Public Notice

The Boston Redevelopment Authority d/b/a the Boston Planning & Development Agency ("BPDA"), pursuant to Sections 80A and 80B of the Boston Zoning Code ("Code"), hereby gives notice that a Project Notification Form ("PNF") was received by the BPDA on March 21, 2019 from AL South Boston Owner 1, LLC and AL South Boston Owner 2, LLC (together, the "Proponent") for the proposed 99 A Street Project described below (the "Proposed Project") located in South Boston, Massachusetts.

The approximately 47,874 sf (1.1-acre) site comprises multiple parcels bounded by A Street, West Second Street, the South Boston Bypass Road, and West Third Street, as well as an isolated segment of Bolton Street that passes into the site (the "Project Site").

The proposed Project will clear the Project Site, combine the parcels and discontinued portion of Bolton Street into a single parcel, and construct a new, six-floor life sciences building. The total height of the building from average grade will be approximately 95 feet tall, plus rooftop mechanical floors, including office and/or research and development use, and possibly ground-floor retail, restaurant and/or services uses, with below-grade parking spaces for approximately 76 vehicles.

The Proponent is seeking the issuance of a Scoping Determination by the BPDA pursuant to Article 80B of the Code. The BPDA in the Scoping Determination for such PNF may waive further review pursuant to Section 80B-5.3(d) of the Code, if, after reviewing public comments, the BPDA finds that such PNF adequately describes the Proposed Project's impacts.

The PNF may be obtained from the BPDA website, www.bostonplans.org or be reviewed in the office of the BPDA Secretary, Room 910, Boston City Hall, Boston, MA 02201 between 9:00 AM and 5:00 PM, Monday through Friday, except legal holidays. Public comments on the PNF should be transmitted in writing to Aisling Kerr, Project Manager, BPDA at the address stated above, or via email at aisling.kerr@Boston.gov by Monday, May 6th, 2019.

BOSTON REDEVELOPMENT AUTHORITY
D/B/A BOSTON PLANNING & DEVELOPMENT AGENCY

Teresa Polhemus
Executive Director/Secretary

PROJECT NOTIFICATION FORM

99 A Street

Submitted to:
Boston Planning and Development Agency
One City Hall Square
Boston, MA 02201

Submitted by:
AL South Boston Owner 1, LLC
& AL South Boston Owner 2, LLC
c/o Alexandria Real Estate Equities, Inc.
400 Technology Square, Suite 101
Cambridge, MA 02139

Prepared by:
Epsilon Associates, Inc.
3 Mill & Main Place, Suite 250
Maynard, MA 01754

In Association with:
Alexandria Real Estate Equities, Inc.
Anchor Line Partners
BR+A Consulting Engineers
Bristol Engineering Associates, Inc.
CRJA IBI Group
Elkus Manfredi Architects
Gilbane Building Company
Haley & Aldrich, Inc.
Lang Water Capital
Reuben, Junius & Rose, LLP
Vanasse Hangen Brustlin, Inc.
Wharf Partners Boston
Wilmer Cutler Pickering Hale and Dorr, LLP

March 21, 2019

Epsilon
ASSOCIATES INC.

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March 21, 2019

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Chapter 1

General Information

1.0 GENERAL INFORMATION

1.1 Introduction

AL South Boston Owner 1, LLC, and AL South Boston Owner 2, LLC (together, the "Proponent") is a joint venture between Anchor Line Partners, LLC and Alexandria Real Estate Equities, Inc. The Proponent proposes to develop an approximately six-story, 210,000 square-foot ("sf") life science building located at 99 A Street in South Boston (the "Project"). See Figure 1-1 for an aerial locus map. The Project will also include below-grade parking for approximately 76 vehicles and may include retail / restaurant / services space along the northwesterly side of the building, facing A Street.

The Project will create numerous public realm improvements, including a new open to the public to connect West Third and West Second streets. The Project constitutes a "Development Impact Project" as defined under Section 80B-7 of the Boston Zoning Code ("the "Zoning Code") and will provide linkage payments for housing and job creation.

