0.35		0.54			0.39	0.39
Clearance Time (s)												
Lane Grp Cap (vph)					1241	555		1839			1302	610
v/s Ratio Prot					c0.37	0.20		c0.31			c0.27	0.08
v/s Ratio Perm												
v/c Ratio					1.06	0.57		0.58			0.71	0.22
Uniform Delay, d1					37.0	30.1		17.8			29.6	23.5
Progression Factor					1.12	1.14		0.00			1.00	1.00
Incremental Delay, d2					39.2	3.0		0.8			3.3	0.8
Delay (s)					80.8	37.3		0.8			32.9	24.3
Level of Service					F	D		A			C	C
Approach Delay (s)		0.0			70.9			0.8			30.7	
Approach LOS		A			E			A			C	
<b>Intersection Summary</b>												
HCM 2000 Control Delay					39.8			HCM 2000 Level of Service			D	
HCM 2000 Volume to Capacity ratio					0.99							
Actuated Cycle Length (s)					114.0			Sum of lost time (s)			31.0	
Intersection Capacity Utilization					67.9%			ICU Level of Service			C	
Analysis Period (min)					15							

c Critical Lane Group

Lanes, Volumes, Timings  
13: Route 1A & Route 16

11/27/2017



Lane Group	EBT	EBR2	NBT	NBR	SBT	NWR2	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Lane Configurations	↑↑	↑↑	↑↑	↑	↑↑	↑↑							
Traffic Volume (vph)	525	900	975	480	850	1100							
Future Volume (vph)	525	900	975	480	850	1100							
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900							
Storage Length (ft)				100									
Storage Lanes				1									
Taper Length (ft)													
Satd. Flow (prot)	3471	2787	3438	1568	3406	2814							
Flt Permitted													
Satd. Flow (perm)	3471	2787	3438	1568	3406	2814							
Right Turn on Red		Yes				Yes							
Satd. Flow (RTOR)		518				144							
Link Speed (mph)	30		30		30								
Link Distance (ft)	272		380		403								
Travel Time (s)	6.2		8.6		9.2								
Confl. Peds. (#/hr)		2											
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92							
Heavy Vehicles (%)	4%	2%	5%	3%	6%	1%							
Shared Lane Traffic (%)													
Lane Group Flow (vph)	571	978	1060	522	924	1196							
Turn Type	NA	Prot	NA	custom	NA	Perm							
Protected Phases	5 6 8	5 6 8	1 2	1	1 2 3		2	3	4	5	6	7	8
Permitted Phases						2 3 4							
Minimum Split (s)				10.0			19.0	16.0	16.0	13.0	13.0	24.0	9.0
Total Split (s)				35.0			14.0	16.0	16.0	13.0	13.0	24.0	7.0
Total Split (%)				30.7%			12%	14%	14%	11%	11%	21%	6%
Yellow Time (s)				4.0			4.0	3.0	3.0	4.0	3.0	4.0	3.0
All-Red Time (s)				1.0			1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)				0.0									
Total Lost Time (s)				5.0									
Lead/Lag				Lead			Lag		Lead	Lag	Lead		Lag
Lead-Lag Optimize?													
Act Effct Green (s)	28.0	28.0	44.0	30.0	60.0	41.0							
Actuated g/C Ratio	0.25	0.25	0.39	0.26	0.53	0.36							
v/c Ratio	0.67	0.91	0.80	1.27	0.52	1.08							
Control Delay	32.3	22.5	36.6	174.4	0.7	84.1							
Queue Delay	10.1	3.1	0.0	0.0	0.2	0.0							
Total Delay	42.3	25.5	36.6	174.4	0.9	84.1							
LOS	D	C	D	F	A	F							
Approach Delay	31.7		82.1		0.9								
Approach LOS	C		F		A								
Queue Length 50th (ft)	143	55	358	-483	0	-519							
Queue Length 95th (ft)	213	#118	445	#693	0	#667							
Internal Link Dist (ft)	192		300		323								
Turn Bay Length (ft)				100									
Base Capacity (vph)	852	1075	1326	412	1792	1104							
Starvation Cap Reductn	251	47	0	0	211	0							
Spillback Cap Reductn	0	0	0	0	0	0							
Storage Cap Reductn	0	0	0	0	0	0							
Reduced v/c Ratio	0.95	0.95	0.80	1.27	0.58	1.08							

Intersection Summary

Area Type: Other

Cycle Length: 114

Actuated Cycle Length: 114

Offset: 73 (64%), Referenced to phase 1:NBSB, Start of Green

Natural Cycle: 120

Control Type: Pretimed

Maximum v/c Ratio: 1.27

Intersection Signal Delay: 53.4

Intersection LOS: D

Intersection Capacity Utilization Err%

ICU Level of Service H

Analysis Period (min) 15

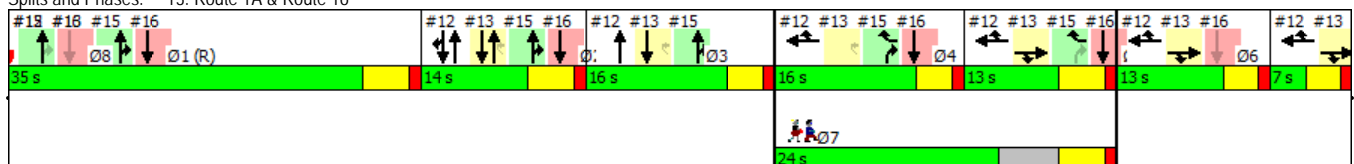
- Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 13: Route 1A & Route 16



HCM Signalized Intersection Capacity Analysis  
 13: Route 1A & Route 16

11/27/2017



Movement	EBT	EBR2	NBT	NBR	SBT	NWR2
Lane Configurations	↑↑	↑↑	↑↑	↑	↑↑	↑↑
Traffic Volume (vph)	525	900	975	480	850	1100
Future Volume (vph)	525	900	975	480	850	1100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.95	0.88	0.95	1.00	0.95	0.88
Frb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	0.85
Flt Protected	1.00	1.00	1.00	1.00	1.00	1.00
Satd. Flow (prot)	3471	2787	3438	1568	3406	2814
Flt Permitted	1.00	1.00	1.00	1.00	1.00	1.00
Satd. Flow (perm)	3471	2787	3438	1568	3406	2814
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	571	978	1060	522	924	1196
RTOR Reduction (vph)	0	404	0	0	0	96
Lane Group Flow (vph)	571	574	1060	522	924	1100
Confl. Peds. (#/hr)		2				
Heavy Vehicles (%)	4%	2%	5%	3%	6%	1%
Turn Type	NA	Prot	NA	custom	NA	Perm
Protected Phases	5 6 8	5 6 8	1 2	1	1 2 3	
Permitted Phases						2 3 4
Actuated Green, G (s)	29.0	29.0	44.0	30.0	61.0	42.0
Effective Green, g (s)	25.0	25.0	44.0	30.0	61.0	38.0
Actuated g/C Ratio	0.22	0.22	0.39	0.26	0.54	0.33
Clearance Time (s)				5.0		
Lane Grp Cap (vph)	761	611	1326	412	1822	938
v/s Ratio Prot	0.16	c0.21	0.31	c0.33	0.27	
v/s Ratio Perm						c0.39
v/c Ratio	0.75	0.94	0.80	1.27	0.51	1.17
Uniform Delay, d1	41.6	43.7	31.1	42.0	16.9	38.0
Progression Factor	0.72	0.47	1.00	1.00	0.00	1.00
Incremental Delay, d2	6.4	23.3	5.1	138.2	0.7	89.1
Delay (s)	36.4	43.9	36.2	180.2	0.7	127.1
Level of Service	D	D	D	F	A	F
Approach Delay (s)	41.1		83.7		0.7	
Approach LOS	D		F		A	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			66.4		HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio			1.28			
Actuated Cycle Length (s)			114.0		Sum of lost time (s)	31.0
Intersection Capacity Utilization			Err%		ICU Level of Service	H
Analysis Period (min)			15			
c Critical Lane Group						

Lanes, Volumes, Timings  
15: VFW Parkway

11/27/2017

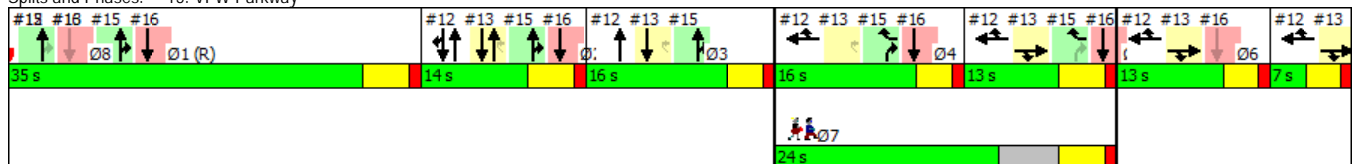


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Lane Configurations		↔↔	↕↕	↔↔										
Traffic Volume (vph)	0	1080	440	1665	0	0								
Future Volume (vph)	0	1080	440	1665	0	0								
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900								
Satd. Flow (prot)	0	2787	3539	2787	0	0								
Fit Permitted														
Satd. Flow (perm)	0	2787	3539	2787	0	0								
Right Turn on Red		Yes		Yes										
Satd. Flow (RTOR)		849		1810										
Link Speed (mph)	30		30			30								
Link Distance (ft)	507		317			245								
Travel Time (s)	11.5		7.2			5.6								
Confl. Peds. (#/hr)		11												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92								
Shared Lane Traffic (%)														
Lane Group Flow (vph)	0	1174	478	1810	0	0								
Turn Type		custom	NA	custom										
Protected Phases		4 5	1 2 3 8	1 2 3 4			1	2	3	4	5	6	7	8
Permitted Phases				5 8										
Minimum Split (s)							10.0	19.0	16.0	16.0	13.0	13.0	24.0	9.0
Total Split (s)							35.0	14.0	16.0	16.0	13.0	13.0	24.0	7.0
Total Split (%)							31%	12%	14%	14%	11%	11%	21%	6%
Yellow Time (s)							4.0	4.0	3.0	3.0	4.0	3.0	4.0	3.0
All-Red Time (s)							1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)														
Total Lost Time (s)														
Lead/Lag							Lead	Lag		Lead	Lag	Lead		Lag
Lead-Lag Optimize?														
Act Effct Green (s)		25.0	67.0	96.0										
Actuated g/C Ratio		0.22	0.59	0.84										
v/c Ratio		0.92	0.23	0.69										
Control Delay		24.5	13.9	1.0										
Queue Delay		46.4	1.2	3.7										
Total Delay		70.9	15.2	4.8										
LOS		E	B	A										
Approach Delay	70.9		6.9											
Approach LOS	E		A											
Queue Length 50th (ft)		149	100	0										
Queue Length 95th (ft)		#315	m96	m14										
Internal Link Dist (ft)	427		237			165								
Turn Bay Length (ft)														
Base Capacity (vph)		1274	2079	2632										
Starvation Cap Reductn		0	1333	718										
Spillback Cap Reductn		362	958	0										
Storage Cap Reductn		0	0	0										
Reduced v/c Ratio		1.29	0.64	0.95										

Intersection Summary

Area Type: Other  
 Cycle Length: 114  
 Actuated Cycle Length: 114  
 Offset: 73 (64%), Referenced to phase 1:NBSB, Start of Green  
 Natural Cycle: 120  
 Control Type: Pretimed  
 Maximum v/c Ratio: 1.27  
 Intersection Signal Delay: 28.6 Intersection LOS: C  
 Intersection Capacity Utilization 62.4% ICU Level of Service B  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: VFW Parkway



HCM Signalized Intersection Capacity Analysis  
15: VFW Parkway

11/27/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↑↑	↑↑	↑↑		
Traffic Volume (vph)	0	1080	440	1665	0	0
Future Volume (vph)	0	1080	440	1665	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	5.0	5.0		
Lane Util. Factor		0.88	0.95	0.88		
Frbp, ped/bikes		1.00	1.00	1.00		
Flpb, ped/bikes		1.00	1.00	1.00		
Frt		0.85	1.00	0.85		
Flt Protected		1.00	1.00	1.00		
Satd. Flow (prot)		2787	3539	2787		
Flt Permitted		1.00	1.00	1.00		
Satd. Flow (perm)		2787	3539	2787		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1174	478	1810	0	0
RTOR Reduction (vph)	0	670	0	476	0	0
Lane Group Flow (vph)	0	504	478	1334	0	0
Confl. Peds. (#/hr)		11				
Turn Type		custom	NA	custom		
Protected Phases		4 5	1 2 3 8	1 2 3 4		
Permitted Phases				5 8		
Actuated Green, G (s)		24.0	68.0	88.0		
Effective Green, g (s)		24.0	64.0	84.0		
Actuated g/C Ratio		0.21	0.56	0.74		
Clearance Time (s)						
Lane Grp Cap (vph)		586	1986	2053		
v/s Ratio Prot		c0.18	0.14	c0.42		
v/s Ratio Perm				0.06		
v/c Ratio		0.86	0.24	0.65		
Uniform Delay, d1		43.4	12.7	7.6		
Progression Factor		1.00	1.23	9.81		
Incremental Delay, d2		15.2	0.0	0.1		
Delay (s)		58.5	15.7	74.4		
Level of Service		E	B	E		
Approach Delay (s)	58.5		62.1		0.0	
Approach LOS	E		E		A	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			60.9		HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio			0.75			
Actuated Cycle Length (s)			114.0		Sum of lost time (s)	31.0
Intersection Capacity Utilization			62.4%		ICU Level of Service	B
Analysis Period (min)			15			

c Critical Lane Group

Lanes, Volumes, Timings  
16: Beach Street

11/27/2017

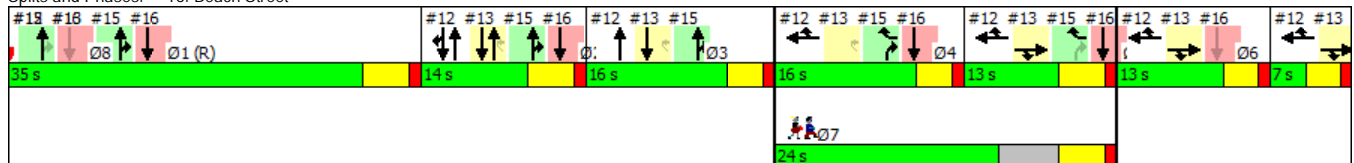


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Lane Configurations		↗			↕	↗								
Traffic Volume (vph)	0	375	0	0	1050	455								
Future Volume (vph)	0	375	0	0	1050	455								
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900								
Satd. Flow (prot)	0	1580	0	0	3539	1583								
Fit Permitted														
Satd. Flow (perm)	0	1547	0	0	3539	1538								
Right Turn on Red		Yes				Yes								
Satd. Flow (RTOR)		297				286								
Link Speed (mph)	30			30	30									
Link Distance (ft)	572			272	244									
Travel Time (s)	13.0			6.2	5.5									
Confl. Peds. (#/hr)		31				17								
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92								
Heavy Vehicles (%)	2%	4%	2%	2%	2%	2%								
Shared Lane Traffic (%)														
Lane Group Flow (vph)	0	408	0	0	1141	495								
Turn Type		Free			NA	Free								
Protected Phases					1 2 4 5		1	2	3	4	5	6	7	8
Permitted Phases		Free			6 8	Free								
Minimum Split (s)							10.0	19.0	16.0	16.0	13.0	13.0	24.0	9.0
Total Split (s)							35.0	14.0	16.0	16.0	13.0	13.0	24.0	7.0
Total Split (%)							31%	12%	14%	14%	11%	11%	21%	6%
Yellow Time (s)							4.0	4.0	3.0	3.0	4.0	3.0	4.0	3.0
All-Red Time (s)							1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)														
Total Lost Time (s)														
Lead/Lag							Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?														
Act Effect Green (s)		114.0			93.0	114.0								
Actuated g/C Ratio		1.00			0.82	1.00								
v/c Ratio		0.26			0.40	0.32								
Control Delay		0.4			0.6	0.3								
Queue Delay		0.0			0.8	0.0								
Total Delay		0.4			1.4	0.3								
LOS		A			A	A								
Approach Delay	0.4				1.1									
Approach LOS	A				A									
Queue Length 50th (ft)		0			12	0								
Queue Length 95th (ft)		0			m11	m0								
Internal Link Dist (ft)	492			192	164									
Turn Bay Length (ft)														
Base Capacity (vph)		1547			2887	1538								
Starvation Cap Reductn		0			1329	0								
Spillback Cap Reductn		25			57	0								
Storage Cap Reductn		0			0	0								
Reduced v/c Ratio		0.27			0.73	0.32								

Intersection Summary

Area Type: Other  
 Cycle Length: 114  
 Actuated Cycle Length: 114  
 Offset: 73 (64%), Referenced to phase 1:NBSB, Start of Green  
 Natural Cycle: 120  
 Control Type: Pretimed  
 Maximum v/c Ratio: 1.27  
 Intersection Signal Delay: 0.9  
 Intersection Capacity Utilization 46.3%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service A  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 16: Beach Street



HCM Signalized Intersection Capacity Analysis  
 16: Beach Street

11/27/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↖↖	↗
Traffic Volume (vph)	0	375	0	0	1050	455
Future Volume (vph)	0	375	0	0	1050	455
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			5.0	4.0
Lane Util. Factor		1.00			0.95	1.00
Frb, ped/bikes		0.98			1.00	0.97
Flpb, ped/bikes		1.00			1.00	1.00
Frt		0.86			1.00	0.85
Flt Protected		1.00			1.00	1.00
Satd. Flow (prot)		1547			3539	1538
Flt Permitted		1.00			1.00	1.00
Satd. Flow (perm)		1547			3539	1538
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	408	0	0	1141	495
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	408	0	0	1141	495
Confl. Peds. (#/hr)		31				17
Heavy Vehicles (%)	2%	4%	2%	2%	2%	2%
Turn Type		Free			NA	Free
Protected Phases					1 2 4 5	
Permitted Phases		Free			6 8	Free
Actuated Green, G (s)		114.0			84.0	114.0
Effective Green, g (s)		114.0			76.0	114.0
Actuated g/C Ratio		1.00			0.67	1.00
Clearance Time (s)						
Lane Grp Cap (vph)		1547			2514	1538
v/s Ratio Prot					c0.25	
v/s Ratio Perm		0.26			0.07	c0.32
v/c Ratio		0.26			0.45	0.32
Uniform Delay, d1		0.0			9.1	0.0
Progression Factor		1.00			0.13	1.00
Incremental Delay, d2		0.4			0.3	0.3
Delay (s)		0.4			1.5	0.3
Level of Service		A			A	A
Approach Delay (s)	0.4			0.0	1.1	
Approach LOS	A			A	A	
<b>Intersection Summary</b>						
HCM 2000 Control Delay		1.0			HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio		0.52				
Actuated Cycle Length (s)		114.0			Sum of lost time (s)	31.0
Intersection Capacity Utilization		46.3%			ICU Level of Service	A
Analysis Period (min)		15				
c Critical Lane Group						

13796.00 :: Suffolk Downs Redevelopment  
 7: Route 1A & Waldemar Avenue

2024 No Build Condition  
 Timing Plan: Evening Peak Hou



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↖	↕	↗	↘	↓
Traffic Volume (vph)	0	105	2565	110	0	1790
Future Volume (vph)	0	105	2565	110	0	1790
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	0	1		0	0	
Taper Length (ft)	25				25	
Satd. Flow (prot)	0	1808	3474	0	0	3438
Flt Permitted						
Satd. Flow (perm)	0	1808	3474	0	0	3438
Link Speed (mph)	30		30			30
Link Distance (ft)	1034		925			475
Travel Time (s)	23.5		21.0			10.8
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	3%	10%	0%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	114	2908	0	0	1946
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	87.6%
Analysis Period (min)	15
	ICU Level of Service E



13796.00 :: Suffolk Downs Redevelopment  
 7: Route 1A & Waldemar Avenue

2024 No Build Condition  
 Timing Plan: Evening Peak Hou



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕↗			↕↕
Traffic Volume (veh/h)	0	105	2565	110	0	1790
Future Volume (Veh/h)	0	105	2565	110	0	1790
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	114	2788	120	0	1946
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked	0.65	0.36			0.36	
vC, conflicting volume	3821	1454			2908	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	223	0			2743	
tC, single (s)	6.8	7.0			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	71			100	
cM capacity (veh/h)	488	387			53	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	114	1859	1049	973	973	
Volume Left	0	0	0	0	0	
Volume Right	114	0	120	0	0	
cSH	387	1700	1700	1700	1700	
Volume to Capacity	0.29	1.09	0.62	0.57	0.57	
Queue Length 95th (ft)	30	0	0	0	0	
Control Delay (s)	18.1	0.0	0.0	0.0	0.0	
Lane LOS	C					
Approach Delay (s)	18.1	0.0		0.0		
Approach LOS	C					
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			87.6%		ICU Level of Service	E
Analysis Period (min)			15			



Lane Group	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	5	5	20	2335	315	15	5	1765
Future Volume (vph)	5	5	20	2335	315	15	5	1765
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	12	11	11	12	11	11
Grade (%)	0%			0%				0%
Storage Length (ft)	0	0	0		0		150	
Storage Lanes	1	1	0		0		1	
Taper Length (ft)	25		25				25	
Satd. Flow (prot)	1925	1723	0	3307	0	0	1745	3355
Flt Permitted	0.950						0.950	
Satd. Flow (perm)	1925	1723	0	3307	0	0	1745	3355
Link Speed (mph)	30			30				30
Link Distance (ft)	3579			475				405
Travel Time (s)	81.3			10.8				9.2
Confl. Peds. (#/hr)					2		2	
Confl. Bikes (#/hr)								
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	4%	1%	0%	0%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0
Parking (#/hr)								
Mid-Block Traffic (%)	0%			0%				0%
Shared Lane Traffic (%)								
Lane Group Flow (vph)	5	5	0	2902	0	0	21	1918
Sign Control	Stop			Free				Free

**Intersection Summary**

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	98.9%
Analysis Period (min)	15
	ICU Level of Service F

13796.00 :: Suffolk Downs Redevelopment  
 8: Route 1A & Tomasello Dr

2024 No Build Condition  
 Timing Plan: Evening Peak Hou



Movement	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Volume (veh/h)	5	5	20	2335	315	15	5	1765
Future Volume (Veh/h)	5	5	20	2335	315	15	5	1765
Sign Control	Stop			Free			Free	
Grade	0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	5	0	2538	342	0	5	1918
Pedestrians	2							
Lane Width (ft)	14.0							
Walking Speed (ft/s)	4.0							
Percent Blockage	0							
Right turn flare (veh)								
Median type	None				None			
Median storage (veh)								
Upstream signal (ft)								405
pX, platoon unblocked	0.45		0.00			0.00		
vC, conflicting volume	3680	1442	0			0	2882	
vC1, stage 1 conf vol								
vC2, stage 2 conf vol								
vCu, unblocked vol	4496	1442	0			0	2882	
tC, single (s)	6.8	6.9	0.0			0.0	4.1	
tC, 2 stage (s)								
tF (s)	3.5	3.3	0.0			0.0	2.2	
p0 queue free %	0	96	0			0	96	
cM capacity (veh/h)	0	124	0			0	130	
Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2	SB 3	
Volume Total	5	5	1692	1188	5	959	959	
Volume Left	5	0	0	0	5	0	0	
Volume Right	0	5	0	342	0	0	0	
cSH	0	124	1700	1700	130	1700	1700	
Volume to Capacity	12.26	0.04	1.00	0.70	0.04	0.56	0.56	
Queue Length 95th (ft)	Err	3	0	0	3	0	0	
Control Delay (s)	Err	35.3	0.0	0.0	33.7	0.0	0.0	
Lane LOS	F	E			D			
Approach Delay (s)	5017.2		0.0		0.1			
Approach LOS	F							
Intersection Summary								
Average Delay			10.5					
Intersection Capacity Utilization			98.9%		ICU Level of Service		F	
Analysis Period (min)			15					

13796.00 :: Suffolk Downs Redevelopment  
 45: Bennington Street & Crescent Ave

2024 No Build Condition  
 Timing Plan: Evening Peak Hou



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	60	130	665	5	0	430
Future Volume (vph)	60	130	665	5	0	430
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	1		0	0	
Taper Length (ft)	25				25	
Satd. Flow (prot)	1615	1445	3606	0	0	3353
Flt Permitted	0.950					
Satd. Flow (perm)	1615	1445	3606	0	0	3353
Link Speed (mph)	30		30			30
Link Distance (ft)	817		1471			233
Travel Time (s)	18.6		33.4			5.3
Confl. Peds. (#/hr)	1	8				
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)	1	1		1		1
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	65	141	728	0	0	467
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	35.1% ICU Level of Service A
Analysis Period (min)	15

13796.00 :: Suffolk Downs Redevelopment  
 45: Bennington Street & Crescent Ave

2024 No Build Condition  
 Timing Plan: Evening Peak Hou



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	60	130	665	5	0	430
Future Volume (Veh/h)	60	130	665	5	0	430
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	65	141	723	5	0	467
Pedestrians			1			8
Lane Width (ft)			12.0			12.0
Walking Speed (ft/s)			4.0			4.0
Percent Blockage			0			1
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						233
pX, platoon unblocked						
vC, conflicting volume	960	372			728	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	960	372			728	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	75	78			100	
cM capacity (veh/h)	258	627			885	

Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	65	141	482	246	234	234
Volume Left	65	0	0	0	0	0
Volume Right	0	141	0	5	0	0
cSH	258	627	1700	1700	1700	1700
Volume to Capacity	0.25	0.22	0.28	0.14	0.14	0.14
Queue Length 95th (ft)	24	21	0	0	0	0
Control Delay (s)	23.6	12.4	0.0	0.0	0.0	0.0
Lane LOS	C	B				
Approach Delay (s)	15.9		0.0		0.0	
Approach LOS	C					

Intersection Summary						
Average Delay			2.3			
Intersection Capacity Utilization			35.1%	ICU Level of Service	A	
Analysis Period (min)			15			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Volume (vph)	45	15	120	465	60	135	50	85	1240	170	125	2375	30
Future Volume (vph)	45	15	120	465	60	135	50	85	1240	170	125	2375	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	12	12	10	10	12	11	11	11	11	11	12
Grade (%)		0%			0%				0%			0%	
Storage Length (ft)	130		0	0		250		400		500	380		0
Storage Lanes	1		0	0		1		1		1	1		0
Taper Length (ft)	25			25				25			25		
Satd. Flow (prot)	1504	1473	0	0	1641	1436	0	1523	3172	1446	1544	3292	0
Flt Permitted	0.154				0.391			0.950			0.950		
Satd. Flow (perm)	244	1473	0	0	670	1436	0	1523	3172	1446	1544	3292	0
Right Turn on Red			Yes			No				Yes			Yes
Satd. Flow (RTOR)		107								185			1
Link Speed (mph)		30			30				30				30
Link Distance (ft)		537			1355				733				925
Travel Time (s)		12.2			30.8				16.7				21.0
Confl. Peds. (#/hr)	22					22							
Confl. Bikes (#/hr)													
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	12%	0%	9%	4%	0%	5%	2%	22%	10%	8%	13%	4%	13%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	8	0
Parking (#/hr)													
Mid-Block Traffic (%)		0%			0%				0%			0%	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	49	146	0	0	570	147	0	146	1348	185	136	2615	0
Turn Type	Perm	NA		Perm	NA	pt+ov	Prot	Prot	NA	Prot	Prot	NA	
Protected Phases		8			4	4 5	1	1	6	6	5	2	
Permitted Phases	8			4									
Detector Phase	8	8		4	4	4 5	1	1	6	6	5	2	
Switch Phase													
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0	20.0	20.0	6.0	20.0	
Minimum Split (s)	26.0	26.0		12.0	12.0		12.0	12.0	27.0	27.0	13.5	31.0	
Total Split (s)	31.0	31.0		18.0	18.0		31.0	31.0	137.0	137.0	32.5	137.0	
Total Split (%)	15.5%	15.5%		9.0%	9.0%		15.5%	15.5%	68.3%	68.3%	16.2%	68.3%	
Yellow Time (s)	3.0	3.0		4.0	4.0		4.0	4.0	5.0	5.0	5.5	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0				-1.0	-1.0	-1.0	-1.0	
Total Lost Time (s)	5.0	5.0		6.0	6.0				5.0	6.0	6.5	6.0	
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?													
Recall Mode	None	None		None	None		None	None	Min	Min	None	Min	
Act Effect Green (s)	26.0	26.0		25.0	53.1		22.6	130.6	130.6	21.5	131.1		
Actuated g/C Ratio	0.13	0.13		0.13	0.27		0.12	0.67	0.67	0.11	0.67		
v/c Ratio	1.53	0.51		6.71	0.38		0.83	0.64	0.18	0.80	1.19		
Control Delay	402.0	30.5		2594.7	60.8		119.1	21.0	1.8	116.9	119.3		
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total Delay	402.0	30.5		2594.7	60.8		119.1	21.0	1.8	116.9	119.3		
LOS	F	C		F	E		F	C	A	F	F		
Approach Delay		123.8		2075.2				27.4			119.2		
Approach LOS		F		F				C			F		
Queue Length 50th (ft)	-89	46		-1420	156		187	516	0	175	-2164		
Queue Length 95th (ft)	#195	131		#1682	230		#294	616	31	261	#2276		
Internal Link Dist (ft)		457		1275				653			845		
Turn Bay Length (ft)	130				250		400		500	380			
Base Capacity (vph)	32	288		85	421		202	2126	1030	205	2230		
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0		
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0		
Storage Cap Reductn	0	0		0	0		0	0	0	0	0		
Reduced v/c Ratio	1.53	0.51		6.71	0.35		0.72	0.63	0.18	0.66	1.17		

Intersection Summary

Area Type:	Other
Cycle Length:	200.5
Actuated Cycle Length:	195.7
Natural Cycle:	140
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	6.71
Intersection Signal Delay:	353.0
Intersection Capacity Utilization:	129.5%
Intersection LOS:	F
ICU Level of Service:	H

Analysis Period (min) 15

- Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 6: Route 1A & Boardman St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations														
Traffic Volume (vph)	45	15	120	465	60	135	50	85	1240	170	125	2375	30	
Future Volume (vph)	45	15	120	465	60	135	50	85	1240	170	125	2375	30	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width	10	11	12	12	10	10	12	11	11	11	11	11	12	
Total Lost time (s)	5.0	5.0			6.0	6.0			5.0	6.0	6.0	6.5	6.0	
Lane Util. Factor	1.00	1.00			1.00	1.00			1.00	0.95	1.00	1.00	0.95	
Frbp, ped/bikes	1.00	1.00			1.00	1.00			1.00	1.00	1.00	1.00	1.00	
Flpb, ped/bikes	1.00	1.00			1.00	1.00			1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.87			1.00	0.85			1.00	1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00			0.96	1.00			0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1504	1473			1640	1436			1523	3172	1446	1544	3292	
Flt Permitted	0.15	1.00			0.39	1.00			0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	244	1473			670	1436			1523	3172	1446	1544	3292	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	49	16	130	505	65	147	54	92	1348	185	136	2582	33	
RTOR Reduction (vph)	0	93	0	0	0	0	0	0	0	61	0	0	0	
Lane Group Flow (vph)	49	53	0	0	570	147	0	146	1348	124	136	2615	0	
Confl. Peds. (#/hr)	22					22								
Heavy Vehicles (%)	12%	0%	9%	4%	0%	5%	2%	22%	10%	8%	13%	4%	13%	
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	8	0	
Turn Type	Perm	NA		Perm	NA	pt+ov	Prot	Prot	NA	Prot	Prot	NA		
Protected Phases		8			4	4 5	1	1	6	6	5	2		
Permitted Phases	8			4										
Actuated Green, G (s)	26.0	26.0			25.0	51.5			21.6	129.7	129.7	20.5	130.1	
Effective Green, g (s)	26.0	26.0			25.0	51.5			22.6	130.7	130.7	21.5	131.1	
Actuated g/C Ratio	0.13	0.13			0.13	0.26			0.12	0.67	0.67	0.11	0.67	
Clearance Time (s)	5.0	5.0			6.0				6.0	7.0	7.0	7.5	7.0	
Vehicle Extension (s)	2.0	2.0			2.0				2.0	4.0	4.0	2.0	4.0	
Lane Grp Cap (vph)	32	195			85	377			175	2118	965	169	2205	
v/s Ratio Prot		0.04				0.10			c0.10	0.42	0.09	0.09	c0.79	
v/s Ratio Perm	0.20				c0.85									
v/c Ratio	1.53	0.27			6.71	0.39			0.83	0.64	0.13	0.80	1.19	
Uniform Delay, d1	84.8	76.3			85.3	59.2			84.7	18.8	11.8	85.1	32.3	
Progression Factor	1.00	1.00			1.00	1.00			1.00	1.00	1.00	1.00	0.99	
Incremental Delay, d2	349.9	0.3			2592.3	0.2			26.5	0.7	0.1	22.4	88.5	
Delay (s)	434.7	76.6			2677.6	59.4			111.2	19.5	11.9	107.4	120.5	
Level of Service	F	E			F	E			F	B	B	F	F	
Approach Delay (s)		166.6			2140.9				26.6			119.9		
Approach LOS		F			F				C			F		
<b>Intersection Summary</b>														
HCM 2000 Control Delay			363.5										HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio			1.93											
Actuated Cycle Length (s)			195.7										Sum of lost time (s)	19.5
Intersection Capacity Utilization			129.5%										ICU Level of Service	H
Analysis Period (min)			15											

c Critical Lane Group





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Traffic Volume (vph)	55	15	5	0	0	0	0	1240	5	0	2390	0
Future Volume (vph)	55	15	5	0	0	0	0	1240	5	0	2390	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	12	12	12	11	11	11	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		
Satd. Flow (prot)	0	1522	0	0	0	0	0	3220	0	0	3323	0
Flt Permitted		0.964										
Satd. Flow (perm)	0	1522	0	0	0	0	0	3220	0	0	3323	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1						1				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		122			363			405			225	
Travel Time (s)		2.8			8.3			9.2			5.1	
Confl. Peds. (#/hr)			1	1					2	2		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	20%	93%	33%	2%	2%	2%	0%	8%	80%	0%	5%	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%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	81	0	0	0	0	0	1353	0	0	2598	0
Turn Type	Perm	NA						NA			NA	
Protected Phases		2						1			1	
Permitted Phases	2											
Detector Phase	2	2						1			1	
Switch Phase												
Minimum Initial (s)	10.0	10.0						20.0			20.0	
Minimum Split (s)	16.0	16.0						27.0			27.0	
Total Split (s)	36.0	36.0						55.0			55.0	
Total Split (%)	39.6%	39.6%						60.4%			60.4%	
Yellow Time (s)	4.0	4.0						5.0			5.0	
All-Red Time (s)	2.0	2.0						2.0			2.0	
Lost Time Adjust (s)		0.0						0.0			0.0	
Total Lost Time (s)		6.0						7.0			7.0	
Lead/Lag	Lag	Lag						Lead			Lead	
Lead-Lag Optimize?												
Recall Mode	None	None						Max			Max	
Act Effect Green (s)		11.0						52.5			52.5	
Actuated g/C Ratio		0.15						0.73			0.73	
v/c Ratio		0.35						0.57			1.07	
Control Delay		31.4						7.5			56.2	
Queue Delay		0.0						0.0			0.0	
Total Delay		31.4						7.5			56.2	
LOS		C						A			E	
Approach Delay		31.4						7.5			56.2	
Approach LOS		C						A			E	
Queue Length 50th (ft)		32						145			-722	
Queue Length 95th (ft)		71						238			#925	
Internal Link Dist (ft)		42			283			325			145	
Turn Bay Length (ft)												
Base Capacity (vph)		636						2356			2431	
Starvation Cap Reductn		0						0			0	
Spillback Cap Reductn		0						0			0	
Storage Cap Reductn		0						0			0	
Reduced v/c Ratio		0.13						0.57			1.07	

Intersection Summary	
Area Type:	Other
Cycle Length:	91
Actuated Cycle Length:	71.8
Natural Cycle:	100
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.07
Intersection Signal Delay:	39.4
Intersection Capacity Utilization:	85.2%
Intersection LOS:	D
ICU Level of Service:	E

Analysis Period (min) 15

- Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 9: Route 1A & Jughandle





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Traffic Volume (vph)	55	15	5	0	0	0	0	1240	5	0	2390	0
Future Volume (vph)	55	15	5	0	0	0	0	1240	5	0	2390	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	12	12	12	11	11	11	11	11	11
Total Lost time (s)		6.0						7.0			7.0	
Lane Util. Factor		1.00						0.95			0.95	
Frbp, ped/bikes		1.00						1.00			1.00	
Flpb, ped/bikes		1.00						1.00			1.00	
Frt		0.99						1.00			1.00	
Flt Protected		0.96						1.00			1.00	
Satd. Flow (prot)		1521						3221			3323	
Flt Permitted		0.96						1.00			1.00	
Satd. Flow (perm)		1521						3221			3323	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	60	16	5	0	0	0	0	1348	5	0	2598	0
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	80	0	0	0	0	0	1353	0	0	2598	0
Confl. Peds. (#/hr)		1	1						2	2		
Heavy Vehicles (%)	20%	93%	33%	2%	2%	2%	0%	8%	80%	0%	5%	0%
Turn Type	Perm	NA						NA			NA	
Protected Phases		2						1			1	
Permitted Phases	2											
Actuated Green, G (s)		8.9						51.1			51.1	
Effective Green, g (s)		8.9						51.1			51.1	
Actuated g/C Ratio		0.12						0.70			0.70	
Clearance Time (s)		6.0						7.0			7.0	
Vehicle Extension (s)		4.0						4.0			4.0	
Lane Grp Cap (vph)		185						2254			2326	
v/s Ratio Prot								0.42			c0.78	
v/s Ratio Perm		0.05										
v/c Ratio		0.43						0.60			1.12	
Uniform Delay, d1		29.7						5.7			10.9	
Progression Factor		1.00						1.00			1.00	
Incremental Delay, d2		2.2						1.2			59.2	
Delay (s)		31.9						6.9			70.1	
Level of Service		C						A			E	
Approach Delay (s)		31.9			0.0			6.9			70.1	
Approach LOS		C			A			A			E	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			48.1									D
HCM 2000 Volume to Capacity ratio			1.02									
Actuated Cycle Length (s)			73.0							13.0		
Intersection Capacity Utilization			85.2%									E
Analysis Period (min)			15									
c Critical Lane Group												



Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↓	↑↑↑		
Traffic Volume (vph)	1135	260	30	300	1465	0	0
Future Volume (vph)	1135	260	30	300	1465	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	9	11	12	12
Grade (%)	0%				0%	0%	
Storage Length (ft)		500		130		0	0
Storage Lanes		0		1		0	0
Taper Length (ft)				25		25	
Satd. Flow (prot)	4682	0	0	1590	4855	0	0
Flt Permitted				0.950			
Satd. Flow (perm)	4682	0	0	1587	4855	0	0
Right Turn on Red		Yes					Yes
Satd. Flow (RTOR)	170						
Link Speed (mph)	30				30	30	
Link Distance (ft)	572				1857	345	
Travel Time (s)	13.0				42.2	7.8	
Confl. Peds. (#/hr)		7	2	7			
Confl. Bikes (#/hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	6%	4%	2%	3%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	2	0	0
Parking (#/hr)							
Mid-Block Traffic (%)	0%				0%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	1517	0	0	359	1592	0	0
Turn Type	NA		Prot	Prot	NA		
Protected Phases	2		1	1	1 2		
Permitted Phases							
Detector Phase	2		1	1	1 2		
Switch Phase							
Minimum Initial (s)	8.0		8.0	8.0			
Minimum Split (s)	13.0		13.0	13.0			
Total Split (s)	24.0		17.0	17.0			
Total Split (%)	58.5%		41.5%	41.5%			
Yellow Time (s)	3.5		3.5	3.5			
All-Red Time (s)	1.5		1.5	1.5			
Lost Time Adjust (s)	0.0			0.0			
Total Lost Time (s)	5.0			5.0			
Lead/Lag	Lag		Lead	Lead			
Lead-Lag Optimize?							
Recall Mode	Min		None	None			
Act Effect Green (s)	19.0			12.0	41.0		
Actuated g/C Ratio	0.46			0.29	1.00		
v/c Ratio	0.67			0.77	0.33		
Control Delay	9.3			28.5	0.2		
Queue Delay	0.0			0.0	0.0		
Total Delay	9.3			28.5	0.2		
LOS	A			C	A		
Approach Delay	9.3				5.4		
Approach LOS	A				A		
Queue Length 50th (ft)	77			74	0		
Queue Length 95th (ft)	114			#182	0		
Internal Link Dist (ft)	492				1777	265	
Turn Bay Length (ft)				130			
Base Capacity (vph)	2260			465	4855		
Starvation Cap Reductn	0			0	0		
Spillback Cap Reductn	0			0	0		
Storage Cap Reductn	0			0	0		
Reduced v/c Ratio	0.67			0.77	0.33		

**Intersection Summary**

Area Type:	Other
Cycle Length:	41
Actuated Cycle Length:	41
Natural Cycle:	45
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.77
Intersection Signal Delay:	7.1
Intersection Capacity Utilization:	54.5%
Intersection LOS:	A
ICU Level of Service:	A

Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

Splits and Phases: 11: Route 1A on-ramp & Route 145





Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↓	↑↑↑		
Traffic Volume (vph)	1135	260	30	300	1465	0	0
Future Volume (vph)	1135	260	30	300	1465	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	12	9	11	12	12
Total Lost time (s)	5.0			5.0	5.0		
Lane Util. Factor	0.91			1.00	0.91		
Frb, ped/bikes	0.99			1.00	1.00		
Flpb, ped/bikes	1.00			1.00	1.00		
Frt	0.97			1.00	1.00		
Flt Protected	1.00			0.95	1.00		
Satd. Flow (prot)	4682			1590	4855		
Flt Permitted	1.00			0.95	1.00		
Satd. Flow (perm)	4682			1590	4855		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1234	283	33	326	1592	0	0
RTOR Reduction (vph)	91	0	0	0	0	0	0
Lane Group Flow (vph)	1426	0	0	359	1592	0	0
Confl. Peds. (#/hr)		7	2	7			
Heavy Vehicles (%)	3%	6%	4%	2%	3%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	2	0	0
Turn Type	NA		Prot	Prot	NA		
Protected Phases	2		1	1	1		
Permitted Phases							
Actuated Green, G (s)	19.0			12.0	41.0		
Effective Green, g (s)	19.0			12.0	41.0		
Actuated g/C Ratio	0.46			0.29	1.00		
Clearance Time (s)	5.0			5.0			
Vehicle Extension (s)	2.0			2.0			
Lane Grp Cap (vph)	2169			465	4855		
v/s Ratio Prot	c0.30			c0.23	0.33		
v/s Ratio Perm							
v/c Ratio	0.66			0.77	0.33		
Uniform Delay, d1	8.5			13.3	0.0		
Progression Factor	1.00			1.00	1.00		
Incremental Delay, d2	0.6			7.1	0.0		
Delay (s)	9.0			20.4	0.0		
Level of Service	A			C	A		
Approach Delay (s)	9.0				3.8	0.0	
Approach LOS	A				A	A	

**Intersection Summary**

HCM 2000 Control Delay	6.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	41.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	54.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBT	SBR	SEL	SER
Lane Configurations		↑↑	↑	↑↑	↑			↑↑	↑	↑↑		↑↑	
Traffic Volume (vph)	25	275	25	950	360	65	90	455	915	430	5	205	20
Future Volume (vph)	25	275	25	950	360	65	90	455	915	430	5	205	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	16	12	12	12	12	12	14	16	12	12	12
Grade (%)		0%			0%			0%		0%		0%	
Storage Length (ft)	50		0	0		0			0		0	0	0
Storage Lanes	1		1	2		0			1		0	1	0
Taper Length (ft)	25			25								25	
Satd. Flow (prot)	0	3266	1746	3400	1744	0	0	3471	1656	3889	0	1742	0
Flt Permitted		0.996		0.950								0.956	
Satd. Flow (perm)	0	3265	1746	3364	1744	0	0	3471	1656	3889	0	1742	0
Right Turn on Red			Yes				No		Yes				
Satd. Flow (RTOR)			126						80				
Link Speed (mph)		30			30			30		30		30	
Link Distance (ft)		485			572			480		673		302	
Travel Time (s)		11.0			13.0			10.9		15.3		6.9	
Confl. Peds. (#/hr)	4		5	5			4				3		5
Confl. Bikes (#/hr)						1	1						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	4%	3%	4%	3%	1%	4%	4%	5%	0%	3%	0%
Bus Blockages (#/hr)	0	0	2	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)													1
Mid-Block Traffic (%)		0%			0%			0%		0%		0%	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	326	27	1033	560	0	0	495	995	472	0	245	0
Turn Type	Split	NA	Prot	Split	NA			NA	custom	NA		Prot	
Protected Phases	4	4	4	3	3			6	2.3	2		7	
Permitted Phases													
Detector Phase	4	4	4	3	3			6	2.3	2		7	
Switch Phase													
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0			8.0		8.0		8.0	
Minimum Split (s)	20.0	20.0	20.0	28.0	28.0			15.0		20.0		20.0	
Total Split (s)	22.0	22.0	22.0	42.0	42.0			57.0		57.0		21.5	
Total Split (%)	15.4%	15.4%	15.4%	29.5%	29.5%			40.0%		40.0%		15.1%	
Yellow Time (s)	4.0	4.0	4.0	3.0	3.0			4.0		4.0		3.5	
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0			3.0		3.0		3.0	
Lost Time Adjust (s)		-1.0	-1.0	-1.0	-1.0			-1.0		-1.0		-1.0	
Total Lost Time (s)		6.0	6.0	5.0	5.0			6.0		6.0		5.5	
Lead/Lag	Lag	Lag	Lag	Lead	Lead								
Lead-Lag Optimize?													
Recall Mode	None	None	None	None	None			Min		Min		None	
Act Effect Green (s)		16.0	16.0	37.0	37.0			51.0	93.0	51.0		16.0	
Actuated g/C Ratio		0.11	0.11	0.26	0.26			0.36	0.65	0.36		0.11	
v/c Ratio		0.89	0.09	1.17	1.24			0.40	0.90	0.34		1.26	
Control Delay		88.3	0.6	134.9	168.8			35.5	31.4	34.3		199.6	
Queue Delay		0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0	
Total Delay		88.3	0.6	134.9	168.8			35.5	31.4	34.3		199.6	
LOS		F	A	F	F			D	C	C		F	
Approach Delay		81.6			146.8			32.7		34.3		199.6	
Approach LOS		F			F			C		C		F	
Queue Length 50th (ft)		159	0	-586	-642			180	685	167		-283	
Queue Length 95th (ft)		#247	0	#721	#873			231	#1081	215		#460	
Internal Link Dist (ft)		405			492			400		593		222	
Turn Bay Length (ft)													
Base Capacity (vph)		366	307	882	452			1242	1108	1391		195	
Starvation Cap Reductn		0	0	0	0			0	0	0		0	
Spillback Cap Reductn		0	0	0	0			0	0	0		0	
Storage Cap Reductn		0	0	0	0			0	0	0		0	
Reduced v/c Ratio		0.89	0.09	1.17	1.24			0.40	0.90	0.34		1.26	

**Intersection Summary**

Area Type:	Other
Cycle Length:	142.5
Actuated Cycle Length:	142.5
Natural Cycle:	110
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	1.26
Intersection Signal Delay:	90.7
Intersection Capacity Utilization:	81.2%
Intersection LOS:	F
ICU Level of Service:	D

Analysis Period (min) 15

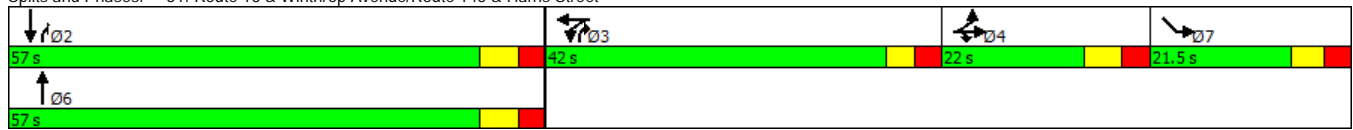
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 31: Route 16 & Winthrop Avenue/Route 145 & Harris Street



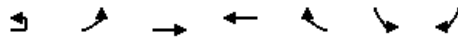




Movement	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBT	SBR	SEL	SER
Lane Configurations		↑↑	↑	↑↑	↑			↑↑	↑	↑↑		↑↑	
Traffic Volume (vph)	25	275	25	950	360	65	90	455	915	430	5	205	20
Future Volume (vph)	25	275	25	950	360	65	90	455	915	430	5	205	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	10	16	12	12	12	12	12	14	16	12	12	12
Total Lost time (s)		6.0	6.0	5.0	5.0			6.0	6.0	6.0		5.5	
Lane Util. Factor		0.95	1.00	0.97	1.00			0.95	1.00	0.95		1.00	
Frbp, ped/bikes		1.00	1.00	1.00	0.99			1.00	1.00	1.00		1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00	
Frt		1.00	0.85	1.00	0.95			1.00	0.85	1.00		0.99	
Flt Protected		1.00	1.00	0.95	1.00			1.00	1.00	1.00		0.96	
Satd. Flow (prot)		3266	1746	3400	1744			3471	1656	3891		1743	
Flt Permitted		1.00	1.00	0.95	1.00			1.00	1.00	1.00		0.96	
Satd. Flow (perm)		3266	1746	3400	1744			3471	1656	3891		1743	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	299	27	1033	391	71	98	495	995	467	5	223	22
RTOR Reduction (vph)	0	0	24	0	0	0	0	0	27	0	0	0	0
Lane Group Flow (vph)	0	326	3	1033	560	0	0	495	968	472	0	245	0
Confl. Peds. (#/hr)	4		5	5				4			3		5
Confl. Bikes (#/hr)						1	1						
Heavy Vehicles (%)	0%	3%	4%	3%	4%	3%	1%	4%	4%	5%	0%	3%	0%
Bus Blockages (#/hr)	0	0	2	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)													1
Turn Type	Split	NA	Prot	Split	NA			NA	custom	NA		Prot	
Protected Phases	4	4	4	3	3			6	2 3	2		7	
Permitted Phases													
Actuated Green, G (s)		15.0	15.0	36.0	36.0			50.0	93.0	50.0		15.0	
Effective Green, g (s)		16.0	16.0	37.0	37.0			51.0	94.0	51.0		16.0	
Actuated g/C Ratio		0.11	0.11	0.26	0.26			0.36	0.66	0.36		0.11	
Clearance Time (s)		7.0	7.0	6.0	6.0			7.0		7.0		6.5	
Vehicle Extension (s)		3.0	3.0	3.0	3.0			3.0		3.0		3.0	
Lane Grp Cap (vph)		366	196	882	452			1242	1092	1392		195	
v/s Ratio Prot		c0.10	0.00	0.30	c0.32			0.14	c0.58	0.12		c0.14	
v/s Ratio Perm													
v/c Ratio		0.89	0.02	1.17	1.24			0.40	0.89	0.34		1.26	
Uniform Delay, d1		62.4	56.2	52.8	52.8			34.3	19.9	33.4		63.2	
Progression Factor		1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00	
Incremental Delay, d2		22.6	0.0	89.1	125.2			0.2	8.8	0.1		150.1	
Delay (s)		85.0	56.3	141.9	178.0			34.5	28.7	33.6		213.4	
Level of Service		F	E	F	F			C	C	C		F	
Approach Delay (s)		82.8			154.6			30.6		33.6		213.4	
Approach LOS		F			F			C		C		F	

Intersection Summary			
HCM 2000 Control Delay	93.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	142.5	Sum of lost time (s)	22.5
Intersection Capacity Utilization	81.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR	Ø2	Ø3	Ø9
Lane Configurations		↕	↕↕↕	↕↕↕		↕	↕			
Traffic Volume (vph)	5	290	1000	1205	90	160	290			
Future Volume (vph)	5	290	1000	1205	90	160	290			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	12	11	11	11	12	15	12			
Grade (%)			0%	0%		0%				
Storage Length (ft)		120			0	0	150			
Storage Lanes		1			0	1	1			
Taper Length (ft)		25				25				
Satd. Flow (prot)	0	1686	4855	4809	0	1947	1583			
Flt Permitted		0.950				0.950				
Satd. Flow (perm)	0	1686	4855	4809	0	1947	1583			
Right Turn on Red					Yes		Yes			
Satd. Flow (RTOR)				15			315			
Link Speed (mph)			30	30		30				
Link Distance (ft)			1857	236		865				
Travel Time (s)			42.2	5.4		19.7				
Confl. Peds. (#/hr)										
Confl. Bikes (#/hr)					1					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Growth Factor	100%	100%	100%	100%	100%	100%	100%			
Heavy Vehicles (%)	33%	3%	3%	3%	4%	2%	2%			
Bus Blockages (#/hr)	0	0	2	0	0	0	0			
Parking (#/hr)										
Mid-Block Traffic (%)			0%	0%		0%				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	320	1087	1408	0	174	315			
Turn Type	Prot	Prot	NA	NA		Prot	Prot			
Protected Phases	5	5	2 3 5	2 3		7	7	2	3	9
Permitted Phases										
Detector Phase	5	5	2 3 5	2 3		7	7			
Switch Phase										
Minimum Initial (s)	1.0	1.0				4.0	4.0	20.0	8.0	4.0
Minimum Split (s)	20.0	20.0				8.0	8.0	26.0	13.0	22.0
Total Split (s)	20.0	20.0				9.0	9.0	26.0	13.0	22.0
Total Split (%)	22.2%	22.2%				10.0%	10.0%	29%	14%	24%
Yellow Time (s)	3.0	3.0				3.5	3.5	4.0	4.0	3.5
All-Red Time (s)	1.0	1.0				0.5	0.5	2.0	1.0	0.5
Lost Time Adjust (s)		-1.0				-1.0	-1.0			
Total Lost Time (s)		3.0				3.0	3.0			
Lead/Lag	Lag	Lag				Lead	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes				Yes	Yes			
Recall Mode	None	None				None	None	Min	None	None
Act Effect Green (s)		17.2	55.7	35.4		6.1	6.1			
Actuated g/C Ratio		0.24	0.77	0.49		0.08	0.08			
v/c Ratio		0.80	0.29	0.60		1.07	0.75			
Control Delay		44.7	3.7	16.7		127.3	17.5			
Queue Delay		0.0	0.0	0.9		15.6	0.0			
Total Delay		44.7	3.7	17.7		142.9	17.5			
LOS		D	A	B		F	B			
Approach Delay			13.1	17.7		62.1				
Approach LOS			B	B		E				
Queue Length 50th (ft)		123	24	163		-76	0			
Queue Length 95th (ft)		#354	129	326		#257	#117			
Internal Link Dist (ft)			1777	156		785				
Turn Bay Length (ft)		120					150			
Base Capacity (vph)		400	3734	2361		163	421			
Starvation Cap Reductn		0	0	616		0	0			
Spillback Cap Reductn		0	0	0		35	0			
Storage Cap Reductn		0	0	0		0	0			
Reduced v/c Ratio		0.80	0.29	0.81		1.36	0.75			

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 72.4	
Natural Cycle: 90	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay: 22.3	Intersection LOS: C
Intersection Capacity Utilization 69.6%	ICU Level of Service C

Analysis Period (min) 15

- Volume exceeds capacity, queue is theoretically infinite.