This Project Notification Form ("PNF") is being submitted to the Boston Redevelopment Authority ("BRA"), doing business as Boston Planning and Development Agency (the "BPDA"), to initiate review of the Project under Article 80B of the Zoning Code, Large Project Review. The PNF offers a description of the Project, its minimal impacts and proposed mitigation strategies, and its benefits to the City of Boston.

1.2 Project Identification and Team

Address/Location:	99 A Street
Proponent:	AL South Boston Owner 1, LLC AL South Boston Owner 2, LLC c/o Alexandria Real Estate Equities, Inc. 400 Technology Square, Suite 101 Cambridge, MA 02139 (617) 661-6962 Joseph Maguire
Architect:	Elkus Manfredi Architects 25 Drydock Avenue Boston, MA 02210 (617) 426-1300 David Manfredi Mark Sardegna

Legal Counsel:	WilmerHale 60 State Street Boston, MA 02109 (617) 526-6000 Keith Barnett Robert Fitzpatrick Reuben, Junius & Rose, LLP 171 High Street Newburyport, MA 01950 (978) 376-6355 Jared Eigerman
Community Relations:	Wharf Partners 1 Design Place, Suite 638 Boston, MA 02110 (617) 270-8640 Christine McMahon
Civil Engineer:	Bristol Engineering Associates, Inc. 675 Massachusetts Avenue Cambridge, MA 02139 (617) 682-7303 Terry Tolosko
Permitting Consultant:	Epsilon Associates, Inc. 3 Mill & Main Place, Suite 250 Maynard, MA 01754 (978) 897-7100 Peggy Briggs Fiona Vardy
Geotechnical Consultant:	Haley & Aldrich, Inc. 465 Medford Street, Suite 2200 Boston, MA 02129 (617) 886-7400 Rebecca Higgins

Transportation and Parking Consultant:	Vanasse Hangen Brustlin, Inc. 99 High Street, 10th Floor Boston, MA 02110 (617) 728-7777 Susan Sloan-Rossiter Ryan White
Construction Manager:	Gilbane Building Company 10 Channel Center Street, Suite 100 Boston, MA 02210 (617) 478-3300 Alex Chryssis Ryan Hutchins
Mechanical, Electrical and Plumbing Engineer:	BR + A Consulting Engineers 10 Guest Street, 4th Floor Boston, MA 02135 (617) 254-0016 Allan Ames
Landscape Architect:	CRJA-IBI Group 21 Custom House Street, 3rd Floor Boston, MA 02110 (617) 896-2500 Chris Jones

1.3 Public Benefits

The Project will transform the several parcels bounded by A Street, West Second Street, the South Boston Bypass and West Third Street, which is currently improved with surface parking lot and a mixture of deteriorated, industrial buildings, to construct a new, six-story life science building that will provide many public benefits to the surrounding neighborhood and the City of Boston as a whole, both during construction, and on an ongoing basis upon its completion. These benefits include urban design and public improvements, linkage payments for housing and job creation, and additional tax revenues. Specific public benefits include:

- Upgrade sidewalks, street lighting, landscaping and other public amenities consistent with the Boston Transportation Department's ("BTD's") Complete Streets Guidelines.

- Create a bicycle lane, parallel parking with accessible drop-off, and wide pedestrian-friendly sidewalks with furniture zones, consistent with BTD's Complete Streets Guidelines.

- Provide a landscaped buffer along the slope above the nearby South Boston Bypass.
- Incorporate stormwater infiltration through rain gardens along the curbs of the surrounding streets.
- Provide employment opportunities for all levels from vocationally trained technicians to those holding advanced degrees. Life science research companies employ people with a wide range of skills and vocational experience including facilities personnel, mechanical contractors, administrative professionals and scientists.
- Provide employment opportunities within a four-minute walk from the Broadway MBTA Red Line Station.
- Create approximately 210 construction jobs as well as hundreds of permanent jobs.
- Provide linkage payments for housing and job creation pursuant to Section 80B-7 of the Zoning Code.
- Create a safe, illuminated pedestrian pathway connecting West Third and West Second streets.
- Construct a LEED-certifiable project with a target of the Gold level, incorporating sustainable design features into the Project to preserve and protect the environment.