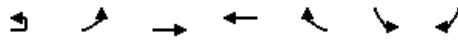
Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 38: Route 145/Winthrop Ave & N Shore Rd





Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↕↕↕	↕↕↕		↕	↕
Traffic Volume (vph)	5	290	1000	1205	90	160	290
Future Volume (vph)	5	290	1000	1205	90	160	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	11	11	12	15	12
Total Lost time (s)		3.0	4.0	4.0		3.0	3.0
Lane Util. Factor		1.00	0.91	0.91		1.00	1.00
Frb, ped/bikes		1.00	1.00	1.00		1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00		1.00	1.00
Frt		1.00	1.00	0.99		1.00	0.85
Flt Protected		0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)		1686	4855	4807		1947	1583
Flt Permitted		0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)		1686	4855	4807		1947	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	315	1087	1310	98	174	315
RTOR Reduction (vph)	0	0	0	8	0	0	290
Lane Group Flow (vph)	0	320	1087	1400	0	174	25
Confl. Bikes (#/hr)					1		
Heavy Vehicles (%)	33%	3%	3%	3%	4%	2%	2%
Bus Blockages (#/hr)	0	0	2	0	0	0	0
Turn Type	Prot	Prot	NA	NA		Prot	Prot
Protected Phases	5	5	2 3 5	2 3		7	7
Permitted Phases							
Actuated Green, G (s)		16.2	55.6	34.4		5.1	5.1
Effective Green, g (s)		17.2	54.6	36.4		6.1	6.1
Actuated g/C Ratio		0.23	0.72	0.48		0.08	0.08
Clearance Time (s)		4.0				4.0	4.0
Vehicle Extension (s)		3.0				3.0	3.0
Lane Grp Cap (vph)		383	3506	2314		157	127
v/s Ratio Prot		c0.19	0.22	c0.29		c0.09	0.02
v/s Ratio Perm							
v/c Ratio		0.84	0.31	0.61		1.11	0.20
Uniform Delay, d1		27.9	3.8	14.3		34.8	32.5
Progression Factor		1.00	1.00	1.08		1.00	1.00
Incremental Delay, d2		14.5	0.1	0.5		103.8	0.8
Delay (s)		42.4	3.8	15.9		138.6	33.2
Level of Service		D	A	B		F	C
Approach Delay (s)			12.6	15.9		70.7	
Approach LOS			B	B		E	
<b>Intersection Summary</b>							
HCM 2000 Control Delay			22.6		HCM 2000 Level of Service		C
HCM 2000 Volume to Capacity ratio			0.75				
Actuated Cycle Length (s)			75.6		Sum of lost time (s)		18.0
Intersection Capacity Utilization			69.6%		ICU Level of Service		C
Analysis Period (min)			15				

c Critical Lane Group



Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 39: Tomasello Dr/Shaws Driveway & Winthrop Ave/Route 145





Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑		↓	↑↑		↑↑		↑			↑
Traffic Volume (vph)	0	955	205	5	215	1225	5	60	0	45	0	0	10
Future Volume (vph)	0	955	205	5	215	1225	5	60	0	45	0	0	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	11	12	9	11	12	10	12	12	12	12	16
Total Lost time (s)		4.0	6.0		3.0	4.0		4.0		4.0			4.0
Lane Util. Factor		0.95	1.00		1.00	0.91		0.97		1.00			1.00
Frbp, ped/bikes		1.00	1.00		1.00	1.00		1.00		1.00			1.00
Flpb, ped/bikes		1.00	1.00		1.00	1.00		1.00		1.00			1.00
Frt		1.00	0.85		1.00	1.00		1.00		0.85			0.86
Flt Protected		1.00	1.00		0.95	1.00		0.95		1.00			1.00
Satd. Flow (prot)		3388	1501		1593	4900		2944		1615			1826
Flt Permitted		1.00	1.00		0.95	1.00		0.95		1.00			1.00
Satd. Flow (perm)		3388	1501		1593	4900		2944		1615			1826
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1038	223	5	234	1332	5	65	0	49	0	0	11
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1038	223	0	239	1337	0	65	0	49	0	0	11
Confl. Bikes (#/hr)							1						
Heavy Vehicles (%)	0%	3%	4%	0%	2%	2%	0%	11%	0%	0%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	2	0	0	0	0	0	0	0
Turn Type		NA	Prot	Prot	Prot	NA		Prot		Prot			Perm
Protected Phases		2.7	2.7	5	5	2.5	7	3		3			
Permitted Phases													3
Actuated Green, G (s)		29.4	29.4		16.2	45.6		8.1		8.1			8.1
Effective Green, g (s)		29.4	25.4		17.2	47.6		9.1		9.1			9.1
Actuated g/C Ratio		0.39	0.34		0.23	0.63		0.12		0.12			0.12
Clearance Time (s)					4.0			5.0		5.0			5.0
Vehicle Extension (s)					3.0			4.0		4.0			4.0
Lane Grp Cap (vph)		1317	504		362	3085		354		194			219
v/s Ratio Prot		c0.31	0.15		c0.15	0.27		0.02		c0.03			
v/s Ratio Perm													0.01
v/c Ratio		0.79	0.44		0.66	0.43		0.18		0.25			0.05
Uniform Delay, d1		20.4	19.6		26.5	7.1		29.9		30.2			29.4
Progression Factor		0.74	0.75		1.00	1.00		1.00		1.00			1.00
Incremental Delay, d2		3.2	0.8		4.5	0.1		0.3		0.9			0.1
Delay (s)		18.2	15.4		31.0	7.3		30.3		31.1			29.6
Level of Service		B	B		C	A		C		C			C
Approach Delay (s)		17.7				10.9			30.6			29.6	
Approach LOS		B				B			C			C	
<b>Intersection Summary</b>													
HCM 2000 Control Delay			14.6			HCM 2000 Level of Service				B			
HCM 2000 Volume to Capacity ratio			0.69										
Actuated Cycle Length (s)			75.6			Sum of lost time (s)				22.0			
Intersection Capacity Utilization			55.3%			ICU Level of Service				B			
Analysis Period (min)			15										

c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø2
Lane Configurations		↕		↕	↕	↕		↕	↕	↕	↕		
Traffic Volume (vph)	40	155	20	405	285	155	25	120	240	150	550	100	
Future Volume (vph)	40	155	20	405	285	155	25	120	240	150	550	100	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	10	16	12	10	12	12	10	12	
Grade (%)		0%			0%			0%			0%		
Storage Length (ft)	0		150	250		305	0		0	0		0	
Storage Lanes	0		0	1		0	0		1	1		0	
Taper Length (ft)	25			25			25			25			
Satd. Flow (prot)	0	1371	0	1498	1459	1540	0	1436	1193	1504	1513	0	
Flt Permitted		0.850		0.950	0.991			0.249		0.541			
Satd. Flow (perm)	0	1176	0	1498	1459	1540	0	361	1193	857	1513	0	
Right Turn on Red			Yes			Yes			No			Yes	
Satd. Flow (RTOR)		3				139					6		
Link Speed (mph)		30			30			30			30		
Link Distance (ft)		1166			677			476			1736		
Travel Time (s)		26.5			15.4			10.8			39.5		
Confl. Peds. (#/hr)													
Confl. Bikes (#/hr)													
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	7%	9%	15%	3%	3%	7%	11%	10%	9%	8%	2%	9%	
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0	
Parking (#/hr)	1	1	1						1			1	
Mid-Block Traffic (%)		0%			0%			0%			0%		
Shared Lane Traffic (%)				16%									
Lane Group Flow (vph)	0	233	0	370	380	168	0	157	261	163	707	0	
Turn Type	Perm	NA		Split	NA	Prot	Perm	NA	pt+ov	D,P+P	NA		
Protected Phases		5		1	1	1		7	17	6	67		2
Permitted Phases	5						7			7			
Detector Phase	5	5		1	1	1	7	7	17	6	67		
Switch Phase													
Minimum Initial (s)	8.0	8.0		8.0	8.0	8.0	8.0	8.0		4.0			1.0
Minimum Split (s)	37.0	37.0		30.0	30.0	30.0	13.0	13.0		8.0			26.0
Total Split (s)	40.0	40.0		40.0	40.0	40.0	30.0	30.0		20.0			30.0
Total Split (%)	25.0%	25.0%		25.0%	25.0%	25.0%	18.8%	18.8%		12.5%			19%
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0			3.0
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	2.0	2.0		1.0			1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0		0.0		0.0			
Total Lost Time (s)		6.0		6.0	6.0	6.0		5.0		4.0			
Lead/Lag	Lead	Lead		Lead	Lead	Lead				Lag			Lag
Lead-Lag Optimize?													
Recall Mode	Max	Max		Max	Max	Max	C-Max	C-Max		None			None
Act Effect Green (s)		34.0		34.0	34.0	34.0		39.4	78.4	56.4	60.4		
Actuated g/C Ratio		0.21		0.21	0.21	0.21		0.25	0.49	0.35	0.38		
v/c Ratio		0.92		1.16	1.23	0.39		1.76	0.45	0.44	1.23		
Control Delay		100.4		155.8	177.4	15.0		422.1	32.6	42.9	159.2		
Queue Delay		0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total Delay		100.4		155.8	177.4	15.0		422.1	32.6	42.9	159.2		
LOS		F		F	F	B		F	C	D	F		
Approach Delay		100.4			139.0			178.9			137.4		
Approach LOS		F			F			F			F		
Queue Length 50th (ft)		239		-481	-513	25		-269	200	132	-1017		
Queue Length 95th (ft)		#413		#704	#738	95		#428	294	203	#1272		
Internal Link Dist (ft)		1086			597			396			1656		
Turn Bay Length (ft)				250		305							
Base Capacity (vph)		252		318	310	436		89	584	367	574		
Starvation Cap Reductn		0		0	0	0		0	0	0	0		
Spillback Cap Reductn		0		0	0	0		0	0	0	0		
Storage Cap Reductn		0		0	0	0		0	0	0	0		
Reduced v/c Ratio		0.92		1.16	1.23	0.39		1.76	0.45	0.44	1.23		

**Intersection Summary**  
 Area Type: CBD  
 Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 123 (77%), Referenced to phase 7:NBSB, Start of Green  
 Natural Cycle: 145  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.76  
 Intersection Signal Delay: 141.6  
 Intersection LOS: F



Intersection Capacity Utilization 85.9%      ICU Level of Service E

Analysis Period (min) 15

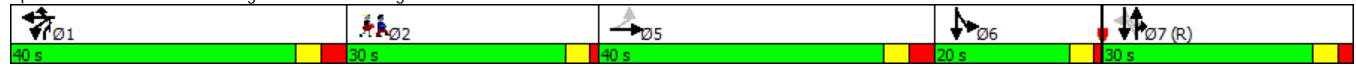
- Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 44: Bennington Street & Saratoga Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕	↕		↕	↕	↕	↕	
Traffic Volume (vph)	40	155	20	405	285	155	25	120	240	150	550	100
Future Volume (vph)	40	155	20	405	285	155	25	120	240	150	550	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	10	16	12	10	12	12	10	12
Total Lost time (s)		6.0		6.0	6.0	6.0		5.0	6.0	4.0	4.0	
Lane Util. Factor		1.00		0.95	0.95	1.00		1.00	1.00	1.00	1.00	
Frt		0.99		1.00	1.00	0.85		1.00	0.85	1.00	0.98	
Flt Protected		0.99		0.95	0.99	1.00		0.99	1.00	0.95	1.00	
Satd. Flow (prot)		1371		1498	1459	1540		1436	1193	1504	1513	
Flt Permitted		0.85		0.95	0.99	1.00		0.25	1.00	0.54	1.00	
Satd. Flow (perm)		1176		1498	1459	1540		361	1193	857	1513	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	43	168	22	440	310	168	27	130	261	163	598	109
RTOR Reduction (vph)	0	2	0	0	0	109	0	0	0	0	4	0
Lane Group Flow (vph)	0	231	0	370	380	59	0	157	261	163	703	0
Heavy Vehicles (%)	7%	9%	15%	3%	3%	7%	11%	10%	9%	8%	2%	9%
Parking (#/hr)	1	1	1						1			1
Turn Type	Perm	NA		Split	NA	Prot	Perm	NA	pt+ov	D.P+P	NA	
Protected Phases		5		1	1	1		7	17	6	67	
Permitted Phases	5						7			7		
Actuated Green, G (s)		34.0		34.0	34.0	34.0		37.8	76.8	53.8	57.8	
Effective Green, g (s)		34.0		34.0	34.0	34.0		37.8	71.8	53.8	57.8	
Actuated g/C Ratio		0.21		0.21	0.21	0.21		0.24	0.45	0.34	0.36	
Clearance Time (s)		6.0		6.0	6.0	6.0		5.0		4.0		
Vehicle Extension (s)		4.0		4.0	4.0	4.0		4.0		2.0		
Lane Grp Cap (vph)		249		318	310	327		85	535	352	546	
v/s Ratio Prot				0.25	c0.26	0.04			0.22	0.05	c0.46	
v/s Ratio Perm		c0.20						c0.44		0.11		
v/c Ratio		0.93		1.16	1.23	0.18		1.85	0.49	0.46	1.29	
Uniform Delay, d1		61.8		63.0	63.0	51.6		61.1	31.1	39.7	51.1	
Progression Factor		1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	
Incremental Delay, d2		40.8		102.5	126.9	1.2		422.8	3.2	0.4	142.9	
Delay (s)		102.5		165.5	189.9	52.8		483.9	34.3	40.0	194.0	
Level of Service		F		F	F	D		F	C	D	F	
Approach Delay (s)		102.5			155.0			203.2			165.2	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	161.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.22		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.0
Intersection Capacity Utilization	85.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø3
Lane Configurations		↕	↕				↕	↕			↕	↕	
Traffic Volume (vph)	40	105	375	0	0	0	365	190	35	15	715	180	
Future Volume (vph)	40	105	375	0	0	0	365	190	35	15	715	180	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	10	12	12	12	10	11	12	12	12	12	
Grade (%)		0%			0%			0%			0%		
Storage Length (ft)	0		50	0		0	0		0	0		0	
Storage Lanes	0		1	0		0	1		0	0		1	
Taper Length (ft)	25			25			25			25			
Satd. Flow (prot)	0	1563	1319	0	0	0	1472	1587	0	0	1690	1253	
Flt Permitted		0.986					0.111				0.992		
Satd. Flow (perm)	0	1563	1319	0	0	0	172	1587	0	0	1678	1253	
Right Turn on Red			Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)			308					10				133	
Link Speed (mph)		30			30			30			30		
Link Distance (ft)		988			531			233			338		
Travel Time (s)		22.5			12.1			5.3			7.7		
Confl. Peds. (#/hr)													
Confl. Bikes (#/hr)													
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	5%	9%	2%	2%	2%	2%	3%	1%	6%	6%	1%	3%	
Bus Blockages (#/hr)	0	0	2	0	0	0	0	0	0	0	0	2	
Parking (#/hr)									1			1	
Mid-Block Traffic (%)		0%			0%			0%			0%		
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	157	408	0	0	0	397	245	0	0	793	196	
Turn Type	Split	NA	Prot				D,P+P	NA		Perm	NA	Perm	
Protected Phases	4	4	4				2	2 6			6		3
Permitted Phases							6			6		6	
Detector Phase	4	4	4				2	2 6		6	6	6	
Switch Phase													
Minimum Initial (s)	5.0	5.0	5.0				5.0			5.0	5.0	5.0	1.0
Minimum Split (s)	11.0	11.0	11.0				12.0			10.0	10.0	10.0	26.0
Total Split (s)	36.0	36.0	36.0				21.0			40.0	40.0	40.0	26.0
Total Split (%)	29.3%	29.3%	29.3%				17.1%			32.5%	32.5%	32.5%	21%
Yellow Time (s)	4.0	4.0	4.0				5.0			4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0				2.0			1.0	1.0	1.0	1.0
Lost Time Adjust (s)		-2.0	-2.0				-1.0			-2.0	0.0	0.0	
Total Lost Time (s)		4.0	4.0				6.0			3.0	5.0		
Lead/Lag							Lead			Lag	Lag	Lag	
Lead-Lag Optimize?													
Recall Mode	None	None	None				Min			Max	Max	Max	None
Act Effect Green (s)		20.3	20.3				49.2	55.2			37.2	35.1	
Actuated g/C Ratio		0.18	0.18				0.44	0.49			0.33	0.31	
v/c Ratio		0.55	0.83				1.58	0.31			1.42	0.40	
Control Delay		48.5	26.3				307.5	18.8			231.1	14.2	
Queue Delay		0.0	0.0				0.0	0.0			0.0	0.0	
Total Delay		48.5	26.3				307.5	18.8			231.1	14.2	
LOS		D	C				F	B			F	B	
Approach Delay		32.5						197.3			188.1		
Approach LOS		C						F			F		
Queue Length 50th (ft)		103	67				-356	92			-743	31	
Queue Length 95th (ft)		169	196				#634	185			#1137	108	
Internal Link Dist (ft)		908			451			153			258		
Turn Bay Length (ft)			50										
Base Capacity (vph)		449	598				251	789			558	485	
Starvation Cap Reductn		0	0				0	0			0	0	
Spillback Cap Reductn		0	0				0	0			0	0	
Storage Cap Reductn		0	0				0	0			0	0	
Reduced v/c Ratio		0.35	0.68				1.58	0.31			1.42	0.40	

**Intersection Summary**

Area Type:	CBD
Cycle Length:	123
Actuated Cycle Length:	111.7
Natural Cycle:	150
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	1.58
Intersection Signal Delay:	150.8
Intersection Capacity Utilization:	85.5%
Intersection LOS:	F
ICU Level of Service:	E

Analysis Period (min) 15

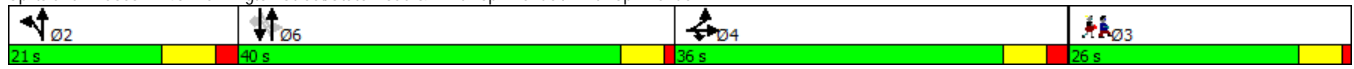
- Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 46: Bennington Street/State Road & Winthrop Avenue /Winthrop Avenue





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕				↕	↕			↕	↕
Traffic Volume (vph)	40	105	375	0	0	0	365	190	35	15	715	180
Future Volume (vph)	40	105	375	0	0	0	365	190	35	15	715	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	10	12	12	12	10	11	12	12	12	12
Total Lost time (s)		4.0	4.0				6.0	6.0			3.0	5.0
Lane Util. Factor		1.00	1.00				1.00	1.00			1.00	1.00
Fr <sub>t</sub>		1.00	0.85				1.00	0.98			1.00	0.85
Flt Protected		0.99	1.00				0.95	1.00			1.00	1.00
Satd. Flow (prot)		1563	1319				1472	1586			1690	1253
Flt Permitted		0.99	1.00				0.11	1.00			0.99	1.00
Satd. Flow (perm)		1563	1319				172	1586			1677	1253
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	43	114	408	0	0	0	397	207	38	16	777	196
RTOR Reduction (vph)	0	0	252	0	0	0	0	5	0	0	0	91
Lane Group Flow (vph)	0	157	156	0	0	0	397	240	0	0	793	105
Heavy Vehicles (%)	5%	9%	2%	2%	2%	2%	3%	1%	6%	6%	1%	3%
Bus Blockages (#/hr)	0	0	2	0	0	0	0	0	0	0	0	2
Parking (#/hr)									1			1
Turn Type	Split	NA	Prot				D.P+P	NA		Perm	NA	Perm
Protected Phases	4	4	4				2	2 6			6	
Permitted Phases							6			6		6
Actuated Green, G (s)		18.3	18.3				49.2	56.2			35.1	35.1
Effective Green, g (s)		20.3	20.3				51.2	57.2			37.1	35.1
Actuated g/C Ratio		0.18	0.18				0.46	0.51			0.33	0.31
Clearance Time (s)		6.0	6.0				7.0				5.0	5.0
Vehicle Extension (s)		3.0	3.0				3.0				3.0	3.0
Lane Grp Cap (vph)		284	239				254	812			557	394
v/s Ratio Prot		0.10	c0.12				c0.21	0.15				
v/s Ratio Perm							c0.50				0.47	0.08
v/c Ratio		0.55	0.65				1.56	0.30			1.42	0.27
Uniform Delay, d1		41.5	42.4				32.9	15.6			37.2	28.6
Progression Factor		1.00	1.00				1.00	1.00			1.00	1.00
Incremental Delay, d2		2.3	6.3				271.7	0.2			201.0	1.6
Delay (s)		43.8	48.6				304.6	15.8			238.2	30.3
Level of Service		D	D				F	B			F	C
Approach Delay (s)		47.3			0.0			194.4			197.0	
Approach LOS		D			A			F			F	

**Intersection Summary**

HCM 2000 Control Delay		157.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio		1.00		
Actuated Cycle Length (s)		111.6	Sum of lost time (s)	19.0
Intersection Capacity Utilization		85.5%	ICU Level of Service	E
Analysis Period (min)		15		

c Critical Lane Group

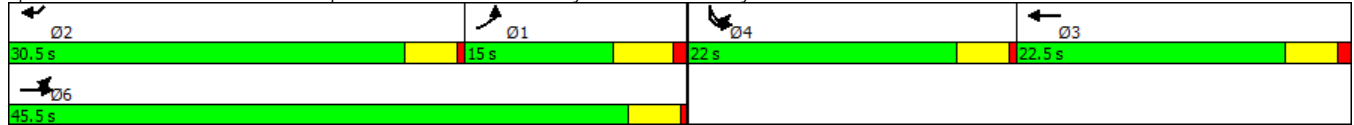


Lane Group	EBL2	EBL	EBT	WBT	WBR	WBR2	SBL2	SBL	SBR	SWL	SWR	SWR2
Lane Configurations												
Traffic Volume (vph)	15	355	635	445	5	5	15	10	25	0	980	10
Future Volume (vph)	15	355	635	445	5	5	15	10	25	0	980	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%	0%				0%		0%		
Storage Length (ft)		0			0			0	0	0	0	
Storage Lanes		2			0			1	0	0	3	
Taper Length (ft)		25						25		25		
Satd. Flow (prot)	0	3401	1845	3527	0	0	0	1694	0	0	3610	0
Flt Permitted		0.926						0.976				
Satd. Flow (perm)	0	3315	1845	3527	0	0	0	1694	0	0	3610	0
Right Turn on Red						Yes			Yes			Yes
Satd. Flow (RTOR)				1				127			127	
Link Speed (mph)			30	30				30		30		
Link Distance (ft)			635	988				259		1471		
Travel Time (s)			14.4	22.5				5.9		33.4		
Confl. Peds. (#/hr)		8				8				4		
Confl. Bikes (#/hr)											1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	3%	3%	2%	2%	2%	2%	2%	2%	2%	2%	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%		
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	402	690	494	0	0	0	54	0	0	1076	0
Turn Type	Prot	Split	NA	NA			Prot	Prot			Prot	
Protected Phases	1	6	6	3			4	4			2	
Permitted Phases												
Detector Phase	1	6	6	3			4	4			2	
Switch Phase												
Minimum Initial (s)	10.0	4.0	4.0	10.0			4.0	4.0			4.0	
Minimum Split (s)	15.0	22.0	22.0	22.5			22.0	22.0			20.0	
Total Split (s)	15.0	45.5	45.5	22.5			22.0	22.0			30.5	
Total Split (%)	16.7%	50.6%	50.6%	25.0%			24.4%	24.4%			33.9%	
Yellow Time (s)	4.0	3.5	3.5	3.5			3.5	3.5			3.5	
All-Red Time (s)	1.0	0.5	0.5	1.0			0.5	0.5			0.5	
Lost Time Adjust (s)		0.0	0.0	0.0				0.0			0.0	
Total Lost Time (s)		4.0	4.0	4.5				4.0			4.0	
Lead/Lag	Lag			Lag			Lead	Lead			Lead	
Lead-Lag Optimize?							Yes	Yes				
Recall Mode	Min	None	None	None			None	None			None	
Act Effect Green (s)		39.8	39.8	15.6				5.6			24.4	
Actuated g/C Ratio		0.58	0.58	0.23				0.08			0.35	
v/c Ratio		0.34	0.65	0.62				0.21			0.79	
Control Delay		11.2	15.2	28.9				1.9			23.9	
Queue Delay		0.0	0.0	0.0				0.0			0.0	
Total Delay		11.2	15.2	28.9				1.9			23.9	
LOS		B	B	C				A			C	
Approach Delay			13.8	28.9				1.9		23.9		
Approach LOS			B	C				A		C		
Queue Length 50th (ft)		47	226	112				0			180	
Queue Length 95th (ft)		72	356	161				0			247	
Internal Link Dist (ft)			555	908				179		1391		
Turn Bay Length (ft)												
Base Capacity (vph)		1238	1133	940				544			1493	
Starvation Cap Reductn		0	0	0				0			0	
Spillback Cap Reductn		0	0	0				0			0	
Storage Cap Reductn		0	0	0				0			0	
Reduced v/c Ratio		0.32	0.61	0.53				0.10			0.72	

Intersection Summary	
Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	69.2
Natural Cycle:	90
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.79
Intersection Signal Delay:	20.3
Intersection Capacity Utilization:	57.3%
Intersection LOS:	C
ICU Level of Service:	B

Analysis Period (min) 15

Splits and Phases: 48: Route 145/Winthrop Avenue & Shaw's Site Driveway & Revere Beach Pkwy





Movement	EBL2	EBL	EBT	WBT	WBR	WBR2	SBL2	SBL	SBR	SWL	SWR	SWR2	
Lane Configurations													
Traffic Volume (vph)	15	355	635	445	5	5	15	10	25	0	980	10	
Future Volume (vph)	15	355	635	445	5	5	15	10	25	0	980	10	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		4.0	4.0	4.5				4.0			4.0		
Lane Util. Factor		0.97	1.00	0.95				1.00			0.76		
Frbp, ped/bikes		1.00	1.00	1.00				1.00			1.00		
Flpb, ped/bikes		1.00	1.00	1.00				1.00			1.00		
Frt		1.00	1.00	1.00				0.93			0.85		
Flt Protected		0.95	1.00	1.00				0.98			1.00		
Satd. Flow (prot)		3397	1845	3527				1695			3610		
Flt Permitted		0.93	1.00	1.00				0.98			1.00		
Satd. Flow (perm)		3311	1845	3527				1695			3610		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	16	386	690	484	5	5	16	11	27	0	1065	11	
RTOR Reduction (vph)	0	0	0	1	0	0	0	52	0	0	83	0	
Lane Group Flow (vph)	0	402	690	493	0	0	0	2	0	0	993	0	
Confl. Peds. (#/hr)		8				8				4			
Confl. Bikes (#/hr)											1		
Heavy Vehicles (%)	2%	3%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	
Turn Type	Prot	Split	NA	NA			Prot	Prot			Prot		
Protected Phases	1	6	6	3			4	4			2		
Permitted Phases													
Actuated Green, G (s)		39.8	39.8	15.6				3.0			24.4		
Effective Green, g (s)		39.8	39.8	15.6				3.0			24.4		
Actuated g/C Ratio		0.56	0.56	0.22				0.04			0.34		
Clearance Time (s)		4.0	4.0	4.5				4.0			4.0		
Vehicle Extension (s)		3.0	3.0	4.0				3.0			3.0		
Lane Grp Cap (vph)	1871	1035	776					71			1242		
v/s Ratio Prot	0.03	c0.37	c0.14					c0.00			c0.27		
v/s Ratio Perm	0.09												
v/c Ratio	0.21	0.67	0.64					0.03			0.80		
Uniform Delay, d1	14.4	10.9	25.1					32.6			21.0		
Progression Factor	1.00	1.00	1.00					1.00			1.00		
Incremental Delay, d2	0.1	1.6	1.9					0.2			3.7		
Delay (s)	14.5	12.5	27.0					32.7			24.7		
Level of Service		B	B	C				C			C		
Approach Delay (s)			13.3	27.0				32.7		24.7			
Approach LOS			B	C				C		C			
<b>Intersection Summary</b>													
HCM 2000 Control Delay			20.7		HCM 2000 Level of Service						C		
HCM 2000 Volume to Capacity ratio			0.73										
Actuated Cycle Length (s)			70.9		Sum of lost time (s)					17.5			
Intersection Capacity Utilization			57.3%		ICU Level of Service					B			
Analysis Period (min)			15										
c Critical Lane Group													



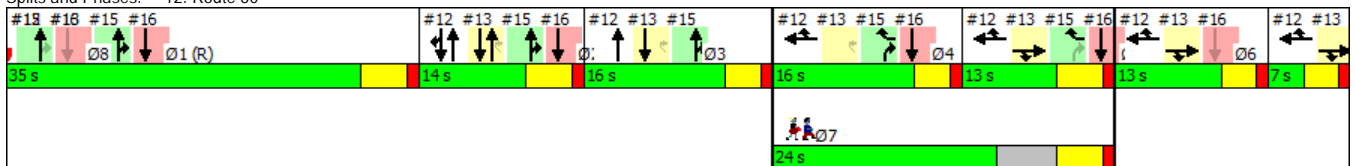


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø1	Ø2	Ø3	Ø4
Lane Configurations					↑↑	↑		↑↑			↑↑	↑				
Traffic Volume (vph)	0	0	0	0	1030	285	0	695	0	0	925	345				
Future Volume (vph)	0	0	0	0	1030	285	0	695	0	0	925	345				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Satd. Flow (prot)	0	0	0	0	3406	1538	0	3282	0	0	3343	1524				
Fit Permitted																
Satd. Flow (perm)	0	0	0	0	3406	1538	0	3282	0	0	3343	1524				
Right Turn on Red			Yes			Yes			Yes			Yes				
Satd. Flow (RTOR)						166						312				
Link Speed (mph)		30			30			30			30					
Link Distance (ft)		244			245			403			338					
Travel Time (s)		5.5			5.6			9.2			7.7					
Confl. Peds. (#/hr)						19										
Confl. Bikes (#/hr)						1										
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92				
Heavy Vehicles (%)	2%	2%	2%	2%	6%	5%	2%	10%	2%	2%	8%	6%				
Shared Lane Traffic (%)																
Lane Group Flow (vph)	0	0	0	0	1120	310	0	755	0	0	1005	375				
Turn Type					NA	Prot		NA			NA	Prot				
Protected Phases					4 5 6 8	4 5 6 8		1 2 3			1 2	1 2	1	2	3	4
Permitted Phases																
Minimum Split (s)													10.0	19.0	16.0	16.0
Total Split (s)													35.0	14.0	16.0	16.0
Total Split (%)													31%	12%	14%	14%
Yellow Time (s)													4.0	4.0	3.0	3.0
All-Red Time (s)													1.0	1.0	1.0	1.0
Lost Time Adjust (s)																
Total Lost Time (s)																
Lead/Lag													Lead	Lag		Lead
Lead-Lag Optimize?																
Act Effect Green (s)					45.0	45.0		60.0			44.0	44.0				
Actuated g/C Ratio					0.39	0.39		0.53			0.39	0.39				
v/c Ratio					0.83	0.44		0.44			0.78	0.48				
Control Delay					41.8	16.7		0.6			35.9	7.3				
Queue Delay					49.6	3.7		0.1			0.0	0.0				
Total Delay					91.4	20.4		0.8			35.9	7.3				
LOS					F	C		A			D	A				
Approach Delay					76.0			0.8			28.1					
Approach LOS					E			A			C					
Queue Length 50th (ft)					421	85		0			336	29				
Queue Length 95th (ft)					511	m110		0			420	104				
Internal Link Dist (ft)		164			165			323			258					
Turn Bay Length (ft)																
Base Capacity (vph)					1344	707		1727			1290	779				
Starvation Cap Reductn					556	305		203			0	0				
Spillback Cap Reductn					0	0		0			0	0				
Storage Cap Reductn					0	0		0			0	0				
Reduced v/c Ratio					1.42	0.77		0.50			0.78	0.48				

Intersection Summary

Area Type: Other  
 Cycle Length: 114  
 Actuated Cycle Length: 114  
 Offset: 73 (64%), Referenced to phase 1:NBSB, Start of Green  
 Natural Cycle: 120  
 Control Type: Pretimed  
 Maximum v/c Ratio: 1.07  
 Intersection Signal Delay: 41.5  
 Intersection LOS: D  
 Intersection Capacity Utilization 61.5%  
 ICU Level of Service B  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: Route 60



Lane Group	Ø5	Ø6	Ø7	Ø8
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Ideal Flow (vphpl)				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Right Turn on Red				
Satd. Flow (RTOR)				
Link Speed (mph)				
Link Distance (ft)				
Travel Time (s)				
Confl. Peds. (#/hr)				
Confl. Bikes (#/hr)				
Peak Hour Factor				
Heavy Vehicles (%)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Turn Type				
Protected Phases	5	6	7	8
Permitted Phases				
Minimum Split (s)	13.0	13.0	24.0	9.0
Total Split (s)	13.0	13.0	24.0	7.0
Total Split (%)	11%	11%	21%	6%
Yellow Time (s)	4.0	3.0	4.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag	Lag	Lead		Lag
Lead-Lag Optimize?				
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				
Queue Length 50th (ft)				
Queue Length 95th (ft)				
Internal Link Dist (ft)				
Turn Bay Length (ft)				
Base Capacity (vph)				
Starvation Cap Reductn				
Spillback Cap Reductn				
Storage Cap Reductn				
Reduced v/c Ratio				
<b>Intersection Summary</b>				



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑	↑		↑↑			↑↑	↑
Traffic Volume (vph)	0	0	0	0	1030	285	0	695	0	0	925	345
Future Volume (vph)	0	0	0	0	1030	285	0	695	0	0	925	345
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0	4.0		5.0			5.0	5.0
Lane Util. Factor					0.95	1.00		0.95			0.95	1.00
Frbp, ped/bikes					1.00	1.00		1.00			1.00	1.00
Flpb, ped/bikes					1.00	1.00		1.00			1.00	1.00
Frt					1.00	0.85		1.00			1.00	0.85
Flt Protected					1.00	1.00		1.00			1.00	1.00
Satd. Flow (prot)					3406	1538		3282			3343	1524
Flt Permitted					1.00	1.00		1.00			1.00	1.00
Satd. Flow (perm)					3406	1538		3282			3343	1524
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	1120	310	0	755	0	0	1005	375
RTOR Reduction (vph)	0	0	0	0	0	108	0	0	0	0	0	192
Lane Group Flow (vph)	0	0	0	0	1120	202	0	755	0	0	1005	183
Confl. Peds. (#/hr)						19						
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	2%	2%	2%	2%	6%	5%	2%	10%	2%	2%	8%	6%
Turn Type					NA	Prot		NA			NA	Prot
Protected Phases					4 5 6 8	4 5 6 8		1 2 3			1 2	1 2
Permitted Phases												
Actuated Green, G (s)					45.0	45.0		61.0			44.0	44.0
Effective Green, g (s)					40.0	40.0		61.0			44.0	44.0
Actuated g/C Ratio					0.35	0.35		0.54			0.39	0.39
Clearance Time (s)												
Lane Grp Cap (vph)					1195	539		1756			1290	588
v/s Ratio Prot					c0.33	0.13		c0.23			c0.30	0.12
v/s Ratio Perm												
v/c Ratio					0.94	0.38		0.43			0.78	0.31
Uniform Delay, d1					35.8	27.7		16.0			30.7	24.4
Progression Factor					1.17	1.34		0.00			1.00	1.00
Incremental Delay, d2					11.9	1.5		0.6			4.7	1.4
Delay (s)					53.9	38.5		0.6			35.4	25.8
Level of Service					D	D		A			D	C
Approach Delay (s)		0.0			50.6			0.6			32.8	
Approach LOS		A			D			A			C	
<b>Intersection Summary</b>												
HCM 2000 Control Delay				33.1								HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio				0.94								C
Actuated Cycle Length (s)				114.0								Sum of lost time (s)
Intersection Capacity Utilization				61.5%								31.0
Analysis Period (min)				15								ICU Level of Service
												B

c Critical Lane Group

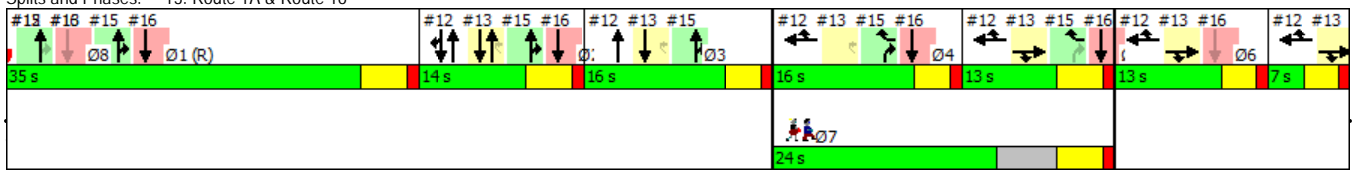


Lane Group	EBT	EBR2	NBT	NBR	SBT	NWR2	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Lane Configurations	↑↑	↑↑	↑↑	↑	↑↑	↑↑							
Traffic Volume (vph)	535	905	695	385	925	615							
Future Volume (vph)	535	905	695	385	925	615							
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900							
Storage Length (ft)				100									
Storage Lanes				1									
Taper Length (ft)													
Satd. Flow (prot)	3406	2707	3252	1482	3343	2760							
Flt Permitted													
Satd. Flow (perm)	3406	2707	3252	1482	3343	2760							
Right Turn on Red		Yes				Yes							
Satd. Flow (RTOR)		488				174							
Link Speed (mph)	30		30		30								
Link Distance (ft)	272		380		403								
Travel Time (s)	6.2		8.6		9.2								
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92							
Heavy Vehicles (%)	6%	5%	11%	9%	8%	3%							
Shared Lane Traffic (%)													
Lane Group Flow (vph)	582	984	755	418	1005	668							
Turn Type	NA	Prot	NA	custom	NA	Perm							
Protected Phases	5 6 8	5 6 8	1 2	1	1 2 3		2	3	4	5	6	7	8
Permitted Phases						2 3 4							
Minimum Split (s)				10.0			19.0	16.0	16.0	13.0	13.0	24.0	9.0
Total Split (s)				35.0			14.0	16.0	16.0	13.0	13.0	24.0	7.0
Total Split (%)				30.7%			12%	14%	14%	11%	11%	21%	6%
Yellow Time (s)				4.0			4.0	3.0	3.0	4.0	3.0	4.0	3.0
All-Red Time (s)				1.0			1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)				0.0									
Total Lost Time (s)				5.0									
Lead/Lag				Lead			Lag		Lead	Lag	Lead		Lag
Lead-Lag Optimize?													
Act Effect Green (s)	28.0	28.0	44.0	30.0	60.0	41.0							
Actuated g/C Ratio	0.25	0.25	0.39	0.26	0.53	0.36							
v/c Ratio	0.70	0.95	0.60	1.07	0.57	0.61							
Control Delay	31.7	28.4	30.5	106.9	0.8	24.2							
Queue Delay	12.2	4.9	0.0	0.0	0.2	0.0							
Total Delay	43.9	33.3	30.5	106.9	1.1	24.2							
LOS	D	C	C	F	A	C							
Approach Delay	37.3		57.7		1.1								
Approach LOS	D		E		A								
Queue Length 50th (ft)	141	26	230	-341	0	167							
Queue Length 95th (ft)	228	#320	294	#537	0	235							
Internal Link Dist (ft)	192		300		323								
Turn Bay Length (ft)				100									
Base Capacity (vph)	836	1033	1255	390	1759	1104							
Starvation Cap Reductn	234	35	0	0	199	0							
Spillback Cap Reductn	0	0	0	0	0	0							
Storage Cap Reductn	0	0	0	0	0	0							
Reduced v/c Ratio	0.97	0.99	0.60	1.07	0.64	0.61							

**Intersection Summary**

Area Type: Other  
 Cycle Length: 114  
 Actuated Cycle Length: 114  
 Offset: 73 (64%), Referenced to phase 1:NBSB, Start of Green  
 Natural Cycle: 120  
 Control Type: Pretimed  
 Maximum v/c Ratio: 1.07  
 Intersection Signal Delay: 32.5  
 Intersection LOS: C  
 Intersection Capacity Utilization Err%  
 ICU Level of Service H  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

**Splits and Phases: 13: Route 1A & Route 16**





Movement	EBT	EBR2	NBT	NBR	SBT	NWR2
Lane Configurations	↑↑	↑↑	↑↑	↑	↑↑	↑↑
Traffic Volume (vph)	535	905	695	385	925	615
Future Volume (vph)	535	905	695	385	925	615
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.95	0.88	0.95	1.00	0.95	0.88
Frt	1.00	0.85	1.00	0.85	1.00	0.85
Flt Protected	1.00	1.00	1.00	1.00	1.00	1.00
Satd. Flow (prot)	3406	2707	3252	1482	3343	2760
Flt Permitted	1.00	1.00	1.00	1.00	1.00	1.00
Satd. Flow (perm)	3406	2707	3252	1482	3343	2760
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	582	984	755	418	1005	668
RTOR Reduction (vph)	0	381	0	0	0	116
Lane Group Flow (vph)	582	603	755	418	1005	552
Heavy Vehicles (%)	6%	5%	11%	9%	8%	3%
Turn Type	NA	Prot	NA	custom	NA	Perm
Protected Phases	5 6 8	5 6 8	1 2	1	1 2 3	
Permitted Phases						2 3 4
Actuated Green, G (s)	29.0	29.0	44.0	30.0	61.0	42.0
Effective Green, g (s)	25.0	25.0	44.0	30.0	61.0	38.0
Actuated g/C Ratio	0.22	0.22	0.39	0.26	0.54	0.33
Clearance Time (s)				5.0		
Lane Grp Cap (vph)	746	593	1255	390	1788	920
v/s Ratio Prot	0.17	c0.22	0.23	c0.28	c0.30	
v/s Ratio Perm						c0.20
v/c Ratio	0.78	1.02	0.60	1.07	0.56	0.60
Uniform Delay, d1	41.9	44.5	28.0	42.0	17.6	31.7
Progression Factor	0.69	0.41	1.00	1.00	0.00	1.00
Incremental Delay, d2	7.5	40.2	2.1	66.0	0.8	2.9
Delay (s)	36.4	58.4	30.1	108.0	0.8	34.6
Level of Service	D	E	C	F	A	C
Approach Delay (s)	50.2		57.9		0.8	
Approach LOS	D		E		A	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			38.6		HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio			0.98			
Actuated Cycle Length (s)			114.0		Sum of lost time (s)	31.0
Intersection Capacity Utilization			Err%		ICU Level of Service	H
Analysis Period (min)			15			

c Critical Lane Group

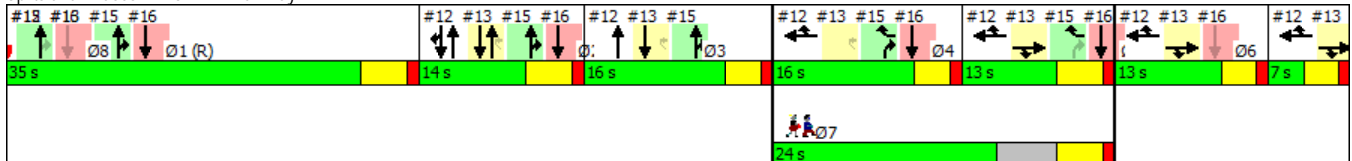


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Lane Configurations		↗↗	↕↕	↖↖										
Traffic Volume (vph)	0	1005	370	1165	0	0								
Future Volume (vph)	0	1005	370	1165	0	0								
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900								
Satd. Flow (prot)	0	2707	3406	2707	0	0								
Fit Permitted														
Satd. Flow (perm)	0	2707	3406	2707	0	0								
Right Turn on Red		Yes		Yes										
Satd. Flow (RTOR)		956		1266										
Link Speed (mph)	30		30			30								
Link Distance (ft)	507		317			245								
Travel Time (s)	11.5		7.2			5.6								
Confl. Peds. (#/hr)		9												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92								
Heavy Vehicles (%)	2%	5%	6%	5%	2%	2%								
Shared Lane Traffic (%)														
Lane Group Flow (vph)	0	1092	402	1266	0	0								
Turn Type		custom	NA	custom										
Protected Phases		4 5	1 2 3 8	1 2 3 4			1	2	3	4	5	6	7	8
Permitted Phases				5 8										
Minimum Split (s)							10.0	19.0	16.0	16.0	13.0	13.0	24.0	9.0
Total Split (s)							35.0	14.0	16.0	16.0	13.0	13.0	24.0	7.0
Total Split (%)							31%	12%	14%	14%	11%	11%	21%	6%
Yellow Time (s)							4.0	4.0	3.0	3.0	4.0	3.0	4.0	3.0
All-Red Time (s)							1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)														
Total Lost Time (s)														
Lead/Lag							Lead	Lag		Lead	Lag	Lead		Lag
Lead-Lag Optimize?														
Act Effect Green (s)		25.0	67.0	96.0										
Actuated g/C Ratio		0.22	0.59	0.84										
v/c Ratio		0.82	0.20	0.51										
Control Delay		11.5	8.7	2.8										
Queue Delay		48.7	0.7	0.6										
Total Delay		60.2	9.4	3.4										
LOS		E	A	A										
Approach Delay	60.2		4.8											
Approach LOS	E		A											
Queue Length 50th (ft)		47	64	0										
Queue Length 95th (ft)		141	m90	m109										
Internal Link Dist (ft)	427		237			165								
Turn Bay Length (ft)														
Base Capacity (vph)		1339	2001	2479										
Starvation Cap Reductn		0	1238	727										
Spillback Cap Reductn		364	800	0										
Storage Cap Reductn		0	0	0										
Reduced v/c Ratio		1.12	0.53	0.72										

**Intersection Summary**

Area Type: Other  
 Cycle Length: 114  
 Actuated Cycle Length: 114  
 Offset: 73 (64%), Referenced to phase 1:NBSB, Start of Green  
 Natural Cycle: 120  
 Control Type: Pretimed  
 Maximum v/c Ratio: 1.07  
 Intersection Signal Delay: 26.7  
 Intersection Capacity Utilization 53.8%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service A  
 m Volume for 95th percentile queue is metered by upstream signal.

**Splits and Phases: 15: VFW Parkway**





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↑↑	↑↑	↑↑		
Traffic Volume (vph)	0	1005	370	1165	0	0
Future Volume (vph)	0	1005	370	1165	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	5.0	5.0		
Lane Util. Factor		0.88	0.95	0.88		
Frbp, ped/bikes		1.00	1.00	1.00		
Flpb, ped/bikes		1.00	1.00	1.00		
Frt		0.85	1.00	0.85		
Flt Protected		1.00	1.00	1.00		
Satd. Flow (prot)		2707	3406	2707		
Flt Permitted		1.00	1.00	1.00		
Satd. Flow (perm)		2707	3406	2707		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1092	402	1266	0	0
RTOR Reduction (vph)	0	755	0	333	0	0
Lane Group Flow (vph)	0	337	402	933	0	0
Confl. Peds. (#/hr)		9				
Heavy Vehicles (%)	2%	5%	6%	5%	2%	2%
Turn Type		custom	NA	custom		
Protected Phases		4 5	1 2 3 8	1 2 3 4		
Permitted Phases				5 8		
Actuated Green, G (s)		24.0	68.0	88.0		
Effective Green, g (s)		24.0	64.0	84.0		
Actuated g/C Ratio		0.21	0.56	0.74		
Clearance Time (s)						
Lane Grp Cap (vph)		569	1912	1994		
v/s Ratio Prot		c0.12	0.12	c0.30		
v/s Ratio Perm				0.05		
v/c Ratio		0.59	0.21	0.47		
Uniform Delay, d1		40.6	12.4	6.0		
Progression Factor		1.00	0.77	24.65		
Incremental Delay, d2		4.5	0.2	0.5		
Delay (s)		45.1	9.8	149.0		
Level of Service		D	A	F		
Approach Delay (s)	45.1		115.4		0.0	
Approach LOS	D		F		A	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			87.6		HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio			0.53			
Actuated Cycle Length (s)			114.0		Sum of lost time (s)	31.0
Intersection Capacity Utilization			53.8%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

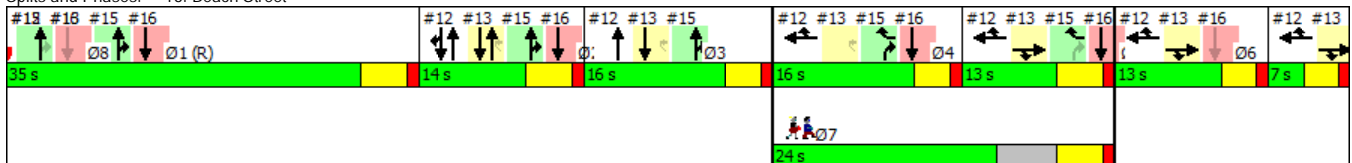


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Lane Configurations		↗			↕	↗								
Traffic Volume (vph)	0	380	0	0	1060	315								
Future Volume (vph)	0	380	0	0	1060	315								
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900								
Satd. Flow (prot)	0	1565	0	0	3438	1509								
Fit Permitted														
Satd. Flow (perm)	0	1536	0	0	3438	1467								
Right Turn on Red		Yes				Yes								
Satd. Flow (RTOR)		295				196								
Link Speed (mph)	30			30	30									
Link Distance (ft)	572			272	244									
Travel Time (s)	13.0			6.2	5.5									
Confl. Peds. (#/hr)		23				17								
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92								
Heavy Vehicles (%)	2%	5%	2%	2%	5%	7%								
Shared Lane Traffic (%)														
Lane Group Flow (vph)	0	413	0	0	1152	342								
Turn Type		Free			NA	Free								
Protected Phases					1 2 4 5		1	2	3	4	5	6	7	8
Permitted Phases		Free			6 8	Free								
Minimum Split (s)							10.0	19.0	16.0	16.0	13.0	13.0	24.0	9.0
Total Split (s)							35.0	14.0	16.0	16.0	13.0	13.0	24.0	7.0
Total Split (%)							31%	12%	14%	14%	11%	11%	21%	6%
Yellow Time (s)							4.0	4.0	3.0	3.0	4.0	3.0	4.0	3.0
All-Red Time (s)							1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)														
Total Lost Time (s)														
Lead/Lag							Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?														
Act Effect Green (s)		114.0			93.0	114.0								
Actuated g/C Ratio		1.00			0.82	1.00								
v/c Ratio		0.27			0.41	0.23								
Control Delay		0.4			0.8	0.2								
Queue Delay		0.0			0.5	0.0								
Total Delay		0.4			1.3	0.2								
LOS		A			A	A								
Approach Delay	0.4				1.0									
Approach LOS	A				A									
Queue Length 50th (ft)		0			15	0								
Queue Length 95th (ft)		0			14	m0								
Internal Link Dist (ft)	492			192	164									
Turn Bay Length (ft)														
Base Capacity (vph)		1536			2804	1467								
Starvation Cap Reductn		0			1104	0								
Spillback Cap Reductn		30			67	0								
Storage Cap Reductn		0			0	0								
Reduced v/c Ratio		0.27			0.68	0.23								

**Intersection Summary**

Area Type: Other  
 Cycle Length: 114  
 Actuated Cycle Length: 114  
 Offset: 73 (64%), Referenced to phase 1:NBSB, Start of Green  
 Natural Cycle: 120  
 Control Type: Pretimed  
 Maximum v/c Ratio: 1.07  
 Intersection Signal Delay: 0.9 Intersection LOS: A  
 Intersection Capacity Utilization 45.5% ICU Level of Service A  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

**Splits and Phases: 16: Beach Street**







Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↗↗	↗
Traffic Volume (vph)	0	380	0	0	1060	315
Future Volume (vph)	0	380	0	0	1060	315
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			5.0	4.0
Lane Util. Factor		1.00			0.95	1.00
Frb, ped/bikes		0.98			1.00	0.97
Flpb, ped/bikes		1.00			1.00	1.00
Frt		0.86			1.00	0.85
Flt Protected		1.00			1.00	1.00
Satd. Flow (prot)		1536			3438	1467
Flt Permitted		1.00			1.00	1.00
Satd. Flow (perm)		1536			3438	1467
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	413	0	0	1152	342
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	413	0	0	1152	342
Confl. Peds. (#/hr)		23				17
Heavy Vehicles (%)	2%	5%	2%	2%	5%	7%
Turn Type		Free			NA	Free
Protected Phases				1 2 4 5		
Permitted Phases		Free			6 8	Free
Actuated Green, G (s)		114.0			84.0	114.0
Effective Green, g (s)		114.0			76.0	114.0
Actuated g/C Ratio		1.00			0.67	1.00
Clearance Time (s)						
Lane Grp Cap (vph)		1536			2442	1467
v/s Ratio Prot					c0.26	
v/s Ratio Perm		c0.27			0.07	0.23
v/c Ratio		0.27			0.47	0.23
Uniform Delay, d1		0.0			9.2	0.0
Progression Factor		1.00			0.16	1.00
Incremental Delay, d2		0.4			0.4	0.2
Delay (s)		0.4			1.9	0.2
Level of Service		A			A	A
Approach Delay (s)	0.4			0.0	1.5	
Approach LOS	A			A	A	
<b>Intersection Summary</b>						
HCM 2000 Control Delay		1.3			HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio		0.52				
Actuated Cycle Length (s)		114.0			Sum of lost time (s)	31.0
Intersection Capacity Utilization		45.5%			ICU Level of Service	A
Analysis Period (min)		15				
c Critical Lane Group						



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕	↘	↖	↕
Traffic Volume (vph)	0	135	1350	70	0	2600
Future Volume (vph)	0	135	1350	70	0	2600
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	0	1		0	0	
Taper Length (ft)	25				25	
Satd. Flow (prot)	0	1774	3270	0	0	3438
Flt Permitted						
Satd. Flow (perm)	0	1774	3270	0	0	3438
Link Speed (mph)	30		30			30
Link Distance (ft)	1034		925			475
Travel Time (s)	23.5		21.0			10.8
Confl. Peds. (#/hr)				1	1	
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	5%	9%	22%	0%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	147	1543	0	0	2826
Sign Control	Stop		Free			Free

**Intersection Summary**

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	75.2%
ICU Level of Service	D
Analysis Period (min)	15



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕	↘		↕
Traffic Volume (veh/h)	0	135	1350	70	0	2600
Future Volume (Veh/h)	0	135	1350	70	0	2600
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	147	1467	76	0	2826
Pedestrians	1					
Lane Width (ft)	16.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			925			880
pX, platoon unblocked	0.46	0.75			0.75	
vC, conflicting volume	2919	772			1544	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	387	44			1068	
tC, single (s)	6.8	7.0			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	81			100	
cM capacity (veh/h)	270	758			497	
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>	
Volume Total	147	978	565	1413	1413	
Volume Left	0	0	0	0	0	
Volume Right	147	0	76	0	0	
cSH	758	1700	1700	1700	1700	
Volume to Capacity	0.19	0.58	0.33	0.83	0.83	
Queue Length 95th (ft)	18	0	0	0	0	
Control Delay (s)	10.9	0.0	0.0	0.0	0.0	
Lane LOS	B					
Approach Delay (s)	10.9	0.0		0.0		
Approach LOS	B					
<b>Intersection Summary</b>						
Average Delay			0.4			
Intersection Capacity Utilization			75.2%		ICU Level of Service	D
Analysis Period (min)			15			



Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	210	15	55	1230	200	25	2335
Future Volume (vph)	210	15	55	1230	200	25	2335
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	12	11	11	11	11
Grade (%)	0%			0%			0%
Storage Length (ft)	0	0	0		0	150	
Storage Lanes	1	1	0		0	1	
Taper Length (ft)	25		25			25	
Satd. Flow (prot)	1888	1595	0	3147	0	1745	3323
Flt Permitted	0.950			0.998		0.950	
Satd. Flow (perm)	1888	1595	0	3147	0	1745	3323
Link Speed (mph)	30			30			30
Link Distance (ft)	3577			475			405
Travel Time (s)	81.3			10.8			9.2
Confl. Peds. (#/hr)		2			2	2	
Confl. Bikes (#/hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	8%	2%	8%	13%	0%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%			0%
Shared Lane Traffic (%)							
Lane Group Flow (vph)	228	16	0	1614	0	27	2538
Sign Control	Stop			Free			Free

**Intersection Summary**

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	99.8%
Analysis Period (min)	15
	ICU Level of Service F

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (veh/h)	210	15	55	1230	200	25	2335
Future Volume (Veh/h)	210	15	55	1230	200	25	2335
Sign Control	Stop			Free			Free
Grade	0%			0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	228	16	0	1337	217	27	2538
Pedestrians	2						2
Lane Width (ft)	14.0						11.0
Walking Speed (ft/s)	4.0						4.0
Percent Blockage	0						0
Right turn flare (veh)							
Median type				None			None
Median storage (veh)							
Upstream signal (ft)							405
pX, platoon unblocked	0.32		0.00				
vC, conflicting volume	2770	781	0			1556	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	2274	781	0			1556	
tC, single (s)	6.8	7.1	0.0			4.1	
tC, 2 stage (s)							
tF (s)	3.5	3.4	0.0			2.2	
p0 queue free %	0	95	0			94	
cM capacity (veh/h)	10	324	0			430	
Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	228	16	891	663	27	1269	1269
Volume Left	228	0	0	0	27	0	0
Volume Right	0	16	0	217	0	0	0
cSH	10	324	1700	1700	430	1700	1700
Volume to Capacity	22.75	0.05	0.52	0.39	0.06	0.75	0.75
Queue Length 95th (ft)	Err	4	0	0	5	0	0
Control Delay (s)	Err	16.7	0.0	0.0	13.9	0.0	0.0
Lane LOS	F	C			B		
Approach Delay (s)	9344.4		0.0		0.1		
Approach LOS	F						
Intersection Summary							
Average Delay			522.7				
Intersection Capacity Utilization			99.8%		ICU Level of Service		F
Analysis Period (min)			15				



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↖	↕			↖
Traffic Volume (vph)	0	40	1265	35	0	2445
Future Volume (vph)	0	40	1265	35	0	2445
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	11	11	11	11
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	0	1		0	0	
Taper Length (ft)	25				25	
Satd. Flow (prot)	0	1514	3159	0	0	3292
Flt Permitted						
Satd. Flow (perm)	0	1514	3159	0	0	3292
Link Speed (mph)	30		30			30
Link Distance (ft)	911		2394			546
Travel Time (s)	20.7		54.4			12.4
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	23%	10%	11%	0%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	43	1413	0	0	2658
Sign Control	Stop		Free			Free

**Intersection Summary**

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	70.9%
ICU Level of Service	C
Analysis Period (min)	15



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↕
Traffic Volume (veh/h)	0	40	1265	35	0	2445
Future Volume (Veh/h)	0	40	1265	35	0	2445
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	43	1375	38	0	2658
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	2723	706			1413	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2723	706			1413	
tC, single (s)	6.8	7.4			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.5			2.2	
p0 queue free %	100	87			100	
cM capacity (veh/h)	17	333			489	
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>	
Volume Total	43	917	496	1329	1329	
Volume Left	0	0	0	0	0	
Volume Right	43	0	38	0	0	
cSH	333	1700	1700	1700	1700	
Volume to Capacity	0.13	0.54	0.29	0.78	0.78	
Queue Length 95th (ft)	11	0	0	0	0	
Control Delay (s)	17.4	0.0	0.0	0.0	0.0	
Lane LOS	C					
Approach Delay (s)	17.4	0.0		0.0		
Approach LOS	C					
<b>Intersection Summary</b>						
Average Delay			0.2			
Intersection Capacity Utilization			70.9%		ICU Level of Service	C
Analysis Period (min)			15			