1.4 Legal Information

1.4.1 Legal Judgements Adverse to the Proposed Project

The Proponent is not aware of any legal judgements or pending actions against the proposed Project.

1.4.2 History of Tax Arrears on Property

There are no known tax arrears on property owned by the Proponent. Property taxes are paid current.

1.4.3 Site Control/Public Easements

The Proponent owns the Project site pursuant to deeds recorded with the Suffolk County Registry of Deeds as follows: (a) deed recorded in Book 670, Page 172; (b) deed recorded in Book 59757, Page 146; and (c) deed recorded in Book 1662, Page 628.

An isolated segment of Bolton Street, a public way, passes into the Project site from West Second Street and dead-ends at a fence above the South Boston Bypass, approximately 20 feet below. The Proponent owns all of the property abutting this orphaned portion of

Bolton Street, as well as some of the underlying fee. The Proponent plans to apply to the City of Boston to discontinue the public's right to pass over this dead-end stub of Bolton Street, which serves no purpose; and to acquire the fee interest for its appraised, fair market value.

A site survey is presented in Attachment A.

1.5 Public Participation

As part of its planning efforts, the Proponent met with nearby neighbors, residents and representatives of neighborhood groups, as well as the South Boston elected officials and officials from various public agencies. The pre-filing presentations to the neighborhood groups directly impacted included those to the St. Vincent Lower End Neighborhood Association and the West Broadway Neighborhood Association. Outreach to the other listed neighborhood association has occurred and will continue throughout the community process.

The Proponent is committed to a comprehensive community process and will continue to engage the community to ensure active public participation.

1.6 City of Boston Zoning

1.6.1 Site Zoning

The Project site is located within the Multifamily Residential/Local Services ("MFR/LS") Subdistrict of the South Boston Neighborhood District, the South Boston Interim Planning Overlay District ("IPOD"), and the Restricted Parking Overlay District. See Figure 1-2 for surrounding land uses. The Project would require zoning relief, including for building height and floor area ratio, and to allow office and research and development uses.

1.6.2 Article 80 – Large Project Review

The proposed Project includes the construction of over 50,000 square feet and is therefore subject to the Boston Zoning Code's Section 80B Large Project Review process.

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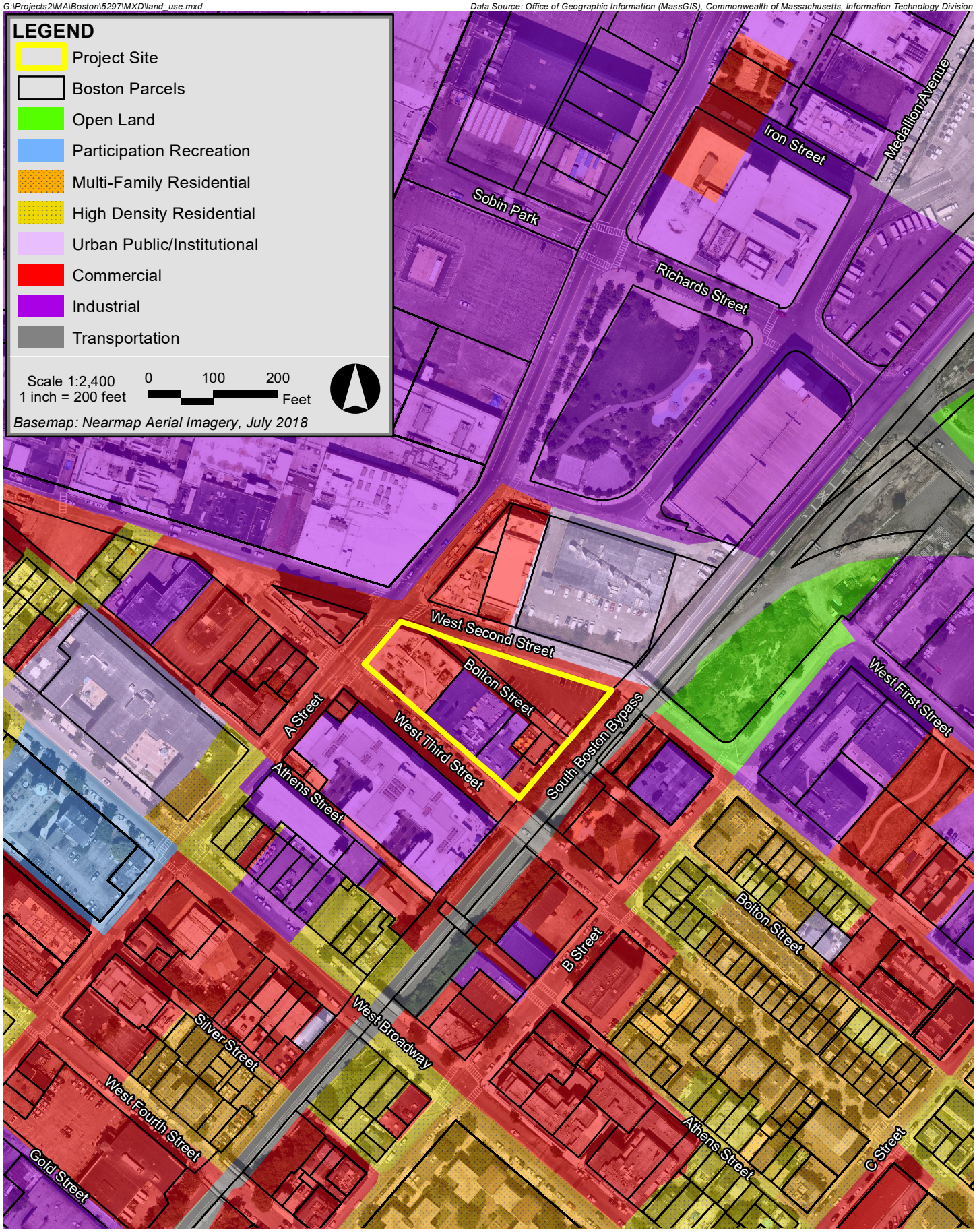
Data Source: Office of Geographic Information (MassGIS), Commonwealth of Massachusetts, Information Technology Division

99 A Street Boston, Massachusetts

Epsilon Associates Inc.

Figure 1-1
Aerial Locus

Data Source: Office of Geographic Information (MassGIS), Commonwealth of Massachusetts, Information Technology Division



99 A Street Boston, Massachusetts

Epsilon Associates Inc.

Figure 1-2
Land Use

1.7 Anticipated Permits

Table 1-1 represents a preliminary list of permits and approvals from governmental agencies that are expected to be required for the Project, based on currently available information. It is possible that only some of these permits or actions will be required, or that additional permits or actions will be required.

Table 1-1 Anticipated Permits and Approvals

Agency	*Permit / Approval*
Local	
Boston Board of Appeal	Building Code and Zoning Code Variances, if required
Boston Civic Design Commission	Design Review
Boston Conservation Commission	Order of Conditions, if required
Boston Employment Commission	Construction Employment Plan
Boston Fire Department	Approval of Fire Safety Equipment; Permit for Maintenance of Fire Protection Equipment; Permit for Safe Access to Site by Fire Department
Boston Inspectional Services Department	Building Permit; Demolition Permit; Other construction-related permits; Certificate of Occupancy
Boston Landmarks Commission	Demolition Delay procedure under Article 85 of the Boston Zoning Code
Boston Planning & Development Agency	Review under Article 80, including Large Project Review, as required pursuant to Article 80B of the Code ; Disclosure of Beneficial Interests in Large Projects; Cooperation Agreement; Development Impact Project Exactions Agreement; and other permits as may be identified.
Boston Parks and Recreation Department	Approval of Removal of Shade Trees; Permit for Construction within 100 feet of a Park or Parkland in Boston
Boston Public Improvements Commission	Discontinuation and conveyance of Bolton Street; Licenses for Repairs to Public Sidewalks; Street and Sidewalk Occupation Permit; Curb-cut (if required); Subsurface/Surface Discontinuances (if required); Specific Repair Plan Approval; Tiebacks (if required); Installation of Monitoring Wells (if required); Signs and Awnings Encroaching over Public Way, if required
Boston Public Safety Commission, Committee on Licenses	Permit to Erect and Maintain Parking Garage; Flammable Storage License.