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	185	300	290	5	5	1085
Future Volume (vph)	185	300	290	5	5	1085
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	1		0	0	
Taper Length (ft)	25				25	
Satd. Flow (prot)	1599	1403	3533	0	0	3354
Flt Permitted	0.950					
Satd. Flow (perm)	1599	1403	3533	0	0	3354
Link Speed (mph)	30		30			30
Link Distance (ft)	817		1471			233
Travel Time (s)	18.6		33.4			5.3
Confl. Peds. (#/hr)	1	1		84		
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	3%	2%	0%	0%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)	1	1		1		1
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	201	326	320	0	0	1184
Sign Control	Stop		Free			Free

**Intersection Summary**

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	50.5%
Analysis Period (min)	15
	ICU Level of Service A





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	185	300	290	5	5	1085
Future Volume (Veh/h)	185	300	290	5	5	1085
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	201	326	315	5	5	1179
Pedestrians	84		1			1
Lane Width (ft)	12.0		12.0			12.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	7		0			0
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						233
pX, platoon unblocked						
vC, conflicting volume	1002	245			404	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1002	245			404	
IC, single (s)	6.8	7.0			4.1	
IC, 2 stage (s)						
IF (s)	3.5	3.3			2.2	
p0 queue free %	10	53			100	
cM capacity (veh/h)	223	699			1084	
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>WB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	201	326	210	110	398	786
Volume Left	201	0	0	0	5	0
Volume Right	0	326	0	5	0	0
cSH	223	699	1700	1700	1084	1700
Volume to Capacity	0.90	0.47	0.12	0.06	0.00	0.46
Queue Length 95th (ft)	186	62	0	0	0	0
Control Delay (s)	83.2	14.6	0.0	0.0	0.2	0.0
Lane LOS	F	B			A	
Approach Delay (s)	40.7		0.0		0.1	
Approach LOS	E					
<b>Intersection Summary</b>						
Average Delay			10.6			
Intersection Capacity Utilization			50.5%		ICU Level of Service	A
Analysis Period (min)			15			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Volume (vph)	80	15	85	230	25	240	40	50	2370	140	205	1665	20
Future Volume (vph)	80	15	85	230	25	240	40	50	2370	140	205	1665	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	12	12	10	10	12	11	11	11	11	11	12
Grade (%)		0%			0%				0%			0%	
Storage Length (ft)	130		0	0		250		400		500	380		0
Storage Lanes	1		0	0		1		1		1	1		0
Taper Length (ft)	25			25				25			25		
Satd. Flow (prot)	1668	1475	0	0	1624	1436	0	1447	3355	1546	1728	3261	0
Flt Permitted	0.154				0.506			0.950			0.950		
Satd. Flow (perm)	270	1475	0	0	859	1436	0	1446	3355	1546	1728	3261	0
Right Turn on Red			Yes			No				Yes			Yes
Satd. Flow (RTOR)		92								122			1
Link Speed (mph)		30			30				30				30
Link Distance (ft)		537			1355				733				925
Travel Time (s)		12.2			30.8				16.7				21.0
Confl. Peds. (#/hr)	7					7		1					
Confl. Bikes (#/hr)													1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	6%	9%	5%	0%	5%	0%	37%	4%	1%	1%	5%	11%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	8	0
Parking (#/hr)													
Mid-Block Traffic (%)		0%			0%				0%			0%	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	87	108	0	0	277	261	0	97	2576	152	223	1832	0
Turn Type	Perm	NA		Perm	NA	pt+ov	Prot	Prot	NA	Prot	Prot	NA	
Protected Phases		8			4	4 5	1	1	6	6	5	2	
Permitted Phases	8			4									
Detector Phase	8	8		4	4	4 5	1	1	6	6	5	2	
Switch Phase													
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0	20.0	20.0	6.0	20.0	
Minimum Split (s)	26.0	26.0		12.0	12.0		12.0	12.0	27.0	27.0	13.5	31.0	
Total Split (s)	31.0	31.0		18.0	18.0		31.0	31.0	137.0	137.0	32.5	137.0	
Total Split (%)	15.5%	15.5%		9.0%	9.0%		15.5%	15.5%	68.3%	68.3%	16.2%	68.3%	
Yellow Time (s)	3.0	3.0		4.0	4.0		4.0	4.0	5.0	5.0	5.5	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0				-1.0	-1.0	-1.0	-1.0	
Total Lost Time (s)	5.0	5.0		6.0	6.0				5.0	6.0	6.0	6.5	6.0
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?													
Recall Mode	None	None		None	None		None	None	Min	Min	None	Min	
Act Effect Green (s)	26.0	26.0		25.0	25.0		18.8	131.0	131.0	26.0	139.7		
Actuated g/C Ratio	0.13	0.13		0.12	0.29		0.09	0.65	0.65	0.13	0.70		
v/c Ratio	2.49	0.40		2.59	0.64		0.72	1.18	0.14	1.00	0.81		
Control Delay	774.2	22.9		768.7	70.5		115.2	116.8	3.4	142.6	25.5		
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total Delay	774.2	22.9		768.7	70.5		115.2	116.8	3.4	142.6	25.5		
LOS	F	C		F	E		F	F	A	F	C		
Approach Delay		358.1		430.0				110.6				38.2	
Approach LOS		F		F				F			D		
Queue Length 50th (ft)	-190	19		-610	304		127	-2126	14	300	837		
Queue Length 95th (ft)	#326	88		#820	419		194	#2214	43	#497	1053		
Internal Link Dist (ft)		457		1275				653			845		
Turn Bay Length (ft)	130				250		400		500	380			
Base Capacity (vph)	35	271		107	411		187	2192	1052	224	2273		
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0		
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0		
Storage Cap Reductn	0	0		0	0		0	0	0	0	0		
Reduced v/c Ratio	2.49	0.40		2.59	0.64		0.52	1.18	0.14	1.00	0.81		

Intersection Summary	
Area Type:	Other
Cycle Length:	200.5
Actuated Cycle Length:	200.5
Natural Cycle:	150
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	2.59
Intersection Signal Delay:	123.3
Intersection Capacity Utilization:	113.0%
Intersection LOS:	F
ICU Level of Service:	H

Analysis Period (min) 15

- Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 6: Route 1A & Boardman St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Volume (vph)	80	15	85	230	25	240	40	50	2370	140	205	1665	20
Future Volume (vph)	80	15	85	230	25	240	40	50	2370	140	205	1665	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	11	12	12	10	10	12	11	11	11	11	11	12
Total Lost time (s)	5.0	5.0			6.0	6.0		5.0	6.0	6.0	6.5	6.0	
Lane Util. Factor	1.00	1.00			1.00	1.00		1.00	0.95	1.00	1.00	0.95	
Frb, ped/bikes	1.00	1.00			1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frnt	1.00	0.87			1.00	0.85		1.00	1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00			0.96	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1668	1476			1624	1436		1447	3355	1546	1728	3261	
Flt Permitted	0.15	1.00			0.51	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	270	1476			859	1436		1447	3355	1546	1728	3261	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	87	16	92	250	27	261	43	54	2576	152	223	1810	22
RTOR Reduction (vph)	0	80	0	0	0	0	0	0	0	42	0	0	0
Lane Group Flow (vph)	87	28	0	0	277	261	0	97	2576	110	223	1832	0
Confl. Peds. (#/hr)	7					7		1					1
Confl. Bikes (#/hr)													1
Heavy Vehicles (%)	1%	6%	9%	5%	0%	5%	0%	37%	4%	1%	1%	5%	11%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	8	0
Turn Type	Perm	NA		Perm	NA	pt+ov	Prot	Prot	NA	Prot	Prot	NA	
Protected Phases		8			4	4 5	1	1	6	6	5	2	
Permitted Phases	8			4									
Actuated Green, G (s)	26.0	26.0			25.0	56.0		17.8	130.0	130.0	25.0	138.7	
Effective Green, g (s)	26.0	26.0			25.0	56.0		18.8	131.0	131.0	26.0	139.7	
Actuated g/C Ratio	0.13	0.13			0.12	0.28		0.09	0.65	0.65	0.13	0.70	
Clearance Time (s)	5.0	5.0			6.0			6.0	7.0	7.0	7.5	7.0	
Vehicle Extension (s)	2.0	2.0			2.0			2.0	4.0	4.0	2.0	4.0	
Lane Grp Cap (vph)	35	191			107	401		135	2192	1010	224	2272	
v/s Ratio Prot		0.02				0.18		0.07	c0.77	0.07	c0.13	c0.56	
v/s Ratio Perm	0.32				c0.32								
v/c Ratio	2.49	0.15			2.59	0.65		0.72	1.18	0.11	1.00	0.81	
Uniform Delay, d1	87.2	77.4			87.8	63.6		88.3	34.8	13.0	87.2	21.0	
Progression Factor	1.00	1.00			1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	745.7	0.1			741.4	2.9		14.1	84.0	0.1	58.5	2.3	
Delay (s)	833.0	77.5			829.1	66.5		102.4	118.8	13.0	145.7	23.3	
Level of Service	F	E			F	E		F	F	B	F	C	
Approach Delay (s)		414.6			459.2			112.5				36.6	
Approach LOS		F			F			F				D	

**Intersection Summary**

HCM 2000 Control Delay	128.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.35		
Actuated Cycle Length (s)	200.5	Sum of lost time (s)	19.5
Intersection Capacity Utilization	113.0%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Traffic Volume (vph)	130	10	5	0	0	0	0	2440	0	0	1900	0
Future Volume (vph)	130	10	5	0	0	0	0	2440	0	0	1900	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	12	12	12	11	11	11	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		
Satd. Flow (prot)	0	1855	0	0	0	0	0	3355	0	0	3355	0
Flt Permitted		0.957										
Satd. Flow (perm)	0	1855	0	0	0	0	0	3355	0	0	3355	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2										
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		122			363			405			225	
Travel Time (s)		2.8			8.3			9.2			5.1	
Confl. Peds. (#/hr)									1			
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	88%	0%	2%	2%	2%	0%	4%	0%	0%	4%	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%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	157	0	0	0	0	0	2652	0	0	2065	0
Turn Type	Perm	NA						NA			NA	
Protected Phases		2						1			1	
Permitted Phases	2											
Detector Phase	2	2						1			1	
Switch Phase												
Minimum Initial (s)	10.0	10.0						20.0			20.0	
Minimum Split (s)	16.0	16.0						27.0			27.0	
Total Split (s)	36.0	36.0						55.0			55.0	
Total Split (%)	39.6%	39.6%						60.4%			60.4%	
Yellow Time (s)	4.0	4.0						5.0			5.0	
All-Red Time (s)	2.0	2.0						2.0			2.0	
Lost Time Adjust (s)		0.0						0.0			0.0	
Total Lost Time (s)		6.0						7.0			7.0	
Lead/Lag	Lag	Lag						Lead			Lead	
Lead-Lag Optimize?												
Recall Mode	None	None						Max			Max	
Act Effect Green (s)		12.6						48.1			48.1	
Actuated g/C Ratio		0.17						0.65			0.65	
v/c Ratio		0.49						1.21			0.94	
Control Delay		32.8						117.4			23.5	
Queue Delay		0.0						0.0			0.0	
Total Delay		32.8						117.4			23.5	
LOS		C						F			C	
Approach Delay		32.8						117.4			23.5	
Approach LOS		C						F			C	
Queue Length 50th (ft)		65						-785			377	
Queue Length 95th (ft)		118						#1005			#688	
Internal Link Dist (ft)		42			283			325			145	
Turn Bay Length (ft)												
Base Capacity (vph)		757						2188			2188	
Starvation Cap Reductn		0						0			0	
Spillback Cap Reductn		0						0			0	
Storage Cap Reductn		0						0			0	
Reduced v/c Ratio		0.21						1.21			0.94	

Intersection Summary	
Area Type:	Other
Cycle Length:	91
Actuated Cycle Length:	73.7
Natural Cycle:	100
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.21
Intersection Signal Delay:	74.9
Intersection Capacity Utilization:	86.6%
Intersection LOS:	E
ICU Level of Service:	E

Analysis Period (min) 15

- Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

Splits and Phases: 9: Route 1A & Jughandle





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Traffic Volume (vph)	130	10	5	0	0	0	0	2440	0	0	1900	0
Future Volume (vph)	130	10	5	0	0	0	0	2440	0	0	1900	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	12	12	12	11	11	11	11	11	11
Total Lost time (s)		6.0						7.0			7.0	
Lane Util. Factor		1.00						0.95			0.95	
Frbp, ped/bikes		1.00						1.00			1.00	
Flpb, ped/bikes		1.00						1.00			1.00	
Frt		1.00						1.00			1.00	
Flt Protected		0.96						1.00			1.00	
Satd. Flow (prot)		1854						3355			3355	
Flt Permitted		0.96						1.00			1.00	
Satd. Flow (perm)		1854						3355			3355	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	141	11	5	0	0	0	0	2652	0	0	2065	0
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	155	0	0	0	0	0	2652	0	0	2065	0
Confl. Peds. (#/hr)									1			
Heavy Vehicles (%)	5%	88%	0%	2%	2%	2%	0%	4%	0%	0%	4%	0%
Turn Type	Perm	NA						NA			NA	
Protected Phases		2						1			1	
Permitted Phases	2											
Actuated Green, G (s)		12.6						48.1			48.1	
Effective Green, g (s)		12.6						48.1			48.1	
Actuated g/C Ratio		0.17						0.65			0.65	
Clearance Time (s)		6.0						7.0			7.0	
Vehicle Extension (s)		4.0						4.0			4.0	
Lane Grp Cap (vph)		316						2189			2189	
v/s Ratio Prot								c0.79			0.62	
v/s Ratio Perm		0.08										
v/c Ratio		0.49						1.21			0.94	
Uniform Delay, d1		27.7						12.8			11.6	
Progression Factor		1.00						1.00			1.00	
Incremental Delay, d2		1.6						99.7			9.9	
Delay (s)		29.3						112.5			21.4	
Level of Service		C						F			C	
Approach Delay (s)		29.3			0.0			112.5			21.4	
Approach LOS		C			A			F			C	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			71.2									E
HCM 2000 Volume to Capacity ratio			1.06									
Actuated Cycle Length (s)			73.7							13.0		
Intersection Capacity Utilization			86.6%									E
Analysis Period (min)			15									
c Critical Lane Group												



Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↓	↑↑↑		
Traffic Volume (vph)	1420	195	30	310	1485	0	0
Future Volume (vph)	1420	195	30	310	1485	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	9	11	12	12
Grade (%)	0%				0%	0%	
Storage Length (ft)		500		130		0	0
Storage Lanes		0		1		0	0
Taper Length (ft)				25		25	
Satd. Flow (prot)	4841	0	0	1498	4951	0	0
Flt Permitted				0.950			
Satd. Flow (perm)	4841	0	0	1496	4951	0	0
Right Turn on Red		Yes					Yes
Satd. Flow (RTOR)	80						
Link Speed (mph)	30				30	30	
Link Distance (ft)	572				1857	345	
Travel Time (s)	13.0				42.2	7.8	
Confl. Peds. (#/hr)		8		8			
Confl. Bikes (#/hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	4%	3%	9%	1%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	2	0	0
Parking (#/hr)							
Mid-Block Traffic (%)	0%				0%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	1755	0	0	370	1614	0	0
Turn Type	NA		Prot	Prot	NA		
Protected Phases	2		1	1	1 2		
Permitted Phases							
Detector Phase	2		1	1	1 2		
Switch Phase							
Minimum Initial (s)	8.0		8.0	8.0			
Minimum Split (s)	13.0		13.0	13.0			
Total Split (s)	24.0		17.0	17.0			
Total Split (%)	58.5%		41.5%	41.5%			
Yellow Time (s)	3.5		3.5	3.5			
All-Red Time (s)	1.5		1.5	1.5			
Lost Time Adjust (s)	0.0			0.0			
Total Lost Time (s)	5.0			5.0			
Lead/Lag	Lag		Lead	Lead			
Lead-Lag Optimize?							
Recall Mode	Min		None	None			
Act Effect Green (s)	19.0			12.0	41.0		
Actuated g/C Ratio	0.46			0.29	1.00		
v/c Ratio	0.77			0.84	0.33		
Control Delay	11.5			36.3	0.2		
Queue Delay	0.0			0.0	0.0		
Total Delay	11.5			36.3	0.2		
LOS	B			D	A		
Approach Delay	11.5				6.9		
Approach LOS	B				A		
Queue Length 50th (ft)	105			79	0		
Queue Length 95th (ft)	150			#196	0		
Internal Link Dist (ft)	492				1777	265	
Turn Bay Length (ft)				130			
Base Capacity (vph)	2286			438	4951		
Starvation Cap Reductn	0			0	0		
Spillback Cap Reductn	0			0	0		
Storage Cap Reductn	0			0	0		
Reduced v/c Ratio	0.77			0.84	0.33		

**Intersection Summary**

Area Type:	Other
Cycle Length:	41
Actuated Cycle Length:	41
Natural Cycle:	45
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.84
Intersection Signal Delay:	9.1
Intersection Capacity Utilization:	59.1%
Intersection LOS:	A
ICU Level of Service:	B



Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

Splits and Phases: 11: Route 1A on-ramp & Route 145





Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↓	↑↑↑		
Traffic Volume (vph)	1420	195	30	310	1485	0	0
Future Volume (vph)	1420	195	30	310	1485	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	12	9	11	12	12
Total Lost time (s)	5.0			5.0	5.0		
Lane Util. Factor	0.91			1.00	0.91		
Frb, ped/bikes	1.00			1.00	1.00		
Flpb, ped/bikes	1.00			1.00	1.00		
Frt	0.98			1.00	1.00		
Flt Protected	1.00			0.95	1.00		
Satd. Flow (prot)	4840			1498	4951		
Flt Permitted	1.00			0.95	1.00		
Satd. Flow (perm)	4840			1498	4951		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1543	212	33	337	1614	0	0
RTOR Reduction (vph)	43	0	0	0	0	0	0
Lane Group Flow (vph)	1712	0	0	370	1614	0	0
Confl. Peds. (#/hr)		8		8			
Heavy Vehicles (%)	1%	4%	3%	9%	1%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	2	0	0
Turn Type	NA		Prot	Prot	NA		
Protected Phases	2		1	1	1		
Permitted Phases							
Actuated Green, G (s)	19.0			12.0	41.0		
Effective Green, g (s)	19.0			12.0	41.0		
Actuated g/C Ratio	0.46			0.29	1.00		
Clearance Time (s)	5.0			5.0			
Vehicle Extension (s)	2.0			2.0			
Lane Grp Cap (vph)	2242			438	4951		
v/s Ratio Prot	c0.35			c0.25	0.33		
v/s Ratio Perm							
v/c Ratio	0.76			0.84	0.33		
Uniform Delay, d1	9.1			13.6	0.0		
Progression Factor	1.00			1.00	1.00		
Incremental Delay, d2	1.4			13.4	0.0		
Delay (s)	10.6			27.0	0.0		
Level of Service	B			C	A		
Approach Delay (s)	10.6				5.0	0.0	
Approach LOS	B				A	A	

**Intersection Summary**

HCM 2000 Control Delay	7.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	41.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	59.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBT	SBR	SBR2	SEL	SER
Lane Configurations		↑↑	↑	↑↑	↑			↑↑	↑	↑↑			↑↑	
Traffic Volume (vph)	15	245	10	835	460	110	80	1055	1235	445	10	5	135	20
Future Volume (vph)	15	245	10	835	460	110	80	1055	1235	445	10	5	135	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	16	12	12	12	12	12	14	16	12	12	12	12
Grade (%)		0%			0%			0%		0%			0%	
Storage Length (ft)	50		0	0		0			0		0		0	0
Storage Lanes	1		1	2		0			1		0		1	0
Taper Length (ft)	25			25									25	
Satd. Flow (prot)	0	3328	1816	3502	1775	0	0	3574	1706	3951	0	0	1754	0
Flt Permitted		0.997		0.950									0.958	
Satd. Flow (perm)	0	3327	1816	3447	1775	0	0	3574	1706	3951	0	0	1754	0
Right Turn on Red			Yes				No		Yes			Yes		
Satd. Flow (RTOR)			126						100					
Link Speed (mph)		30			30			30		30			30	
Link Distance (ft)		485			572			480		673			302	
Travel Time (s)		11.0			13.0			10.9		15.3			6.9	
Confl. Peds. (#/hr)	4		7	7		2	4				1	2		7
Confl. Bikes (#/hr)							1							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	0%	0%	2%	1%	0%	1%	1%	3%	0%	0%	0%	11%
Bus Blockages (#/hr)	0	0	2	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)														1
Mid-Block Traffic (%)		0%			0%			0%		0%			0%	
Shared Lane Traffic (%)														
Lane Group Flow (vph)	0	282	11	908	707	0	0	1147	1342	500	0	0	169	0
Turn Type	Split	NA	Prot	Split	NA			NA	custom	NA			Prot	
Protected Phases	4	4	4	3	3			6	2.3	2			7	
Permitted Phases														
Detector Phase	4	4	4	3	3			6	2.3	2			7	
Switch Phase														
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0			8.0		8.0			8.0	
Minimum Split (s)	20.0	20.0	20.0	28.0	28.0			15.0		20.0			20.0	
Total Split (s)	22.0	22.0	22.0	42.0	42.0			57.0		57.0			21.5	
Total Split (%)	15.4%	15.4%	15.4%	29.5%	29.5%			40.0%		40.0%			15.1%	
Yellow Time (s)	4.0	4.0	4.0	3.0	3.0			4.0		4.0			3.5	
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0			3.0		3.0			3.0	
Lost Time Adjust (s)		-1.0	-1.0	-1.0	-1.0			-1.0		-1.0			-1.0	
Total Lost Time (s)		6.0	6.0	5.0	5.0			6.0		6.0			5.5	
Lead/Lag	Lag	Lag	Lag	Lead	Lead									
Lead-Lag Optimize?														
Recall Mode	None	None	None	None	None			Min		Min			None	
Act Effect Green (s)		15.6	15.6	37.0	37.0			51.0	93.0	51.0			15.8	
Actuated g/C Ratio		0.11	0.11	0.26	0.26			0.36	0.66	0.36			0.11	
v/c Ratio		0.77	0.04	0.99	1.53			0.89	1.16	0.35			0.87	
Control Delay		76.4	0.2	80.4	284.8			52.9	107.2	34.2			99.8	
Queue Delay		0.0	0.0	0.0	0.0			0.0	0.0	0.0			0.0	
Total Delay		76.4	0.2	80.4	284.8			52.9	107.2	34.2			99.8	
LOS		E	A	F	F			D	F	C			F	
Approach Delay		73.6			169.8			82.2		34.2			99.8	
Approach LOS		E			F			F		C			F	
Queue Length 50th (ft)		135	0	436	-917			527	-1449	178			157	
Queue Length 95th (ft)		#191	0	#581	#1161			#630	#1720	228			#288	
Internal Link Dist (ft)		405			492			400		593			222	
Turn Bay Length (ft)														
Base Capacity (vph)		375	316	913	462			1285	1153	1421			197	
Starvation Cap Reductn		0	0	0	0			0	0	0			0	
Spillback Cap Reductn		0	0	0	0			0	0	0			0	
Storage Cap Reductn		0	0	0	0			0	0	0			0	
Reduced v/c Ratio		0.75	0.03	0.99	1.53			0.89	1.16	0.35			0.86	

Intersection Summary	
Area Type:	Other
Cycle Length:	142.5
Actuated Cycle Length:	141.8
Natural Cycle:	150
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	1.53
Intersection Signal Delay:	105.5
Intersection Capacity Utilization:	101.0%
Intersection LOS:	F
ICU Level of Service:	G

Analysis Period (min) 15

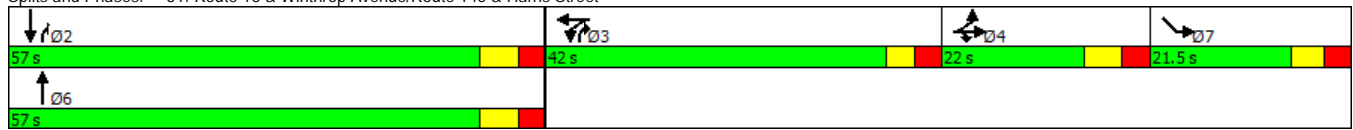
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 31: Route 16 & Winthrop Avenue/Route 145 & Harris Street

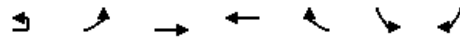




Movement	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBT	SBR	SBR2	SEL	SER
Lane Configurations		↑↑	↑	↑↑	↑			↑↑	↑	↑↑			↑↑	
Traffic Volume (vph)	15	245	10	835	460	110	80	1055	1235	445	10	5	135	20
Future Volume (vph)	15	245	10	835	460	110	80	1055	1235	445	10	5	135	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	10	16	12	12	12	12	12	14	16	12	12	12	12
Total Lost time (s)		6.0	6.0	5.0	5.0			6.0	6.0	6.0				5.5
Lane Util. Factor		0.95	1.00	0.97	1.00			0.95	1.00	0.95				1.00
Frb. ped/bikes		1.00	1.00	1.00	0.99			1.00	1.00	1.00				1.00
Flpb. ped/bikes		1.00	1.00	1.00	1.00			1.00	1.00	1.00				1.00
Frt		1.00	0.85	1.00	0.96			1.00	0.85	1.00				0.98
Flt Protected		1.00	1.00	0.95	1.00			1.00	1.00	1.00				0.96
Satd. Flow (prot)		3328	1816	3502	1776			3574	1706	3952				1756
Flt Permitted		1.00	1.00	0.95	1.00			1.00	1.00	1.00				0.96
Satd. Flow (perm)		3328	1816	3502	1776			3574	1706	3952				1756
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	16	266	11	908	500	120	87	1147	1342	484	11	5	147	22
RTOR Reduction (vph)	0	0	10	0	0	0	0	0	34	1	0	0	0	0
Lane Group Flow (vph)	0	282	1	908	707	0	0	1147	1308	499	0	0	169	0
Confl. Peds. (#/hr)	4		7	7		2	4				1	2		7
Confl. Bikes (#/hr)							1							
Heavy Vehicles (%)	0%	1%	0%	0%	2%	1%	0%	1%	1%	3%	0%	0%	0%	11%
Bus Blockages (#/hr)	0	0	2	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)														1
Turn Type	Split	NA	Prot	Split	NA			NA	custom	NA				Prot
Protected Phases	4	4	4	3	3			6	2 3	2				7
Permitted Phases														
Actuated Green, G (s)		14.6	14.6	36.0	36.0			50.0	93.0	50.0				14.8
Effective Green, g (s)		15.6	15.6	37.0	37.0			51.0	94.0	51.0				15.8
Actuated g/C Ratio		0.11	0.11	0.26	0.26			0.36	0.66	0.36				0.11
Clearance Time (s)		7.0	7.0	6.0	6.0			7.0		7.0				6.5
Vehicle Extension (s)		3.0	3.0	3.0	3.0			3.0		3.0				3.0
Lane Grp Cap (vph)		365	199	913	463			1284	1130	1420				195
v/s Ratio Prot		c0.08	0.00	0.26	c0.40			0.32	c0.77	0.13				c0.10
v/s Ratio Perm														
v/c Ratio		0.77	0.01	0.99	1.53			0.89	1.16	0.35				0.87
Uniform Delay, d1		61.4	56.2	52.3	52.5			42.9	24.0	33.3				62.0
Progression Factor		1.00	1.00	1.00	1.00			1.00	1.00	1.00				1.00
Incremental Delay, d2		9.8	0.0	28.3	247.9			8.3	81.2	0.2				30.8
Delay (s)		71.2	56.3	80.6	300.4			51.1	105.2	33.5				92.8
Level of Service		E	E	F	F			D	F	C				F
Approach Delay (s)		70.6			176.8			80.3		33.5				92.8
Approach LOS		E			F			F		C				F

Intersection Summary			
HCM 2000 Control Delay	106.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.22		
Actuated Cycle Length (s)	141.9	Sum of lost time (s)	22.5
Intersection Capacity Utilization	101.0%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