Table 1-1 Anticipated Permits and Approvals (Continued)

Agency	*Permit / Approval*
Local	
Boston Transportation Department	Approval of Transportation Access Plan Agreement; Construction Management Plan and Traffic Maintenance Plan Agreement
Boston Water and Sewer	Approval for Sewer and Water Connections; Construction Dewatering Permit
Interagency Green Building Committee	Article 37 Compliance
State	
Executive Office of Energy and Environmental Affairs	MEPA ENF
Massachusetts Department of Environmental Protection	Notification of Demolition and Construction; Fossil Fuel Utilization (as required); Air Quality Plan filing or approval (Fossil Fuel Utilization Permit); Compliance with Stormwater Management Standards and Registration of Discharges to Underground Injection Wells; Disposal Permit for Construction or Demolition Waste; Compliance with Massachusetts Contingency Plan; Advance Notice of Construction
Massachusetts Department of Transportation	MassDOT Indirect Highway Access Permit; Easement over non-State Highway Layout
Massachusetts Historical Commission	Determination of No Adverse Impact by Massachusetts Historic Commission
Massachusetts Water Resources Authority	Construction Dewatering Permit (if required); Temporary Construction Dewatering Permit (if required); Sewer Use Discharge Permit (if required)
Federal	
Environmental Protection Agency	NPDES General Permit for Construction Stormwater; NPDES Remediation General Permit

1.8 Schedule

Construction is anticipated to start in 2020 with completion by 2022.

Chapter 2

Project Description

2.0 PROJECT DESCRIPTION

2.1 Project Overview

AL South Boston Owner 1, LLC and AL South Boston Owner 2, LLC (together, the "Proponent") proposes to redevelop the underutilized, and deteriorated property at 99 A Street in South Boston with a new life science and technical office building (the "Project").

The Project site is currently occupied by low-rise buildings and a surface parking lot, and an isolated stub of Bolton Street. The parcels have at various times supported manufacturing, office, warehouse, laboratory, and other industrial uses. In recent years, a restaurant use has opened in one of the buildings. See Figures 2-1 to 2-3 for the existing conditions on the site and Figure 2-4 for the proposed Project. The redevelopment of the site will contribute numerous benefits to the local community including job creation, transit-oriented development, and, possibly, a food and drink establishment, as well as substantial fiscal benefits, improvements to public infrastructure such as added bike lanes, pedestrian-friendly sidewalks, and positive streetscape experiences.

At full build-out the Project will comprise up to 210,000 sf of floor areas, including, perhaps, up to 2,500 square feet of ground-level retail, food and/or services uses, and the remainder office and/or research and development uses. These floor area measurements exclude mechanical areas, and parking and loading areas.

The Project will also include underground parking to accommodate approximately 76 parking spaces, including four accessible stalls and eight compact car stalls. Electrical Vehicle charging stations ("EV") and Low Emission Vehicle ("LE") spaces will be also be provided.

2.2 Project Site

Totaling approximately 1.10 acres (approximately 47,874 square feet) in the South Boston neighborhood of Boston, Massachusetts, the Project site comprises multiple parcels bounded by A Street, West Second Street, South Boston Bypass, and West Third Street, as well as an isolated segment of Bolton Street that passes into the site from West Second Street and dead-ends at a fence above the South Boston Bypass, approximately 20 feet below.[1] The properties consist of parcels numbered 20-44 West Third Street, 25 Bolton Street and the surface parking lot north of Bolton Street, together with the short segment portion of Bolton Street that the

[1] The Proponent owns all of the property abutting this orphaned portion of Bolton Street, as well as some of the underlying fee. The Proponent plans to apply to the City of Boston to discontinue the public's right to pass over this dead-end stub of Bolton Street, which serves no purpose, and to acquire the fee interest for the appraised, fair market value.