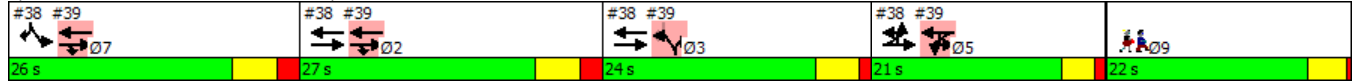


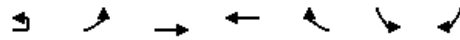
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR	Ø2	Ø3	Ø9
Lane Configurations		↕	↕↕↕	↕↕↕		↕	↕			
Traffic Volume (vph)	5	275	1375	1095	215	105	245			
Future Volume (vph)	5	275	1375	1095	215	105	245			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	12	11	11	11	12	15	12			
Grade (%)			0%	0%		0%				
Storage Length (ft)		120			0	0	150			
Storage Lanes		1			0	1	1			
Taper Length (ft)		25				25				
Satd. Flow (prot)	0	1728	4951	4848	0	1947	1509			
Flt Permitted		0.950				0.950				
Satd. Flow (perm)	0	1728	4951	4848	0	1947	1509			
Right Turn on Red					Yes		Yes			
Satd. Flow (RTOR)				40			266			
Link Speed (mph)			30	30		30				
Link Distance (ft)			1857	236		865				
Travel Time (s)			42.2	5.4		19.7				
Confl. Peds. (#/hr)										
Confl. Bikes (#/hr)										
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Growth Factor	100%	100%	100%	100%	100%	100%	100%			
Heavy Vehicles (%)	0%	1%	1%	1%	0%	2%	7%			
Bus Blockages (#/hr)	0	0	2	0	0	0	0			
Parking (#/hr)										
Mid-Block Traffic (%)			0%	0%		0%				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	304	1495	1424	0	114	266			
Turn Type	Prot	Prot	NA	NA		Prot	Prot			
Protected Phases	5	5	2 3 5	2 3		7	7	2	3	9
Permitted Phases										
Detector Phase	5	5	2 3 5	2 3		7	7			
Switch Phase										
Minimum Initial (s)	1.0	1.0				20.0	20.0	20.0	8.0	4.0
Minimum Split (s)	20.0	20.0				26.0	26.0	26.0	13.0	22.0
Total Split (s)	21.0	21.0				26.0	26.0	27.0	24.0	22.0
Total Split (%)	17.5%	17.5%				21.7%	21.7%	23%	20%	18%
Yellow Time (s)	3.0	3.0				4.0	4.0	4.0	4.0	3.5
All-Red Time (s)	1.0	1.0				2.0	2.0	2.0	1.0	0.5
Lost Time Adjust (s)		-1.0				-1.0	-1.0			
Total Lost Time (s)		3.0				5.0	5.0			
Lead/Lag	Lag	Lag				Lead	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes								
Recall Mode	None	None				Min	Min	Min	None	None
Act Effect Green (s)		18.2	68.7	47.5		21.2	21.2			
Actuated g/C Ratio		0.17	0.64	0.44		0.20	0.20			
v/c Ratio		1.03	0.47	0.65		0.30	0.52			
Control Delay		106.7	11.7	26.2		41.4	9.2			
Queue Delay		0.0	0.2	5.2		0.5	0.0			
Total Delay		106.7	11.9	31.4		42.0	9.2			
LOS		F	B	C		D	A			
Approach Delay			27.9	31.4		19.0				
Approach LOS			C	C		B				
Queue Length 50th (ft)		190	131	212		60	0			
Queue Length 95th (ft)		#460	292	363		135	76			
Internal Link Dist (ft)			1777	156		785				
Turn Bay Length (ft)		120					150			
Base Capacity (vph)		294	3183	2176		386	512			
Starvation Cap Reductn		0	0	680		0	0			
Spillback Cap Reductn		0	731	0		88	0			
Storage Cap Reductn		0	0	0		0	0			
Reduced v/c Ratio		1.03	0.61	0.95		0.38	0.52			

Intersection Summary										
Area Type:	Other									
Cycle Length:	120									
Actuated Cycle Length:	106.8									
Natural Cycle:	150									
Control Type:	Semi Act-Uncoord									
Maximum v/c Ratio:	1.75									
Intersection Signal Delay:	28.4					Intersection LOS: C				
Intersection Capacity Utilization:	69.0%					ICU Level of Service C				

Analysis Period (min) 15  
# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

Splits and Phases: 38: Route 145/Winthrop Ave & N Shore Rd





Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕↕↕	↕↕↕		↕	↕
Traffic Volume (vph)	5	275	1375	1095	215	105	245
Future Volume (vph)	5	275	1375	1095	215	105	245
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	11	11	12	15	12
Total Lost time (s)		3.0	4.0	4.0		5.0	5.0
Lane Util. Factor		1.00	0.91	0.91		1.00	1.00
Frt		1.00	1.00	0.98		1.00	0.85
Flt Protected		0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)		1728	4951	4850		1947	1509
Flt Permitted		0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)		1728	4951	4850		1947	1509
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	299	1495	1190	234	114	266
RTOR Reduction (vph)	0	0	0	22	0	0	214
Lane Group Flow (vph)	0	304	1495	1402	0	114	52
Heavy Vehicles (%)	0%	1%	1%	1%	0%	2%	7%
Bus Blockages (#/hr)	0	0	2	0	0	0	0
Turn Type	Prot	Prot	NA	NA	Prot	Prot	
Protected Phases	5	5	2 3 5	2 3		7	7
Permitted Phases							
Actuated Green, G (s)		17.2	68.6	46.4		20.2	20.2
Effective Green, g (s)		18.2	67.6	48.4		21.2	21.2
Actuated g/C Ratio		0.17	0.62	0.44		0.19	0.19
Clearance Time (s)		4.0				6.0	6.0
Vehicle Extension (s)		3.0				4.0	4.0
Lane Grp Cap (vph)		288	3064	2149		377	292
v/s Ratio Prot		c0.18	0.30	c0.29		c0.06	0.03
v/s Ratio Perm							
v/c Ratio		1.06	0.49	0.65		0.30	0.18
Uniform Delay, d1		45.5	11.4	23.8		37.7	36.7
Progression Factor		1.00	1.00	1.03		1.00	1.00
Incremental Delay, d2		68.4	0.2	0.7		0.6	0.4
Delay (s)		113.9	11.5	25.2		38.3	37.1
Level of Service		F	B	C		D	D
Approach Delay (s)			28.8	25.2		37.5	
Approach LOS			C	C		D	
<b>Intersection Summary</b>							
HCM 2000 Control Delay			28.3		HCM 2000 Level of Service		C
HCM 2000 Volume to Capacity ratio			0.64				
Actuated Cycle Length (s)			109.2		Sum of lost time (s)		20.0
Intersection Capacity Utilization			69.0%		ICU Level of Service		C
Analysis Period (min)			15				
c Critical Lane Group							





Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø2	Ø7	Ø9
Lane Configurations		↑↑	↑		↓	↑↑↓		↑↑		↑			↑			
Traffic Volume (vph)	0	1250	230	5	155	945	5	360	0	485	0	0	5			
Future Volume (vph)	0	1250	230	5	155	945	5	360	0	485	0	0	5			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	12	11	11	12	9	11	12	10	12	12	12	12	16			
Grade (%)		0%				0%			0%			0%				
Storage Length (ft)	0		0		100		0	0		100	0	0	0			
Storage Lanes	0		1		1		0	1		1	0	0	1			
Taper Length (ft)	25				25			25			25					
Satd. Flow (prot)	0	3455	1546	0	1624	4947	0	3236	0	1599	0	0	1826			
Flt Permitted					0.950			0.950								
Satd. Flow (perm)	0	3455	1546	0	1624	4947	0	3236	0	1599	0	0	1826			
Right Turn on Red			No				Yes			No			No			
Satd. Flow (RTOR)						1										
Link Speed (mph)		30				30			30			30				
Link Distance (ft)		236				635			1415			589				
Travel Time (s)		5.4				14.4			32.2			13.4				
Confl. Peds. (#/hr)	3															
Confl. Bikes (#/hr)																
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%			
Heavy Vehicles (%)	0%	1%	1%	0%	0%	1%	0%	1%	0%	1%	2%	2%	2%			
Bus Blockages (#/hr)	0	0	0	0	0	2	0	0	0	0	0	0	0			
Parking (#/hr)																
Mid-Block Traffic (%)		0%				0%			0%			0%				
Shared Lane Traffic (%)																
Lane Group Flow (vph)	0	1359	250	0	173	1032	0	391	0	527	0	0	5			
Turn Type		NA	Prot	Prot	Prot	NA		Prot		Prot			Perm			
Protected Phases		2.7	2.7	5	5	2.5.7		3		3				2	7	9
Permitted Phases													3			
Detector Phase		2.7	2.7	5	5	2.5.7		3		3			3			
Switch Phase																
Minimum Initial (s)				1.0	1.0			8.0		8.0			8.0	20.0	20.0	4.0
Minimum Split (s)				20.0	20.0			13.0		13.0			13.0	26.0	26.0	22.0
Total Split (s)				21.0	21.0			24.0		24.0			24.0	27.0	26.0	22.0
Total Split (%)				17.5%	17.5%			20.0%		20.0%			20.0%	23%	22%	18%
Yellow Time (s)				3.0	3.0			4.0		4.0			4.0	4.0	4.0	3.5
All-Red Time (s)				1.0	1.0			1.0		1.0			1.0	2.0	2.0	0.5
Lost Time Adjust (s)					-1.0			-1.0		-1.0			-1.0			
Total Lost Time (s)					3.0			4.0		4.0			4.0			
Lead/Lag				Lag	Lag			Lead		Lead			Lead	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes											
Recall Mode				None	None			None		None			None	Min	Min	None
Act Effect Green (s)		49.5	47.5		18.2	69.3		20.2		20.2			20.2			
Actuated g/C Ratio		0.46	0.44		0.17	0.65		0.19		0.19			0.19			
v/c Ratio		0.85	0.36		0.63	0.32		0.64		1.75			0.01			
Control Delay		33.2	26.5		54.5	6.6		47.0		377.4			40.6			
Queue Delay		48.1	4.4		0.0	0.2		0.0		0.0			0.0			
Total Delay		81.2	31.0		54.5	6.8		47.0		377.4			40.6			
LOS		F	C		D	A		D		F			D			
Approach Delay		73.4				13.6			236.7			40.6				
Approach LOS		E				B			F			D				
Queue Length 50th (ft)		263	85		100	72		114		-475			3			
Queue Length 95th (ft)		#659	184		#228	87		204		#851			15			
Internal Link Dist (ft)		156				555			1335			509				
Turn Bay Length (ft)					100					100						
Base Capacity (vph)		1600	687		276	3208		612		302			345			
Starvation Cap Reductn		509	357		0	0		0		0			0			
Spillback Cap Reductn		0	0		0	1104		0		0			0			
Storage Cap Reductn		0	0		0	0		0		0			0			
Reduced v/c Ratio		1.25	0.76		0.63	0.49		0.64		1.75			0.01			

**Intersection Summary**

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	106.8
Natural Cycle:	150
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.75
Intersection Signal Delay:	94.2
Intersection Capacity Utilization:	83.4%
Intersection LOS:	F
ICU Level of Service:	E

Analysis Period (min) 15

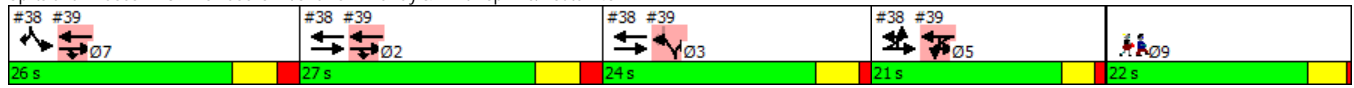
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 39: Tomasello Dr/Shaws Driveway & Winthrop Ave/Route 145





Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↑↑	↑		↑	↑↑↑		↑↑		↑			↑	
Traffic Volume (vph)	0	1250	230	5	155	945	5	360	0	485	0	0	5	
Future Volume (vph)	0	1250	230	5	155	945	5	360	0	485	0	0	5	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width	12	11	11	12	9	11	12	10	12	12	12	12	16	
Total Lost time (s)		4.0	6.0		3.0	4.0		4.0		4.0			4.0	
Lane Util. Factor		0.95	1.00		1.00	0.91		0.97		1.00			1.00	
Frb, ped/bikes		1.00	1.00		1.00	1.00		1.00		1.00			1.00	
Flpb, ped/bikes		1.00	1.00		1.00	1.00		1.00		1.00			1.00	
Frt		1.00	0.85		1.00	1.00		1.00		0.85			0.86	
Flt Protected		1.00	1.00		0.95	1.00		0.95		1.00			1.00	
Satd. Flow (prot)		3455	1546		1624	4948		3236		1599			1826	
Flt Permitted		1.00	1.00		0.95	1.00		0.95		1.00			1.00	
Satd. Flow (perm)		3455	1546		1624	4948		3236		1599			1826	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	0	1359	250	5	168	1027	5	391	0	527	0	0	5	
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0	0	
Lane Group Flow (vph)	0	1359	250	0	173	1032	0	391	0	527	0	0	5	
Confl. Peds. (#/hr)		3												
Heavy Vehicles (%)	0%	1%	1%	0%	0%	1%	0%	1%	0%	1%	2%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	2	0	0	0	0	0	0	0	
Turn Type		NA	Prot	Prot	Prot	NA		Prot		Prot			Perm	
Protected Phases		2.7	2.7	5	5	2.5		3		3				
Permitted Phases													3	
Actuated Green, G (s)		47.4	47.4		17.2	64.6		19.2		19.2			19.2	
Effective Green, g (s)		49.4	47.4		18.2	68.6		20.2		20.2			20.2	
Actuated g/C Ratio		0.45	0.43		0.17	0.63		0.18		0.18			0.18	
Clearance Time (s)					4.0			5.0		5.0			5.0	
Vehicle Extension (s)					3.0			4.0		4.0			4.0	
Lane Grp Cap (vph)		1562	671		270	3108		598		295			337	
v/s Ratio Prot		c0.39	0.16		c0.11	0.21		0.12		c0.33				
v/s Ratio Perm													0.00	
v/c Ratio		0.87	0.37		0.64	0.33		0.65		1.79			0.01	
Uniform Delay, d1		27.0	20.9		42.4	9.5		41.3		44.5			36.4	
Progression Factor		1.01	1.13		1.00	1.00		1.00		1.00			1.00	
Incremental Delay, d2		5.2	0.4		5.1	0.1		2.8		367.3			0.0	
Delay (s)		32.6	24.1		47.6	9.6		44.1		411.8			36.4	
Level of Service		C	C		D	A		D		F			D	
Approach Delay (s)		31.3				15.1			255.2			36.4		
Approach LOS		C				B			F			D		
<b>Intersection Summary</b>														
HCM 2000 Control Delay			81.1										HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio			1.06											
Actuated Cycle Length (s)			109.2										Sum of lost time (s)	24.0
Intersection Capacity Utilization			83.4%										ICU Level of Service	E
Analysis Period (min)			15											

c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø2
Lane Configurations		↕		↕	↕	↕		↕	↕	↕	↕		
Traffic Volume (vph)	70	230	15	300	180	210	35	300	605	125	240	80	
Future Volume (vph)	70	230	15	300	180	210	35	300	605	125	240	80	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	10	16	12	10	12	12	10	12	
Grade (%)		0%			0%			0%			0%		
Storage Length (ft)	0		150	250		305	0		0	0		0	
Storage Lanes	0		0	1		0	0		1	1		0	
Taper Length (ft)	25			25			25			25			
Satd. Flow (prot)	0	1437	0	1484	1409	1569	0	1530	1275	1624	1481	0	
Flt Permitted		0.843		0.950	0.987			0.927		0.281			
Satd. Flow (perm)	0	1192	0	1460	1403	1569	0	1413	1275	462	1481	0	
Right Turn on Red			Yes			Yes			No			Yes	
Satd. Flow (RTOR)		2				228					11		
Link Speed (mph)		30			30			30			30		
Link Distance (ft)		1166			677			476			1736		
Travel Time (s)		26.5			15.4			10.8			39.5		
Confl. Peds. (#/hr)	92		18	18		92	69		48	48		69	
Confl. Bikes (#/hr)			1						1				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	7%	4%	1%	4%	7%	5%	2%	4%	2%	0%	0%	0%	
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0	
Parking (#/hr)	1	1	1						1			1	
Mid-Block Traffic (%)		0%			0%			0%			0%		
Shared Lane Traffic (%)				21%									
Lane Group Flow (vph)	0	342	0	258	264	228	0	364	658	136	348	0	
Turn Type	Perm	NA		Split	NA	Prot	Perm	NA	pt+ov	D,P+P	NA		
Protected Phases		5		1	1	1		7	17	6	67		2
Permitted Phases	5						7			7			
Detector Phase	5	5		1	1	1	7	7	17	6	67		
Switch Phase													
Minimum Initial (s)	8.0	8.0		8.0	8.0	8.0	8.0	8.0		4.0			1.0
Minimum Split (s)	37.0	37.0		30.0	30.0	30.0	13.0	13.0		8.0			26.0
Total Split (s)	41.0	41.0		32.0	32.0	32.0	37.0	37.0		10.0			30.0
Total Split (%)	27.3%	27.3%		21.3%	21.3%	21.3%	24.7%	24.7%		6.7%			20%
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0			3.0
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	2.0	2.0		1.0			1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0		0.0		0.0			
Total Lost Time (s)		6.0		6.0	6.0	6.0		5.0		4.0			
Lead/Lag	Lead	Lead		Lead	Lead	Lead				Lag			Lag
Lead-Lag Optimize?													
Recall Mode	Max	Max		Max	Max	Max	C-Max	C-Max		None			None
Act Effect Green (s)		35.0		26.0	26.0	26.0		46.4	77.4	53.4	57.4		
Actuated g/C Ratio		0.23		0.17	0.17	0.17		0.31	0.52	0.36	0.38		
v/c Ratio		1.23		1.00	1.08	0.50		0.83	1.00	0.65	0.61		
Control Delay		175.9		117.7	137.5	10.2		66.6	72.1	54.0	44.6		
Queue Delay		0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total Delay		175.9		117.7	137.5	10.2		66.6	72.1	54.0	44.6		
LOS		F		F	F	B		E	E	D	D		
Approach Delay		175.9			92.0			70.2			47.2		
Approach LOS		F			F			E			D		
Queue Length 50th (ft)		-410		-270	-303	0		-394	-757	100	296		
Queue Length 95th (ft)		#616		#468	#498	77		#601	#1003	#192	421		
Internal Link Dist (ft)		1086			597			396			1656		
Turn Bay Length (ft)				250		305							
Base Capacity (vph)		279		257	244	460		437	657	210	573		
Starvation Cap Reductn		0		0	0	0		0	0	0	0		
Spillback Cap Reductn		0		0	0	0		0	0	0	0		
Storage Cap Reductn		0		0	0	0		0	0	0	0		
Reduced v/c Ratio		1.23		1.00	1.08	0.50		0.83	1.00	0.65	0.61		

**Intersection Summary**

Area Type:	CBD
Cycle Length:	150
Actuated Cycle Length:	150
Offset:	0 (0%), Referenced to phase 7:NBSB, Start of Green
Natural Cycle:	145
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.23
Intersection Signal Delay:	86.1
Intersection LOS:	F

Intersection Capacity Utilization 105.3% ICU Level of Service G

Analysis Period (min) 15

- Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 44: Bennington Street & Saratoga Street/Saratoga





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕	↕		↕	↕	↕	↕	
Traffic Volume (vph)	70	230	15	300	180	210	35	300	605	125	240	80
Future Volume (vph)	70	230	15	300	180	210	35	300	605	125	240	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	10	16	12	10	12	12	10	12
Total Lost time (s)		6.0		6.0	6.0	6.0		5.0	6.0	4.0	4.0	
Lane Util. Factor		1.00		0.95	0.95	1.00		1.00	1.00	1.00	1.00	
Frb, ped/bikes		1.00		1.00	1.00	1.00		1.00	1.00	1.00	0.97	
Flpb, ped/bikes		0.97		1.00	1.00	1.00		0.99	1.00	0.99	1.00	
Frt		0.99		1.00	1.00	0.85		1.00	0.85	1.00	0.96	
Flt Protected		0.99		0.95	0.99	1.00		0.99	1.00	0.95	1.00	
Satd. Flow (prot)		1398		1484	1409	1569		1519	1275	1611	1493	
Flt Permitted		0.84		0.95	0.99	1.00		0.93	1.00	0.28	1.00	
Satd. Flow (perm)		1191		1484	1409	1569		1415	1275	477	1493	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	76	250	16	326	196	228	38	326	658	136	261	87
RTOR Reduction (vph)	0	2	0	0	0	188	0	0	0	0	7	0
Lane Group Flow (vph)	0	340	0	258	264	40	0	364	658	136	341	0
Confl. Peds. (#/hr)	92		18	18		92	69		48	48		69
Confl. Bikes (#/hr)				1					1			
Heavy Vehicles (%)	7%	4%	1%	4%	7%	5%	2%	4%	2%	0%	0%	0%
Parking (#/hr)	1	1	1						1			1
Turn Type	Perm	NA		Split	NA	Prot	Perm	NA	pt+ov	D.P+P	NA	
Protected Phases		5		1	1	1		7	1.7	6	6.7	
Permitted Phases	5						7			7		
Actuated Green, G (s)		35.0		26.0	26.0	26.0		44.8	75.8	50.8	54.8	
Effective Green, g (s)		35.0		26.0	26.0	26.0		44.8	70.8	50.8	54.8	
Actuated g/C Ratio		0.23		0.17	0.17	0.17		0.30	0.47	0.34	0.37	
Clearance Time (s)		6.0		6.0	6.0	6.0		5.0		4.0		
Vehicle Extension (s)		4.0		4.0	4.0	4.0		4.0		2.0		
Lane Grp Cap (vph)		277		257	244	271		422	601	206	545	
v/s Ratio Prot				0.17	0.19	0.03			c0.52	0.03	c0.23	
v/s Ratio Perm		c0.29						0.26		0.20		
v/c Ratio		1.23		1.00	1.08	0.15		0.86	1.09	0.66	0.63	
Uniform Delay, d1		57.5		62.0	62.0	52.6		49.7	39.6	43.8	39.2	
Progression Factor		1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	
Incremental Delay, d2		130.6		57.1	81.1	1.1		20.2	65.3	6.0	1.6	
Delay (s)		188.1		119.1	143.1	53.7		69.9	104.9	49.8	40.8	
Level of Service		F		F	F	D		E	F	D	D	
Approach Delay (s)		188.1			107.7			92.4			43.3	
Approach LOS		F			F			F			D	

**Intersection Summary**

HCM 2000 Control Delay	100.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	25.0
Intersection Capacity Utilization	105.3%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø3
Lane Configurations		↕	↕				↕	↕			↕	↕	
Traffic Volume (vph)	75	275	250	0	0	0	355	355	85	35	185	135	
Future Volume (vph)	75	275	250	0	0	0	355	355	85	35	185	135	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	10	12	12	12	10	11	12	12	12	12	
Grade (%)		0%			0%			0%			0%		
Storage Length (ft)	0		50	0		0	0		0	0		0	
Storage Lanes	0		1	0		0	1		0	0		1	
Taper Length (ft)	25			25			25			25			
Satd. Flow (prot)	0	1665	1319	0	0	0	1501	1599	0	0	1668	1253	
Flt Permitted		0.989					0.268				0.868		
Satd. Flow (perm)	0	1665	1319	0	0	0	423	1599	0	0	1460	1236	
Right Turn on Red			Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)			124					12				147	
Link Speed (mph)		30			30			30			30		
Link Distance (ft)		988			531			233			338		
Travel Time (s)		22.5			12.1			5.3			7.7		
Confl. Peds. (#/hr)													
Confl. Bikes (#/hr)									1			1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	0%	2%	2%	2%	2%	2%	1%	0%	0%	0%	2%	3%	
Bus Blockages (#/hr)	0	0	2	0	0	0	0	0	0	0	0	2	
Parking (#/hr)									1			1	
Mid-Block Traffic (%)		0%			0%			0%			0%		
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	381	272	0	0	0	386	478	0	0	239	147	
Turn Type	Split	NA	Prot				D,P+P	NA		Perm	NA	Perm	
Protected Phases	4	4	4				2	2 6			6		3
Permitted Phases							6			6		6	
Detector Phase	4	4	4				2	2 6		6	6	6	
Switch Phase													
Minimum Initial (s)	5.0	5.0	5.0				5.0			5.0	5.0	5.0	1.0
Minimum Split (s)	11.0	11.0	11.0				12.0			10.0	10.0	10.0	26.0
Total Split (s)	41.0	41.0	41.0				31.0			25.0	25.0	25.0	26.0
Total Split (%)	33.3%	33.3%	33.3%				25.2%			20.3%	20.3%	20.3%	21%
Yellow Time (s)	4.0	4.0	4.0				5.0			4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0				2.0			1.0	1.0	1.0	1.0
Lost Time Adjust (s)		-2.0	-2.0				-1.0			-2.0	0.0	0.0	
Total Lost Time (s)		4.0	4.0				6.0			3.0	5.0		
Lead/Lag							Lead			Lag	Lag	Lag	
Lead-Lag Optimize?													
Recall Mode	None	None	None				Min			Max	Max	Max	None
Act Effect Green (s)		32.4	32.4				44.1	50.1			22.0	20.0	
Actuated g/C Ratio		0.27	0.27				0.37	0.42			0.19	0.17	
v/c Ratio		0.84	0.60				1.00	0.70			0.88	0.45	
Control Delay		57.5	25.6				79.4	35.0			79.9	11.8	
Queue Delay		0.0	0.0				0.0	0.0			0.0	0.0	
Total Delay		57.5	25.6				79.4	35.0			79.9	11.8	
LOS		E	C				E	C			E	B	
Approach Delay		44.2						54.8			53.9		
Approach LOS		D						D			D		
Queue Length 50th (ft)		275	97				-269	303			186	0	
Queue Length 95th (ft)		397	190				#477	444			#345	61	
Internal Link Dist (ft)		908			451			153			258		
Turn Bay Length (ft)			50										
Base Capacity (vph)		520	497				385	682			271	330	
Starvation Cap Reductn		0	0				0	0			0	0	
Spillback Cap Reductn		0	0				0	0			0	0	
Storage Cap Reductn		0	0				0	0			0	0	
Reduced v/c Ratio		0.73	0.55				1.00	0.70			0.88	0.45	

**Intersection Summary**

Area Type:	CBD
Cycle Length:	123
Actuated Cycle Length:	118.6
Natural Cycle:	90
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	1.00
Intersection Signal Delay:	51.0
Intersection Capacity Utilization:	71.8%
Intersection LOS:	D
ICU Level of Service:	C

Analysis Period (min) 15

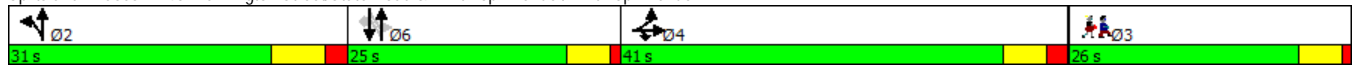
- Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

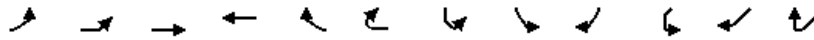
Splits and Phases: 46: Bennington Street/State Road & Winthrop Avenue /Winthrop Avenue







Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕				↕	↕			↕	↕
Traffic Volume (vph)	75	275	250	0	0	0	355	355	85	35	185	135
Future Volume (vph)	75	275	250	0	0	0	355	355	85	35	185	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	10	12	12	12	10	11	12	12	12	12
Total Lost time (s)		4.0	4.0				6.0	6.0			3.0	5.0
Lane Util. Factor		1.00	1.00				1.00	1.00			1.00	1.00
Frbp, ped/bikes		1.00	1.00				1.00	1.00			1.00	0.99
Flpb, ped/bikes		1.00	1.00				1.00	1.00			1.00	1.00
Frt		1.00	0.85				1.00	0.97			1.00	0.85
Flt Protected		0.99	1.00				0.95	1.00			0.99	1.00
Satd. Flow (prot)		1666	1319				1501	1599			1668	1236
Flt Permitted		0.99	1.00				0.27	1.00			0.87	1.00
Satd. Flow (perm)		1666	1319				424	1599			1459	1236
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	82	299	272	0	0	0	386	386	92	38	201	147
RTOR Reduction (vph)	0	0	90	0	0	0	0	7	0	0	0	122
Lane Group Flow (vph)	0	381	182	0	0	0	386	471	0	0	239	25
Conf. Bikes (#/hr)									1			1
Heavy Vehicles (%)	0%	2%	2%	2%	2%	2%	1%	0%	0%	0%	2%	3%
Bus Blockages (#/hr)	0	0	2	0	0	0	0	0	0	0	0	2
Parking (#/hr)									1			1
Turn Type	Split	NA	Prot				D.P+P	NA		Perm	NA	Perm
Protected Phases	4	4	4				2	2 6			6	
Permitted Phases							6			6		6
Actuated Green, G (s)		30.4	30.4				44.0	51.0			20.0	20.0
Effective Green, g (s)		32.4	32.4				46.0	52.0			22.0	20.0
Actuated g/C Ratio		0.27	0.27				0.39	0.44			0.19	0.17
Clearance Time (s)		6.0	6.0				7.0				5.0	5.0
Vehicle Extension (s)		3.0	3.0				3.0				3.0	3.0
Lane Grp Cap (vph)		455	360				392	702			271	208
v/s Ratio Prot		c0.23	0.14				c0.21	0.29				
v/s Ratio Perm							c0.17				0.16	0.02
v/c Ratio		0.84	0.51				0.98	0.67			0.88	0.12
Uniform Delay, d1		40.5	36.2				30.8	26.4			46.9	41.7
Progression Factor		1.00	1.00				1.00	1.00			1.00	1.00
Incremental Delay, d2		12.6	1.1				41.1	2.5			31.2	1.2
Delay (s)		53.2	37.4				71.9	28.9			78.2	42.9
Level of Service		D	D				E	C			E	D
Approach Delay (s)		46.6			0.0			48.1			64.7	
Approach LOS		D			A			D			E	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			51.0				HCM 2000 Level of Service				D	
HCM 2000 Volume to Capacity ratio			0.73									
Actuated Cycle Length (s)			118.4				Sum of lost time (s)				19.0	
Intersection Capacity Utilization			71.8%				ICU Level of Service				C	
Analysis Period (min)			15									
c Critical Lane Group												