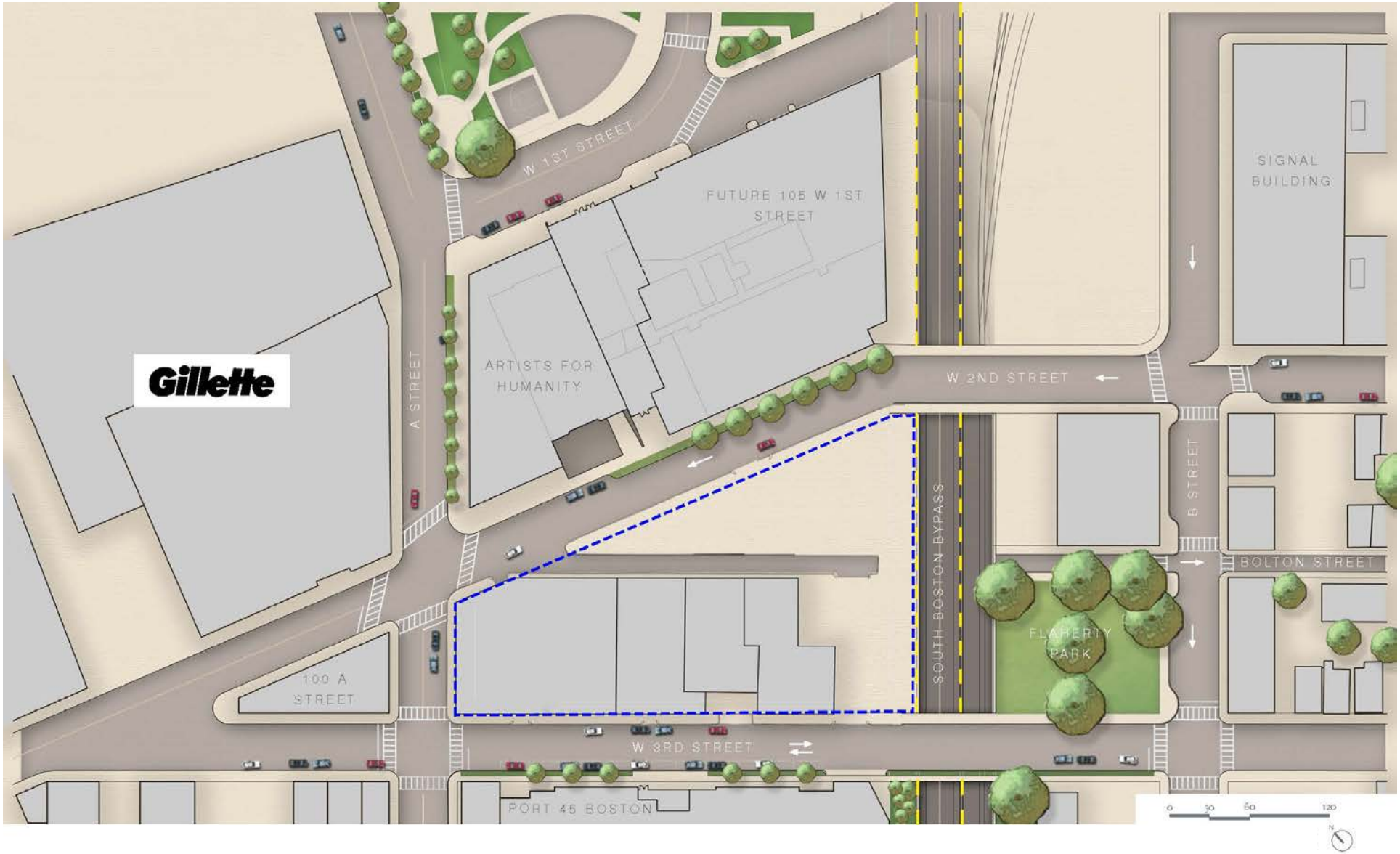
Proponent anticipates will be discontinued. Together, this 1.10-acre area will be referred to collectively as the "Project site". The site is described in further detail in Table 2-1. Attachment A provides a survey of the existing conditions at the site.

Table 2-1 Site Parcel Information

Address	Acres	Area (square feet)	Assessor's PID	Proposed Use
18 22 W Third Street	0.26	11,502	0601186000	Research and Development and/or Office, possible Retail / Restaurant / Services, and Accessory Parking
30 40 W Third Street	0.24	10,517	0601191000	
42 44 W Third Street	0.10	4,250	0601190000	
50 W Third Street	0.06	2,720	0601189000	
25 Bolton Street	0.03	1,349	0601187000	
Parcel 5	0.03	1,098	0601188000	
Parcel 3	0.26	11,350	0601179000	
Bolton Street	0.12	5,088		
Total Site Area	**1.10**	**47,874**		

2.3 Area Context

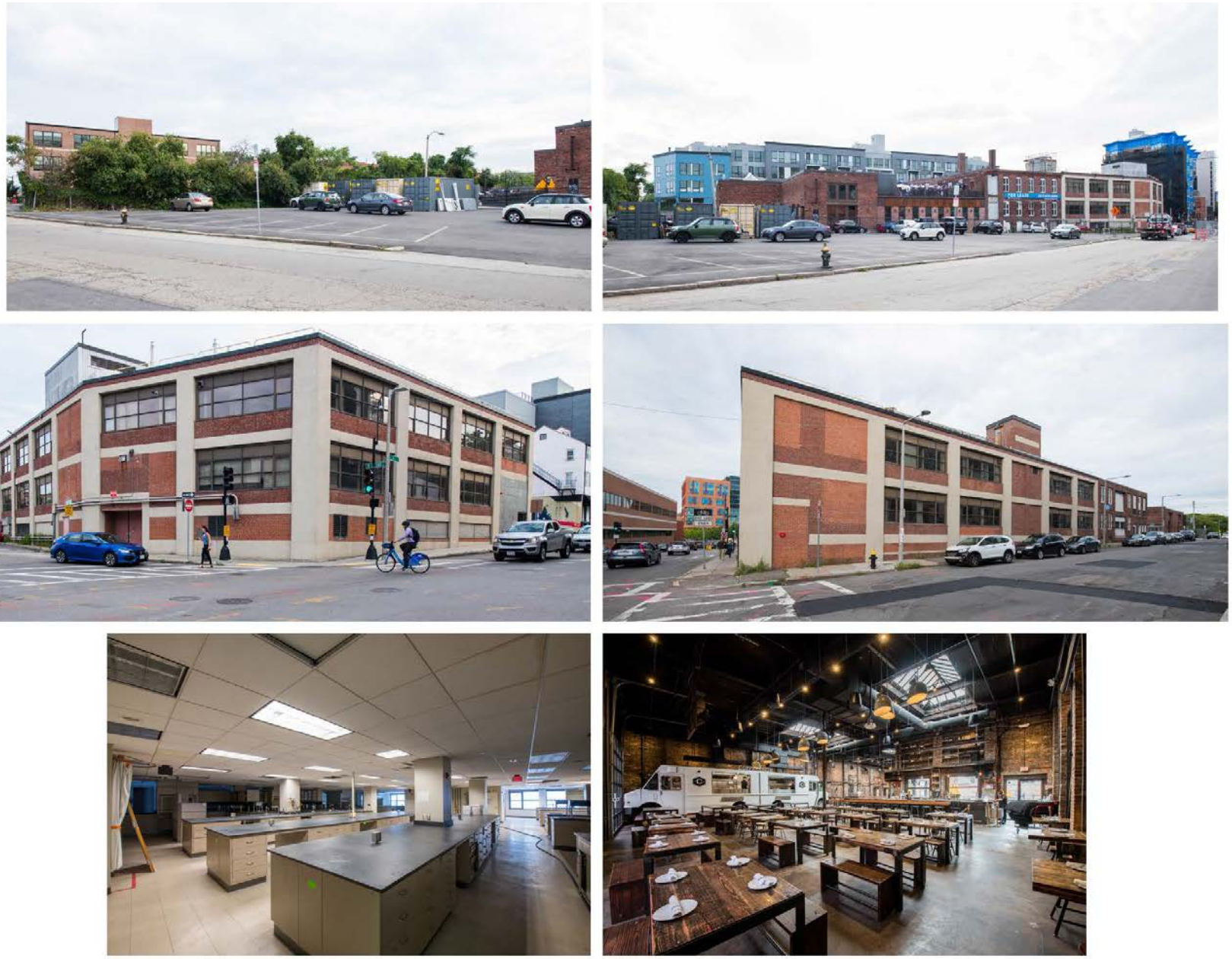
With the exception of a surface parking lot fronting on West Second Street, and an isolated segment of Bolton Street to be discontinued, the Project site is improved with a mixture of industrial buildings in deteriorated condition, including the former Gillette Safety Razor Company product-testing facility fronting along A Street. Some of the buildings are vacant. Coppersmith Restaurant is located at 40 West Third Street, at the Project site. The Project site lies at a transition point between residential uses in South Boston, and commercial uses in the Fort Point Channel area. In particular, it is between the West Broadway / Dorchester Avenue neighborhood to the southwest, the St. Vincent residential neighborhood to the southeast (across the depressed South Boston Bypass), the 100-Acres and Channel Center Planned Development Areas ("PDAs") to the northeast and the First Street Local Industrial District to the east.