Lane Group	EBL2	EBL	EBT	WBT	WBR	WBR2	SBL2	SBL	SBR	SWL	SWR	SWR2
Lane Configurations												
Traffic Volume (vph)	35	1020	685	645	10	25	10	10	20	0	445	15
Future Volume (vph)	35	1020	685	645	10	25	10	10	20	0	445	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%	0%				0%		0%		
Storage Length (ft)		0			0			0	0	0	0	
Storage Lanes		2			0			1	0	0	3	
Taper Length (ft)		25						25		25		
Satd. Flow (prot)	0	3433	1863	3506	0	0	0	1694	0	0	3610	0
Flt Permitted		0.933						0.976				
Satd. Flow (perm)	0	3343	1863	3506	0	0	0	1694	0	0	3610	0
Right Turn on Red						Yes			Yes			Yes
Satd. Flow (RTOR)				4				157			143	
Link Speed (mph)			30	30				30		30		
Link Distance (ft)			635	988				300		1471		
Travel Time (s)			14.4	22.5				6.8		33.4		
Confl. Peds. (#/hr)		13				13				1		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	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%		
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1147	745	739	0	0	0	44	0	0	500	0
Turn Type	Prot	Split	NA	NA			Prot	Prot			Prot	
Protected Phases	1	6	6	3			4	4			2	
Permitted Phases												
Detector Phase	1	6	6	3			4	4			2	
Switch Phase												
Minimum Initial (s)	10.0	4.0	4.0	10.0			4.0	4.0			10.0	
Minimum Split (s)	15.0	20.0	20.0	22.5			22.0	22.0			15.0	
Total Split (s)	15.0	35.5	35.5	22.5			22.0	22.0			20.5	
Total Split (%)	18.8%	44.4%	44.4%	28.1%			27.5%	27.5%			25.6%	
Yellow Time (s)	4.0	3.5	3.5	3.5			3.5	3.5			4.0	
All-Red Time (s)	1.0	0.5	0.5	1.0			0.5	0.5			1.0	
Lost Time Adjust (s)		0.0	0.0	0.0				0.0			0.0	
Total Lost Time (s)		4.0	4.0	4.5				4.0			5.0	
Lead/Lag	Lag			Lag			Lead	Lead			Lead	
Lead-Lag Optimize?							Yes	Yes				
Recall Mode	Min	None	None	None			None	None			Min	
Act Effect Green (s)		31.7	31.7	17.9				5.5			15.0	
Actuated g/C Ratio		0.50	0.50	0.28				0.09			0.24	
v/c Ratio		1.03	0.80	0.75				0.15			0.52	
Control Delay		57.0	23.4	27.3				1.1			17.6	
Queue Delay		0.0	0.0	0.0				0.0			0.0	
Total Delay		57.0	23.4	27.3				1.1			17.6	
LOS		E	C	C				A			B	
Approach Delay			43.8	27.3				1.1		17.6		
Approach LOS			D	C				A		B		
Queue Length 50th (ft)		-221	258	147				0			55	
Queue Length 95th (ft)		#402	#469	#216				0			92	
Internal Link Dist (ft)			555	908				220		1391		
Turn Bay Length (ft)												
Base Capacity (vph)		1118	930	1002				595			995	
Starvation Cap Reductn		0	0	0				0			0	
Spillback Cap Reductn		0	0	0				0			0	
Storage Cap Reductn		0	0	0				0			0	
Reduced v/c Ratio		1.03	0.80	0.74				0.07			0.50	

Intersection Summary

Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	63.5
Natural Cycle:	150
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	1.03
Intersection Signal Delay:	35.2
Intersection Capacity Utilization:	71.1%
Intersection LOS:	D
ICU Level of Service:	C

Analysis Period (min) 15

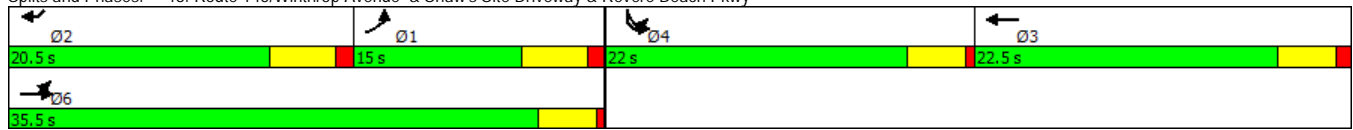
- Volume exceeds capacity, queue is theoretically infinite.

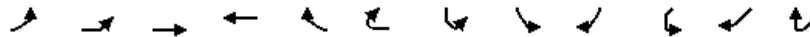
Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 48: Route 145/Winthrop Avenue & Shaw's Site Driveway & Revere Beach Pkwy





Movement	EBL2	EBL	EBT	WBT	WBR	WBR2	SBL2	SBL	SBR	SWL	SWR	SWR2		
Lane Configurations														
Traffic Volume (vph)	35	1020	685	645	10	25	10	10	20	0	445	15		
Future Volume (vph)	35	1020	685	645	10	25	10	10	20	0	445	15		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Total Lost time (s)		4.0	4.0	4.5				4.0			5.0			
Lane Util. Factor		0.97	1.00	0.95				1.00			0.76			
Frbp, ped/bikes		1.00	1.00	1.00				1.00			1.00			
Flpb, ped/bikes		0.99	1.00	1.00				1.00			1.00			
Frt		1.00	1.00	0.99				0.93			0.85			
Flt Protected		0.95	1.00	1.00				0.98			1.00			
Satd. Flow (prot)		3409	1863	3507				1695			3610			
Flt Permitted		0.93	1.00	1.00				0.98			1.00			
Satd. Flow (perm)		3349	1863	3507				1695			3610			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92		
Adj. Flow (vph)	38	1109	745	701	11	27	11	11	22	0	484	16		
RTOR Reduction (vph)	0	0	0	3	0	0	0	42	0	0	110	0		
Lane Group Flow (vph)	0	1147	745	736	0	0	0	2	0	0	390	0		
Confl. Peds. (#/hr)		13				13				1				
Turn Type	Prot	Split	NA	NA			Prot	Prot			Prot			
Protected Phases	1	6	6	3			4	4			2			
Permitted Phases														
Actuated Green, G (s)		31.7	31.7	17.9				3.1			15.0			
Effective Green, g (s)		31.7	31.7	17.9				3.1			15.0			
Actuated g/C Ratio		0.49	0.49	0.27				0.05			0.23			
Clearance Time (s)		4.0	4.0	4.5				4.0			5.0			
Vehicle Extension (s)		3.0	3.0	4.0				3.0			7.0			
Lane Grp Cap (vph)		1638	905	962				80			830			
v/s Ratio Prot		0.11	c0.40	c0.21				c0.00			0.11			
v/s Ratio Perm		0.23												
v/c Ratio		0.70	0.82	0.77				0.03			0.47			
Uniform Delay, d1		14.0	14.3	21.7				29.6			21.7			
Progression Factor		1.00	1.00	1.00				1.00			1.00			
Incremental Delay, d2		1.4	6.1	3.9				0.1			1.5			
Delay (s)		15.4	20.5	25.6				29.7			23.2			
Level of Service		B	C	C				C			C			
Approach Delay (s)			17.4	25.6				29.7		23.2				
Approach LOS			B	C				C		C				
<b>Intersection Summary</b>														
HCM 2000 Control Delay			20.4									HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio			0.85											
Actuated Cycle Length (s)			65.2								18.5			
Intersection Capacity Utilization			71.1%										ICU Level of Service	C
Analysis Period (min)			15											
c Critical Lane Group														

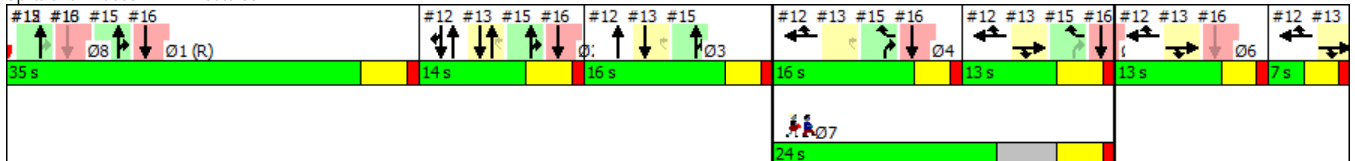


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø1	Ø2	Ø3	Ø4
Lane Configurations					↑↑	↑		↑↑			↑↑	↑				
Traffic Volume (vph)	0	0	0	0	1210	355	0	1000	0	0	850	295				
Future Volume (vph)	0	0	0	0	1210	355	0	1000	0	0	850	295				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Satd. Flow (prot)	0	0	0	0	3539	1583	0	3438	0	0	3374	1583				
Fit Permitted																
Satd. Flow (perm)	0	0	0	0	3539	1583	0	3438	0	0	3374	1583				
Right Turn on Red			Yes			Yes			Yes			Yes				
Satd. Flow (RTOR)						105						305				
Link Speed (mph)		30			30			30			30					
Link Distance (ft)		244			245			403			338					
Travel Time (s)		5.5			5.6			9.2			7.7					
Confl. Peds. (#/hr)						21										
Confl. Bikes (#/hr)						1										
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92				
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	5%	2%	2%	7%	2%				
Shared Lane Traffic (%)																
Lane Group Flow (vph)	0	0	0	0	1315	386	0	1087	0	0	924	321				
Turn Type					NA	Prot		NA			NA	Prot				
Protected Phases					4 5 6 8	4 5 6 8		1 2 3			1 2	1 2	1	2	3	4
Permitted Phases																
Minimum Split (s)													10.0	19.0	16.0	16.0
Total Split (s)													35.0	14.0	16.0	16.0
Total Split (%)													31%	12%	14%	14%
Yellow Time (s)													4.0	4.0	3.0	3.0
All-Red Time (s)													1.0	1.0	1.0	1.0
Lost Time Adjust (s)																
Total Lost Time (s)																
Lead/Lag													Lead	Lag		Lead
Lead-Lag Optimize?																
Act Effect Green (s)					45.0	45.0		60.0			44.0	44.0				
Actuated g/C Ratio					0.39	0.39		0.53			0.39	0.39				
v/c Ratio					0.94	0.56		0.60			0.71	0.40				
Control Delay					48.1	24.4		0.8			33.3	4.9				
Queue Delay					46.1	28.3		0.3			0.0	0.0				
Total Delay					94.3	52.7		1.1			33.3	4.9				
LOS					F	D		A			C	A				
Approach Delay					84.8			1.1			26.0					
Approach LOS					F			A			C					
Queue Length 50th (ft)					521	151		0			297	7				
Queue Length 95th (ft)					m#613	m191		0			374	65				
Internal Link Dist (ft)		164			165			323			258					
Turn Bay Length (ft)																
Base Capacity (vph)					1396	688		1809			1302	798				
Starvation Cap Reductn					577	308		205			0	0				
Spillback Cap Reductn					0	0		0			0	0				
Storage Cap Reductn					0	0		0			0	0				
Reduced v/c Ratio					1.61	1.02		0.68			0.71	0.40				

Intersection Summary

Area Type: Other  
 Cycle Length: 114  
 Actuated Cycle Length: 114  
 Offset: 73 (64%), Referenced to phase 1:NBSB, Start of Green  
 Natural Cycle: 120  
 Control Type: Pretimed  
 Maximum v/c Ratio: 1.27  
 Intersection Signal Delay: 44.1  
 Intersection LOS: D  
 Intersection Capacity Utilization 68.6%  
 ICU Level of Service C  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: Route 60



Lane Group	Ø5	Ø6	Ø7	Ø8
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Ideal Flow (vphpl)				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Right Turn on Red				
Satd. Flow (RTOR)				
Link Speed (mph)				
Link Distance (ft)				
Travel Time (s)				
Confl. Peds. (#/hr)				
Confl. Bikes (#/hr)				
Peak Hour Factor				
Heavy Vehicles (%)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Turn Type				
Protected Phases	5	6	7	8
Permitted Phases				
Minimum Split (s)	13.0	13.0	24.0	9.0
Total Split (s)	13.0	13.0	24.0	7.0
Total Split (%)	11%	11%	21%	6%
Yellow Time (s)	4.0	3.0	4.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag	Lag	Lead		Lag
Lead-Lag Optimize?				
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				
Queue Length 50th (ft)				
Queue Length 95th (ft)				
Internal Link Dist (ft)				
Turn Bay Length (ft)				
Base Capacity (vph)				
Starvation Cap Reductn				
Spillback Cap Reductn				
Storage Cap Reductn				
Reduced v/c Ratio				
<b>Intersection Summary</b>				



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑	↑		↑↑			↑↑	↑
Traffic Volume (vph)	0	0	0	0	1210	355	0	1000	0	0	850	295
Future Volume (vph)	0	0	0	0	1210	355	0	1000	0	0	850	295
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0	4.0		5.0			5.0	5.0
Lane Util. Factor					0.95	1.00		0.95			0.95	1.00
Frbp, ped/bikes					1.00	1.00		1.00			1.00	1.00
Flpb, ped/bikes					1.00	1.00		1.00			1.00	1.00
Frt					1.00	0.85		1.00			1.00	0.85
Flt Protected					1.00	1.00		1.00			1.00	1.00
Satd. Flow (prot)					3539	1583		3438			3374	1583
Flt Permitted					1.00	1.00		1.00			1.00	1.00
Satd. Flow (perm)					3539	1583		3438			3374	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	1315	386	0	1087	0	0	924	321
RTOR Reduction (vph)	0	0	0	0	0	68	0	0	0	0	0	187
Lane Group Flow (vph)	0	0	0	0	1315	318	0	1087	0	0	924	134
Confl. Peds. (#/hr)						21						
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	5%	2%	2%	7%	2%
Turn Type					NA	Prot		NA			NA	Prot
Protected Phases					4 5 6 8	4 5 6 8		1 2 3			1 2	1 2
Permitted Phases												
Actuated Green, G (s)					45.0	45.0		61.0			44.0	44.0
Effective Green, g (s)					40.0	40.0		61.0			44.0	44.0
Actuated g/C Ratio					0.35	0.35		0.54			0.39	0.39
Clearance Time (s)												
Lane Grp Cap (vph)					1241	555		1839			1302	610
v/s Ratio Prot					c0.37	0.20		c0.32			c0.27	0.08
v/s Ratio Perm												
v/c Ratio					1.06	0.57		0.59			0.71	0.22
Uniform Delay, d1					37.0	30.1		18.0			29.6	23.5
Progression Factor					1.12	1.14		0.00			1.00	1.00
Incremental Delay, d2					39.2	3.0		0.8			3.3	0.8
Delay (s)					80.8	37.3		0.8			32.9	24.3
Level of Service					F	D		A			C	C
Approach Delay (s)		0.0			70.9			0.8			30.7	
Approach LOS		A			E			A			C	
<b>Intersection Summary</b>												
HCM 2000 Control Delay					39.6							
HCM 2000 Volume to Capacity ratio					0.99							
Actuated Cycle Length (s)					114.0							
Intersection Capacity Utilization					68.6%							
Analysis Period (min)					15							
c Critical Lane Group												

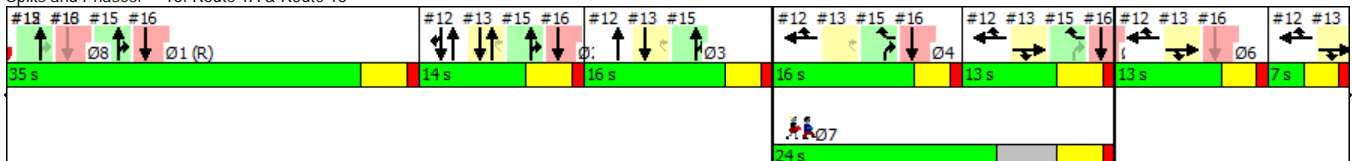


Lane Group	EBT	EBR2	NBT	NBR	SBT	NWR2	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Lane Configurations	↑↑	↑↑	↑↑	↑	↑↑	↑↑							
Traffic Volume (vph)	525	900	1000	480	850	1100							
Future Volume (vph)	525	900	1000	480	850	1100							
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900							
Storage Length (ft)				100									
Storage Lanes				1									
Taper Length (ft)													
Satd. Flow (prot)	3471	2787	3438	1568	3406	2814							
Flt Permitted													
Satd. Flow (perm)	3471	2787	3438	1568	3406	2814							
Right Turn on Red		Yes				Yes							
Satd. Flow (RTOR)		518				144							
Link Speed (mph)	30		30		30								
Link Distance (ft)	272		380		403								
Travel Time (s)	6.2		8.6		9.2								
Confl. Peds. (#/hr)		2											
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92							
Heavy Vehicles (%)	4%	2%	5%	3%	6%	1%							
Shared Lane Traffic (%)													
Lane Group Flow (vph)	571	978	1087	522	924	1196							
Turn Type	NA	Prot	NA	custom	NA	Perm							
Protected Phases	5 6 8	5 6 8	1 2	1	1 2 3		2	3	4	5	6	7	8
Permitted Phases						2 3 4							
Minimum Split (s)				10.0			19.0	16.0	16.0	13.0	13.0	24.0	9.0
Total Split (s)				35.0			14.0	16.0	16.0	13.0	13.0	24.0	7.0
Total Split (%)				30.7%			12%	14%	14%	11%	11%	21%	6%
Yellow Time (s)				4.0			4.0	3.0	3.0	4.0	3.0	4.0	3.0
All-Red Time (s)				1.0			1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)				0.0									
Total Lost Time (s)				5.0									
Lead/Lag				Lead			Lag		Lead	Lag	Lead		Lag
Lead-Lag Optimize?													
Act Effct Green (s)	28.0	28.0	44.0	30.0	60.0	41.0							
Actuated g/C Ratio	0.25	0.25	0.39	0.26	0.53	0.36							
v/c Ratio	0.67	0.91	0.82	1.27	0.52	1.08							
Control Delay	32.3	22.5	37.7	174.4	0.7	84.1							
Queue Delay	10.1	3.1	0.0	0.0	0.2	0.0							
Total Delay	42.3	25.5	37.7	174.4	0.9	84.1							
LOS	D	C	D	F	A	F							
Approach Delay	31.7		82.0		0.9								
Approach LOS	C		F		A								
Queue Length 50th (ft)	143	55	372	-483	0	-519							
Queue Length 95th (ft)	213	#118	461	#693	0	#667							
Internal Link Dist (ft)	192		300		323								
Turn Bay Length (ft)				100									
Base Capacity (vph)	852	1075	1326	412	1792	1104							
Starvation Cap Reductn	251	47	0	0	211	0							
Spillback Cap Reductn	0	0	0	0	0	0							
Storage Cap Reductn	0	0	0	0	0	0							
Reduced v/c Ratio	0.95	0.95	0.82	1.27	0.58	1.08							

**Intersection Summary**

Area Type: Other  
 Cycle Length: 114  
 Actuated Cycle Length: 114  
 Offset: 73 (64%), Referenced to phase 1:NBSB, Start of Green  
 Natural Cycle: 120  
 Control Type: Pretimed  
 Maximum v/c Ratio: 1.27  
 Intersection Signal Delay: 53.5  
 Intersection LOS: D  
 Intersection Capacity Utilization Err%  
 ICU Level of Service H  
 Analysis Period (min) 15  
 - Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

**Splits and Phases: 13: Route 1A & Route 16**







Movement	EBT	EBR2	NBT	NBR	SBT	NWR2
Lane Configurations	↑↑	↑↑	↑↑	↑	↑↑	↑↑
Traffic Volume (vph)	525	900	1000	480	850	1100
Future Volume (vph)	525	900	1000	480	850	1100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.95	0.88	0.95	1.00	0.95	0.88
Frb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	0.85
Flt Protected	1.00	1.00	1.00	1.00	1.00	1.00
Satd. Flow (prot)	3471	2787	3438	1568	3406	2814
Flt Permitted	1.00	1.00	1.00	1.00	1.00	1.00
Satd. Flow (perm)	3471	2787	3438	1568	3406	2814
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	571	978	1087	522	924	1196
RTOR Reduction (vph)	0	404	0	0	0	96
Lane Group Flow (vph)	571	574	1087	522	924	1100
Confl. Peds. (#/hr)		2				
Heavy Vehicles (%)	4%	2%	5%	3%	6%	1%
Turn Type	NA	Prot	NA	custom	NA	Perm
Protected Phases	5 6 8	5 6 8	1 2	1	1 2 3	
Permitted Phases						2 3 4
Actuated Green, G (s)	29.0	29.0	44.0	30.0	61.0	42.0
Effective Green, g (s)	25.0	25.0	44.0	30.0	61.0	38.0
Actuated g/C Ratio	0.22	0.22	0.39	0.26	0.54	0.33
Clearance Time (s)				5.0		
Lane Grp Cap (vph)	761	611	1326	412	1822	938
v/s Ratio Prot	0.16	c0.21	0.32	c0.33	0.27	
v/s Ratio Perm						c0.39
v/c Ratio	0.75	0.94	0.82	1.27	0.51	1.17
Uniform Delay, d1	41.6	43.7	31.4	42.0	16.9	38.0
Progression Factor	0.72	0.47	1.00	1.00	0.00	1.00
Incremental Delay, d2	6.4	23.3	5.8	138.2	0.7	89.1
Delay (s)	36.4	43.9	37.2	180.2	0.7	127.1
Level of Service	D	D	D	F	A	F
Approach Delay (s)	41.1		83.6		0.7	
Approach LOS	D		F		A	

**Intersection Summary**

HCM 2000 Control Delay	66.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.28		
Actuated Cycle Length (s)	114.0	Sum of lost time (s)	31.0
Intersection Capacity Utilization	Err%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

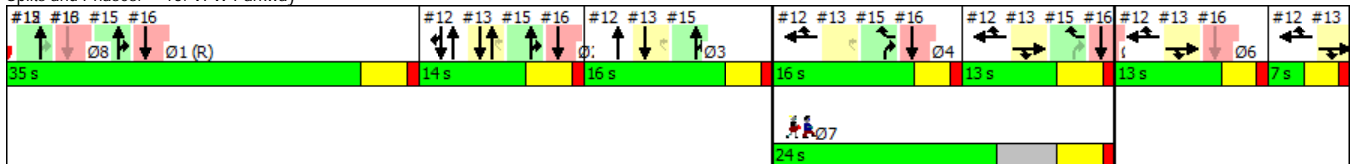


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Lane Configurations		↔↔	↕↕	↔↔										
Traffic Volume (vph)	0	1080	440	1665	0	0								
Future Volume (vph)	0	1080	440	1665	0	0								
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900								
Satd. Flow (prot)	0	2787	3539	2787	0	0								
Fit Permitted														
Satd. Flow (perm)	0	2787	3539	2787	0	0								
Right Turn on Red		Yes		Yes										
Satd. Flow (RTOR)		849		1810										
Link Speed (mph)	30		30			30								
Link Distance (ft)	507		317			245								
Travel Time (s)	11.5		7.2			5.6								
Confl. Peds. (#/hr)		11												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92								
Shared Lane Traffic (%)														
Lane Group Flow (vph)	0	1174	478	1810	0	0								
Turn Type		custom	NA	custom										
Protected Phases		4 5	1 2 3 8	1 2 3 4			1	2	3	4	5	6	7	8
Permitted Phases				5 8										
Minimum Split (s)							10.0	19.0	16.0	16.0	13.0	13.0	24.0	9.0
Total Split (s)							35.0	14.0	16.0	16.0	13.0	13.0	24.0	7.0
Total Split (%)							31%	12%	14%	14%	11%	11%	21%	6%
Yellow Time (s)							4.0	4.0	3.0	3.0	4.0	3.0	4.0	3.0
All-Red Time (s)							1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)														
Total Lost Time (s)														
Lead/Lag							Lead	Lag		Lead	Lag	Lead		Lag
Lead-Lag Optimize?														
Act Effct Green (s)		25.0	67.0	96.0										
Actuated g/C Ratio		0.22	0.59	0.84										
v/c Ratio		0.92	0.23	0.69										
Control Delay		24.5	13.9	1.0										
Queue Delay		46.4	1.2	3.7										
Total Delay		70.9	15.2	4.8										
LOS		E	B	A										
Approach Delay	70.9		6.9											
Approach LOS	E		A											
Queue Length 50th (ft)		149	100	0										
Queue Length 95th (ft)		#315	m96	m14										
Internal Link Dist (ft)	427		237			165								
Turn Bay Length (ft)														
Base Capacity (vph)		1274	2079	2632										
Starvation Cap Reductn		0	1333	718										
Spillback Cap Reductn		362	958	0										
Storage Cap Reductn		0	0	0										
Reduced v/c Ratio		1.29	0.64	0.95										

**Intersection Summary**

Area Type: Other  
 Cycle Length: 114  
 Actuated Cycle Length: 114  
 Offset: 73 (64%), Referenced to phase 1:NBSB, Start of Green  
 Natural Cycle: 120  
 Control Type: Pretimed  
 Maximum v/c Ratio: 1.27  
 Intersection Signal Delay: 28.6 Intersection LOS: C  
 Intersection Capacity Utilization 62.4% ICU Level of Service B  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

**Splits and Phases: 15: VFW Parkway**





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↑↑	↑↑	↑↑		
Traffic Volume (vph)	0	1080	440	1665	0	0
Future Volume (vph)	0	1080	440	1665	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	5.0	5.0		
Lane Util. Factor		0.88	0.95	0.88		
Frbp, ped/bikes		1.00	1.00	1.00		
Flpb, ped/bikes		1.00	1.00	1.00		
Frt		0.85	1.00	0.85		
Flt Protected		1.00	1.00	1.00		
Satd. Flow (prot)		2787	3539	2787		
Flt Permitted		1.00	1.00	1.00		
Satd. Flow (perm)		2787	3539	2787		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1174	478	1810	0	0
RTOR Reduction (vph)	0	670	0	476	0	0
Lane Group Flow (vph)	0	504	478	1334	0	0
Confl. Peds. (#/hr)		11				
Turn Type		custom	NA	custom		
Protected Phases		4 5	1 2 3 8	1 2 3 4		
Permitted Phases				5 8		
Actuated Green, G (s)		24.0	68.0	88.0		
Effective Green, g (s)		24.0	64.0	84.0		
Actuated g/C Ratio		0.21	0.56	0.74		
Clearance Time (s)						
Lane Grp Cap (vph)		586	1986	2053		
v/s Ratio Prot		c0.18	0.14	c0.42		
v/s Ratio Perm				0.06		
v/c Ratio		0.86	0.24	0.65		
Uniform Delay, d1		43.4	12.7	7.6		
Progression Factor		1.00	1.23	9.81		
Incremental Delay, d2		15.2	0.0	0.1		
Delay (s)		58.5	15.7	74.4		
Level of Service		E	B	E		
Approach Delay (s)	58.5		62.1			0.0
Approach LOS	E		E			A
<b>Intersection Summary</b>						
HCM 2000 Control Delay			60.9		HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio			0.75			
Actuated Cycle Length (s)			114.0		Sum of lost time (s)	31.0
Intersection Capacity Utilization			62.4%		ICU Level of Service	B
Analysis Period (min)			15			

c Critical Lane Group

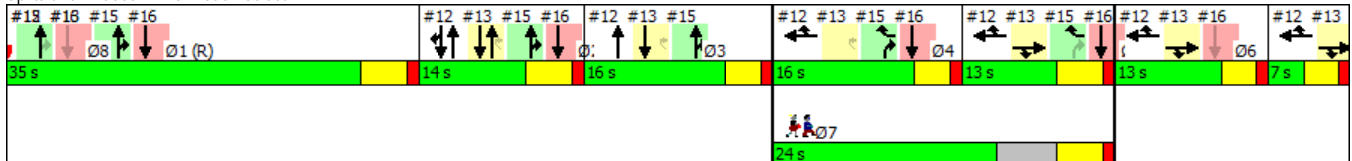


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Lane Configurations		↗			↕	↗								
Traffic Volume (vph)	0	375	0	0	1050	455								
Future Volume (vph)	0	375	0	0	1050	455								
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900								
Satd. Flow (prot)	0	1580	0	0	3539	1583								
Fit Permitted														
Satd. Flow (perm)	0	1547	0	0	3539	1538								
Right Turn on Red		Yes				Yes								
Satd. Flow (RTOR)		297				286								
Link Speed (mph)	30			30	30									
Link Distance (ft)	572			272	244									
Travel Time (s)	13.0			6.2	5.5									
Confl. Peds. (#/hr)		31				17								
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92								
Heavy Vehicles (%)	2%	4%	2%	2%	2%	2%								
Shared Lane Traffic (%)														
Lane Group Flow (vph)	0	408	0	0	1141	495								
Turn Type		Free			NA	Free								
Protected Phases					1 2 4 5		1	2	3	4	5	6	7	8
Permitted Phases		Free			6 8	Free								
Minimum Split (s)							10.0	19.0	16.0	16.0	13.0	13.0	24.0	9.0
Total Split (s)							35.0	14.0	16.0	16.0	13.0	13.0	24.0	7.0
Total Split (%)							31%	12%	14%	14%	11%	11%	21%	6%
Yellow Time (s)							4.0	4.0	3.0	3.0	4.0	3.0	4.0	3.0
All-Red Time (s)							1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)														
Total Lost Time (s)														
Lead/Lag							Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?														
Act Effect Green (s)		114.0			93.0	114.0								
Actuated g/C Ratio		1.00			0.82	1.00								
v/c Ratio		0.26			0.40	0.32								
Control Delay		0.4			0.6	0.3								
Queue Delay		0.0			0.8	0.0								
Total Delay		0.4			1.4	0.3								
LOS		A			A	A								
Approach Delay	0.4				1.1									
Approach LOS	A				A									
Queue Length 50th (ft)		0			12	0								
Queue Length 95th (ft)		0			m11	m0								
Internal Link Dist (ft)	492			192	164									
Turn Bay Length (ft)														
Base Capacity (vph)		1547			2887	1538								
Starvation Cap Reductn		0			1329	0								
Spillback Cap Reductn		25			57	0								
Storage Cap Reductn		0			0	0								
Reduced v/c Ratio		0.27			0.73	0.32								

**Intersection Summary**

Area Type: Other  
 Cycle Length: 114  
 Actuated Cycle Length: 114  
 Offset: 73 (64%), Referenced to phase 1:NBSB, Start of Green  
 Natural Cycle: 120  
 Control Type: Pretimed  
 Maximum v/c Ratio: 1.27  
 Intersection Signal Delay: 0.9 Intersection LOS: A  
 Intersection Capacity Utilization 46.3% ICU Level of Service A  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

**Splits and Phases: 16: Beach Street**





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↗↗	↗
Traffic Volume (vph)	0	375	0	0	1050	455
Future Volume (vph)	0	375	0	0	1050	455
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			5.0	4.0
Lane Util. Factor		1.00			0.95	1.00
Frb, ped/bikes		0.98			1.00	0.97
Flpb, ped/bikes		1.00			1.00	1.00
Frt		0.86			1.00	0.85
Flt Protected		1.00			1.00	1.00
Satd. Flow (prot)		1547			3539	1538
Flt Permitted		1.00			1.00	1.00
Satd. Flow (perm)		1547			3539	1538
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	408	0	0	1141	495
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	408	0	0	1141	495
Confl. Peds. (#/hr)		31				17
Heavy Vehicles (%)	2%	4%	2%	2%	2%	2%
Turn Type		Free			NA	Free
Protected Phases				1 2 4 5		
Permitted Phases		Free			6 8	Free
Actuated Green, G (s)		114.0			84.0	114.0
Effective Green, g (s)		114.0			76.0	114.0
Actuated g/C Ratio		1.00			0.67	1.00
Clearance Time (s)						
Lane Grp Cap (vph)		1547			2514	1538
v/s Ratio Prot					c0.25	
v/s Ratio Perm		0.26			0.07	c0.32
v/c Ratio		0.26			0.45	0.32
Uniform Delay, d1		0.0			9.1	0.0
Progression Factor		1.00			0.13	1.00
Incremental Delay, d2		0.4			0.3	0.3
Delay (s)		0.4			1.5	0.3
Level of Service		A			A	A
Approach Delay (s)	0.4			0.0	1.1	
Approach LOS	A			A	A	
<b>Intersection Summary</b>						
HCM 2000 Control Delay		1.0			HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio		0.52				
Actuated Cycle Length (s)		114.0			Sum of lost time (s)	31.0
Intersection Capacity Utilization		46.3%			ICU Level of Service	A
Analysis Period (min)		15				
c Critical Lane Group						
















Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↖	↕	↗		↕
Traffic Volume (vph)	0	105	2580	110	0	1910
Future Volume (vph)	0	105	2580	110	0	1910
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	0	1		0	0	
Taper Length (ft)	25				25	
Satd. Flow (prot)	0	1808	3474	0	0	3438
Flt Permitted						
Satd. Flow (perm)	0	1808	3474	0	0	3438
Link Speed (mph)	30		30			30
Link Distance (ft)	1034		925			475
Travel Time (s)	23.5		21.0			10.8
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	3%	10%	0%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	114	2924	0	0	2076
Sign Control	Stop		Free			Free

**Intersection Summary**

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	88.0%
ICU Level of Service	E
Analysis Period (min)	15



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕		↖	↕
Traffic Volume (veh/h)	0	105	2580	110	0	1910
Future Volume (Veh/h)	0	105	2580	110	0	1910
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	114	2804	120	0	2076
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			925			880
pX, platoon unblocked	0.66	0.36			0.36	
vC, conflicting volume	3902	1462			2924	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	287	0			2788	
tC, single (s)	6.8	7.0			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	71			100	
cM capacity (veh/h)	450	387			51	
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>	
Volume Total	114	1869	1055	1038	1038	
Volume Left	0	0	0	0	0	
Volume Right	114	0	120	0	0	
cSH	387	1700	1700	1700	1700	
Volume to Capacity	0.29	1.10	0.62	0.61	0.61	
Queue Length 95th (ft)	30	0	0	0	0	
Control Delay (s)	18.1	0.0	0.0	0.0	0.0	
Lane LOS	C					
Approach Delay (s)	18.1	0.0		0.0		
Approach LOS	C					
<b>Intersection Summary</b>						
Average Delay			0.4			
Intersection Capacity Utilization			88.0%		ICU Level of Service	E
Analysis Period (min)			15			

								
Lane Group	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	5	90	20	2335	330	15	5	1885
Future Volume (vph)	5	90	20	2335	330	15	5	1885
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	12	11	11	12	11	11
Grade (%)	0%			0%				0%
Storage Length (ft)	0	0	0		0		150	
Storage Lanes	1	1	0		0		1	
Taper Length (ft)	25		25				25	
Satd. Flow (prot)	1925	1723	0	3308	0	0	1745	3355
Flt Permitted	0.950						0.950	
Satd. Flow (perm)	1925	1723	0	3308	0	0	1745	3355
Link Speed (mph)	30			30				30
Link Distance (ft)	3579			475				405
Travel Time (s)	81.3			10.8				9.2
Confl. Peds. (#/hr)					2		2	
Confl. Bikes (#/hr)								
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	4%	1%	0%	0%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0
Parking (#/hr)								
Mid-Block Traffic (%)	0%			0%				0%
Shared Lane Traffic (%)								
Lane Group Flow (vph)	5	98	0	2919	0	0	21	2049
Sign Control	Stop			Free				Free

**Intersection Summary**  
 Area Type: Other  
 Control Type: Unsignalized  
 Intersection Capacity Utilization 101.6%      ICU Level of Service G  
 Analysis Period (min) 15





Movement	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Volume (veh/h)	5	90	20	2335	330	15	5	1885
Future Volume (Veh/h)	5	90	20	2335	330	15	5	1885
Sign Control	Stop			Free			Free	
Grade	0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	98	0	2538	359	0	5	2049
Pedestrians	2							
Lane Width (ft)	14.0							
Walking Speed (ft/s)	4.0							
Percent Blockage	0							
Right turn flare (veh)								
Median type	None				None			
Median storage (veh)								
Upstream signal (ft)	405							
pX, platoon unblocked	0.38		0.00		0.00			
vC, conflicting volume	3754	1450	0		0	2899		
vC1, stage 1 conf vol								
vC2, stage 2 conf vol								
vCu, unblocked vol	4983	1450	0		0	2899		
tC, single (s)	6.8	6.9	0.0		0.0	4.1		
tC, 2 stage (s)								
tF (s)	3.5	3.3	0.0		0.0	2.2		
p0 queue free %	0	20	0		0	96		
cM capacity (veh/h)	0	122	0		0	128		
Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2	SB 3	
Volume Total	5	98	1692	1205	5	1024	1024	
Volume Left	5	0	0	0	5	0	0	
Volume Right	0	98	0	359	0	0	0	
cSH	0	122	1700	1700	128	1700	1700	
Volume to Capacity	33.39	0.80	1.00	0.71	0.04	0.60	0.60	
Queue Length 95th (ft)	Err	118	0	0	3	0	0	
Control Delay (s)	Err	102.4	0.0	0.0	34.2	0.0	0.0	
Lane LOS	F	F			D			
Approach Delay (s)	582.8		0.0		0.1			
Approach LOS	F							
Intersection Summary								
Average Delay			11.9					
Intersection Capacity Utilization			101.6%		ICU Level of Service		G	
Analysis Period (min)			15					



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↖	↕		↗	↕
Traffic Volume (vph)	0	105	2385	135	0	1930
Future Volume (vph)	0	105	2385	135	0	1930
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	11	11	11	11
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	0	1		0	0	
Taper Length (ft)	25				25	
Satd. Flow (prot)	0	1757	3299	0	0	3323
Flt Permitted						
Satd. Flow (perm)	0	1757	3299	0	0	3323
Link Speed (mph)	30		30			30
Link Distance (ft)	911		2394			546
Travel Time (s)	20.7		54.4			12.4
Confl. Peds. (#/hr)	1					
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	6%	5%	4%	0%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	114	2739	0	0	2098
Sign Control	Stop		Free			Free

**Intersection Summary**

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	83.4%
ICU Level of Service	E
Analysis Period (min)	15



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕	↖		↕
Traffic Volume (veh/h)	0	105	2385	135	0	1930
Future Volume (Veh/h)	0	105	2385	135	0	1930
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	114	2592	147	0	2098
Pedestrians			1			
Lane Width (ft)			11.0			
Walking Speed (ft/s)			4.0			
Percent Blockage			0			
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	3716	1370			2739	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	3716	1370			2739	
IC, single (s)	6.8	7.0			4.1	
IC, 2 stage (s)						
IF (s)	3.5	3.4			2.2	
p0 queue free %	100	13			100	
cM capacity (veh/h)	3	131			149	
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>	
Volume Total	114	1728	1011	1049	1049	
Volume Left	0	0	0	0	0	
Volume Right	114	0	147	0	0	
cSH	131	1700	1700	1700	1700	
Volume to Capacity	0.87	1.02	0.59	0.62	0.62	
Queue Length 95th (ft)	139	0	0	0	0	
Control Delay (s)	110.3	0.0	0.0	0.0	0.0	
Lane LOS	F					
Approach Delay (s)	110.3	0.0		0.0		
Approach LOS	F					
<b>Intersection Summary</b>						
Average Delay			2.5			
Intersection Capacity Utilization			83.4%		ICU Level of Service	E
Analysis Period (min)			15			



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	60	130	665	5	5	430
Future Volume (vph)	60	130	665	5	5	430
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	1		0	0	
Taper Length (ft)	25				25	
Satd. Flow (prot)	1615	1445	3606	0	0	3351
Flt Permitted	0.950					0.999
Satd. Flow (perm)	1615	1445	3606	0	0	3351
Link Speed (mph)	30		30			30
Link Distance (ft)	817		1471			233
Travel Time (s)	18.6		33.4			5.3
Confl. Peds. (#/hr)	1	8				
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)	1	1		1		1
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	65	141	728	0	0	472
Sign Control	Stop		Free			Free

**Intersection Summary**

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	35.1%
Analysis Period (min)	15
	ICU Level of Service A



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	60	130	665	5	5	430
Future Volume (Veh/h)	60	130	665	5	5	430
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	65	141	723	5	5	467
Pedestrians			1			8
Lane Width (ft)			12.0			12.0
Walking Speed (ft/s)			4.0			4.0
Percent Blockage			0			1
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						233
pX, platoon unblocked						
vC, conflicting volume	970	372			728	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	970	372			728	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	74	78			99	
cM capacity (veh/h)	253	627			885	
Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	65	141	482	246	161	311
Volume Left	65	0	0	0	5	0
Volume Right	0	141	0	5	0	0
cSH	253	627	1700	1700	885	1700
Volume to Capacity	0.26	0.22	0.28	0.14	0.01	0.18
Queue Length 95th (ft)	25	21	0	0	0	0
Control Delay (s)	24.1	12.4	0.0	0.0	0.3	0.0
Lane LOS	C	B			A	
Approach Delay (s)	16.1		0.0		0.1	
Approach LOS	C					
Intersection Summary						
Average Delay			2.4			
Intersection Capacity Utilization			35.1%		ICU Level of Service	A
Analysis Period (min)			15			

Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	0	15	55	1230	200	25	2505
Future Volume (vph)	0	15	55	1230	200	25	2505
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	12	11	11	11	11
Grade (%)	0%			0%			0%
Storage Length (ft)	0	0	0		0	150	
Storage Lanes	0	1	0		0	1	
Taper Length (ft)	25		25			25	
Satd. Flow (prot)	0	1623	0	3147	0	1745	3323
Flt Permitted				0.998		0.950	
Satd. Flow (perm)	0	1623	0	3147	0	1745	3323
Link Speed (mph)	30			30		30	
Link Distance (ft)	3577			475		405	
Travel Time (s)	81.3			10.8		9.2	
Confl. Peds. (#/hr)		2			2	2	
Confl. Bikes (#/hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	8%	2%	8%	13%	0%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%			0%
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	16	0	1614	0	27	2723
Sign Control	Stop			Free			Free

**Intersection Summary**  
 Area Type: Other  
 Control Type: Unsignalized  
 Intersection Capacity Utilization 92.0%      ICU Level of Service F  
 Analysis Period (min) 15

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (veh/h)	0	15	55	1230	200	25	2505
Future Volume (Veh/h)	0	15	55	1230	200	25	2505
Sign Control	Stop			Free			Free
Grade	0%			0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	16	0	1337	217	27	2723
Pedestrians	2						2
Lane Width (ft)	14.0						11.0
Walking Speed (ft/s)	4.0						4.0
Percent Blockage	0						0
Right turn flare (veh)							
Median type				None			None
Median storage (veh)							
Upstream signal (ft)							405
pX, platoon unblocked	0.32		0.00				
vC, conflicting volume	2863	781	0			1556	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	2567	781	0			1556	
tC, single (s)	6.8	7.1	0.0			4.1	
tC, 2 stage (s)							
tF (s)	3.5	3.4	0.0			2.2	
p0 queue free %	100	95	0			94	
cM capacity (veh/h)	6	324	0			430	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3	
Volume Total	16	891	663	27	1362	1362	
Volume Left	0	0	0	27	0	0	
Volume Right	16	0	217	0	0	0	
cSH	324	1700	1700	430	1700	1700	
Volume to Capacity	0.05	0.52	0.39	0.06	0.80	0.80	
Queue Length 95th (ft)	4	0	0	5	0	0	
Control Delay (s)	16.7	0.0	0.0	13.9	0.0	0.0	
Lane LOS	C			B			
Approach Delay (s)	16.7	0.0		0.1			
Approach LOS	C						
Intersection Summary							
Average Delay			0.1				
Intersection Capacity Utilization			92.0%		ICU Level of Service		F
Analysis Period (min)			15				



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø2	Ø7	Ø9
Lane Configurations		↑↑	↑		↓	↑↑↑		↑↑		↑			↑			
Traffic Volume (vph)	0	955	120	5	95	1305	5	60	0	45	0	0	10			
Future Volume (vph)	0	955	120	5	95	1305	5	60	0	45	0	0	10			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	12	11	11	12	9	11	12	10	12	12	12	12	16			
Grade (%)		0%				0%			0%			0%				
Storage Length (ft)	0		0		100		0	0		100	0		0			
Storage Lanes	0		1		1		0	1		1	0		1			
Taper Length (ft)	25				25			25			25					
Satd. Flow (prot)	0	3388	1501	0	1594	4898	0	2944	0	1615	0	0	1826			
Flt Permitted					0.950			0.950								
Satd. Flow (perm)	0	3388	1501	0	1594	4898	0	2944	0	1615	0	0	1826			
Right Turn on Red			No				Yes			No			No			
Satd. Flow (RTOR)						1										
Link Speed (mph)		30				30			30				30			
Link Distance (ft)		236				635			1415				589			
Travel Time (s)		5.4				14.4			32.2				13.4			
Confl. Peds. (#/hr)																
Confl. Bikes (#/hr)						1										
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%			
Heavy Vehicles (%)	0%	3%	4%	0%	2%	2%	0%	11%	0%	0%	2%	2%	2%			
Bus Blockages (#/hr)	0	0	0	0	0	0	2	0	0	0	0	0	0			
Parking (#/hr)																
Mid-Block Traffic (%)		0%				0%			0%				0%			
Shared Lane Traffic (%)																
Lane Group Flow (vph)	0	1038	130	0	108	1423	0	65	0	49	0	0	11			
Turn Type		NA	Prot	Prot	Prot	NA		Prot		Prot			Perm			
Protected Phases		2 7	2 7	5	5	2 5 7		3		3				2	7	9
Permitted Phases													3			
Detector Phase		2 7	2 7	5	5	2 5 7		3		3			3			
Switch Phase																
Minimum Initial (s)				1.0	1.0			8.0		8.0			8.0	20.0	4.0	4.0
Minimum Split (s)				20.0	20.0			13.0		13.0			13.0	26.0	8.0	22.0
Total Split (s)				20.0	20.0			13.0		13.0			13.0	26.0	9.0	22.0
Total Split (%)				22.2%	22.2%			14.4%		14.4%			14.4%	29%	10%	24%
Yellow Time (s)				3.0	3.0			4.0		4.0			4.0	4.0	3.5	3.5
All-Red Time (s)				1.0	1.0			1.0		1.0			1.0	2.0	0.5	0.5
Lost Time Adjust (s)						-1.0		-1.0		-1.0			-1.0			
Total Lost Time (s)						3.0		4.0		4.0			4.0			
Lead/Lag				Lag	Lag			Lead		Lead			Lead	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes									Yes	Yes	
Recall Mode				None	None			None		None			None	Min	None	None
Act Effct Green (s)		31.4	29.4		17.2	51.0		9.1		9.1			9.1			
Actuated g/C Ratio		0.43	0.41		0.24	0.70		0.13		0.13			0.13			
v/c Ratio		0.71	0.21		0.28	0.41		0.18		0.24			0.05			
Control Delay		17.2	13.4		27.2	4.6		32.0		34.6			32.2			
Queue Delay		2.4	0.5		0.0	0.1		0.0		0.0			0.0			
Total Delay		19.6	13.9		27.2	4.7		32.0		34.6			32.2			
LOS		B	B		C	A		C		C			C			
Approach Delay		19.0				6.3		33.1					32.2			
Approach LOS		B				A		C					C			
Queue Length 50th (ft)		126	28		36	56		12		19			4			
Queue Length 95th (ft)		m#395	m51		103	124		37		62			22			
Internal Link Dist (ft)		156				555		1335					509			
Turn Bay Length (ft)					100					100						
Base Capacity (vph)		1468	609		379	3450		370		203			229			
Starvation Cap Reductn		294	229		0	0		0		0			0			
Spillback Cap Reductn		0	0		0	695		0		0			0			
Storage Cap Reductn		0	0		0	0		0		0			0			
Reduced v/c Ratio		0.88	0.34		0.28	0.52		0.18		0.24			0.05			

Intersection Summary

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 72.4  
 Natural Cycle: 90  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 1.00  
 Intersection Signal Delay: 12.7 Intersection LOS: B  
 Intersection Capacity Utilization 48.6% ICU Level of Service A  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 39: Tomasello Dr/Shaws Driveway & Winthrop Ave/Route 145







Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑		↓	↑↑↑		↑↑		↑			↑
Traffic Volume (vph)	0	955	120	5	95	1305	5	60	0	45	0	0	10
Future Volume (vph)	0	955	120	5	95	1305	5	60	0	45	0	0	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	11	12	9	11	12	10	12	12	12	12	16
Total Lost time (s)		4.0	6.0		3.0	4.0		4.0		4.0			4.0
Lane Util. Factor		0.95	1.00		1.00	0.91		0.97		1.00			1.00
Frbp, ped/bikes		1.00	1.00		1.00	1.00		1.00		1.00			1.00
Flpb, ped/bikes		1.00	1.00		1.00	1.00		1.00		1.00			1.00
Frt		1.00	0.85		1.00	1.00		1.00		0.85			0.86
Flt Protected		1.00	1.00		0.95	1.00		0.95		1.00			1.00
Satd. Flow (prot)		3388	1501		1594	4900		2944		1615			1826
Flt Permitted		1.00	1.00		0.95	1.00		0.95		1.00			1.00
Satd. Flow (perm)		3388	1501		1594	4900		2944		1615			1826
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1038	130	5	103	1418	5	65	0	49	0	0	11
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1038	130	0	108	1423	0	65	0	49	0	0	11
Confl. Bikes (#/hr)								1					
Heavy Vehicles (%)	0%	3%	4%	0%	2%	2%	0%	11%	0%	0%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	2	0	0	0	0	0	0	0
Turn Type		NA	Prot	Prot	Prot	NA		Prot		Prot			Perm
Protected Phases		2 7	2 7	5	5	2 5 7		3		3			
Permitted Phases													3
Actuated Green, G (s)		29.4	29.4		16.2	45.6		8.1		8.1			8.1
Effective Green, g (s)		29.4	25.4		17.2	47.6		9.1		9.1			9.1
Actuated g/C Ratio		0.39	0.34		0.23	0.63		0.12		0.12			0.12
Clearance Time (s)					4.0			5.0		5.0			5.0
Vehicle Extension (s)					3.0			4.0		4.0			4.0
Lane Grp Cap (vph)		1317	504		362	3085		354		194			219
v/s Ratio Prot		c0.31	0.09		0.07	c0.29		0.02		c0.03			
v/s Ratio Perm													0.01
v/c Ratio		0.79	0.26		0.30	0.46		0.18		0.25			0.05
Uniform Delay, d1		20.4	18.2		24.2	7.3		29.9		30.2			29.4
Progression Factor		0.74	0.77		1.00	1.00		1.00		1.00			1.00
Incremental Delay, d2		3.2	0.4		0.5	0.1		0.3		0.9			0.1
Delay (s)		18.3	14.4		24.7	7.5		30.3		31.1			29.6
Level of Service		B	B		C	A		C		C			C
Approach Delay (s)		17.9				8.7			30.6			29.6	
Approach LOS		B				A			C			C	
<b>Intersection Summary</b>													
HCM 2000 Control Delay			13.5			HCM 2000 Level of Service							B
HCM 2000 Volume to Capacity ratio			0.63										
Actuated Cycle Length (s)			75.6			Sum of lost time (s)			22.0				
Intersection Capacity Utilization			48.6%			ICU Level of Service			A				
Analysis Period (min)			15										

c Critical Lane Group

Lane Group	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	0	90	20	2335	330	15	5	1890
Future Volume (vph)	0	90	20	2335	330	15	5	1890
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	12	11	11	12	11	11
Grade (%)	0%			0%				0%
Storage Length (ft)	0	0	0		0		150	
Storage Lanes	0	1	0		0		1	
Taper Length (ft)	25		25				25	
Satd. Flow (prot)	0	1753	0	3308	0	0	1745	3355
Flt Permitted							0.950	
Satd. Flow (perm)	0	1753	0	3308	0	0	1745	3355
Link Speed (mph)	30			30				30
Link Distance (ft)	3579			475				405
Travel Time (s)	81.3			10.8				9.2
Confl. Peds. (#/hr)					2		2	
Confl. Bikes (#/hr)								
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	4%	1%	0%	0%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0
Parking (#/hr)								
Mid-Block Traffic (%)	0%			0%				0%
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	98	0	2919	0	0	21	2054
Sign Control	Stop			Free				Free

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	101.6% ICU Level of Service G
Analysis Period (min)	15

Movement	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Volume (veh/h)	0	90	20	2335	330	15	5	1890
Future Volume (Veh/h)	0	90	20	2335	330	15	5	1890
Sign Control	Stop			Free				Free
Grade	0%			0%				0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	98	0	2538	359	0	5	2054
Pedestrians	2							
Lane Width (ft)	14.0							
Walking Speed (ft/s)	4.0							
Percent Blockage	0							
Right turn flare (veh)								
Median type				None				None
Median storage (veh)								
Upstream signal (ft)								405
pX, platoon unblocked	0.38		0.00		0.00			
vC, conflicting volume	3756	1450	0		0	2899		
vC1, stage 1 conf vol								
vC2, stage 2 conf vol								
vCu, unblocked vol	4991	1450	0		0	2899		
tC, single (s)	6.8	6.9	0.0		0.0	4.1		
tC, 2 stage (s)								
tF (s)	3.5	3.3	0.0		0.0	2.2		
p0 queue free %	100	20	0		0	96		
cM capacity (veh/h)	0	122	0		0	128		
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>	<b>SB 3</b>		
Volume Total	98	1692	1205	5	1027	1027		
Volume Left	0	0	0	5	0	0		
Volume Right	98	0	359	0	0	0		
cSH	122	1700	1700	128	1700	1700		
Volume to Capacity	0.80	1.00	0.71	0.04	0.60	0.60		
Queue Length 95th (ft)	118	0	0	3	0	0		
Control Delay (s)	102.4	0.0	0.0	34.2	0.0	0.0		
Lane LOS	F			D				
Approach Delay (s)	102.4	0.0		0.1				
Approach LOS	F							
<b>Intersection Summary</b>								
Average Delay			2.0					
Intersection Capacity Utilization			101.6%		ICU Level of Service		G	
Analysis Period (min)			15					





Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑		↓	↑↑↑	↓	↑↑		↑			↑
Traffic Volume (vph)	0	1250	225	5	155	945	5	360	0	485	0	0	5
Future Volume (vph)	0	1250	225	5	155	945	5	360	0	485	0	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	11	12	9	11	12	10	12	12	12	12	16
Total Lost time (s)		4.0	6.0		3.0	4.0		4.0		4.0			4.0
Lane Util. Factor		0.95	1.00		1.00	0.91		0.97		1.00			1.00
Frb, ped/bikes		1.00	1.00		1.00	1.00		1.00		1.00			1.00
Flpb, ped/bikes		1.00	1.00		1.00	1.00		1.00		1.00			1.00
Frt		1.00	0.85		1.00	1.00		1.00		0.85			0.86
Flt Protected		1.00	1.00		0.95	1.00		0.95		1.00			1.00
Satd. Flow (prot)		3455	1546		1624	4948		3236		1599			1826
Flt Permitted		1.00	1.00		0.95	1.00		0.95		1.00			1.00
Satd. Flow (perm)		3455	1546		1624	4948		3236		1599			1826
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1359	245	5	168	1027	5	391	0	527	0	0	5
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1359	245	0	173	1032	0	391	0	527	0	0	5
Confl. Peds. (#/hr)	3												
Heavy Vehicles (%)	0%	1%	1%	0%	0%	1%	0%	1%	0%	1%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	2	0	0	0	0	0	0	0
Turn Type		NA	Prot	Prot	Prot	NA		Prot		Prot			Perm
Protected Phases		2 7	2 7	5	5	2 5 7		3		3			
Permitted Phases													3
Actuated Green, G (s)		47.4	47.4		16.2	63.6		20.2		20.2			20.2
Effective Green, g (s)		49.4	47.4		17.2	67.6		21.2		21.2			21.2
Actuated g/C Ratio		0.45	0.43		0.16	0.62		0.19		0.19			0.19
Clearance Time (s)					4.0			5.0		5.0			5.0
Vehicle Extension (s)					3.0			4.0		4.0			4.0
Lane Grp Cap (vph)		1562	671		255	3063		628		310			354
v/s Ratio Prot		c0.39	0.16		c0.11	0.21		0.12		c0.33			
v/s Ratio Perm													0.00
v/c Ratio		0.87	0.37		0.68	0.34		0.62		1.70			0.01
Uniform Delay, d1		27.0	20.8		43.4	10.0		40.3		44.0			35.6
Progression Factor		1.01	1.14		1.00	1.00		1.00		1.00			1.00
Incremental Delay, d2		5.2	0.4		7.0	0.1		2.2		328.5			0.0
Delay (s)		32.6	24.0		50.4	10.1		42.5		372.5			35.6
Level of Service		C	C		D	B		D		F			D
Approach Delay (s)		31.3				15.9			232.0			35.6	
Approach LOS		C				B			F			D	
<b>Intersection Summary</b>													
HCM 2000 Control Delay			75.7			HCM 2000 Level of Service				E			
HCM 2000 Volume to Capacity ratio			1.06										
Actuated Cycle Length (s)			109.2			Sum of lost time (s)			24.0				
Intersection Capacity Utilization			83.4%			ICU Level of Service				E			
Analysis Period (min)			15										

c Critical Lane Group