99 A Street Boston, Massachusetts

ELKUS MANFREDI ARCHITECTS

Figure 2-1
Existing Site Conditions



99 A Street Boston, Massachusetts

Figure 2-2
Existing Conditions Photographs

Figure 2-3
Existing Conditions –View from West Third Street

99 A Street Boston, Massachusetts

ELKUS MANFREDI ARCHITECTS

Figure 2-4
Proposed Project – View from West Third Street

The main facility of P&G Gillette, the successor of the Gillette Safety Razor Company that used to occupy the Project site, is located immediately to the northwest. The Project site enjoys excellent access to the MBTA's Red Line, whose Broadway Station is just three blocks away, providing a convenient transportation connection to the large life science cluster in Cambridge's Kendall Square.

2.4 Project Description

The proposed Project will clear the Project site, combine the parcels and discontinued portion of Bolton Street into a single parcel, and construct a new, six-floor life sciences building. The total height of the building from average grade will be approximately 95 feet tall, plus rooftop mechanical floors, including office and/or research and development use, and possibly ground-floor retail, restaurant and/or services uses, with below-grade parking spaces for approximately 76 vehicles.

The specific type of life sciences, laboratory, or office uses in the Project will be determined in response to evolving market conditions. The Proponent will also work with the future occupants of the Project to determine the uses. The Proponent has substantial experience with life science and technical office properties. The Project will comply with all relevant regulations for life science uses in the City of Boston and the Commonwealth.

The height and massing of the building will mediate between the larger, non-residential buildings across from the Project site on West Second Street, including the 100-Acres and Channel Center PDAs, and the existing and new residential buildings to the south and southeast (see Figure 2-5). To acknowledge the buildings located in the smaller scale St. Vincent neighborhood, the southeasterly façade of the Project will step back with terraces from the South Boston Bypass, and Flaherty Park beyond it. Vehicles entering and existing the Project will be routed north and west, away from the St. Vincent neighborhood.

The total square footage of the proposed Project will be approximately 210,000 gross square feet and will have an overall Floor Area Ratio ("FAR") of approximately 4.43. The building would be smaller than is typical for new life-sciences buildings, such as those in the Kendall Square cluster in Cambridge. However, the design will include the typical life sciences penthouse/mechanical floors, rising approximately 28'-6" to 38'6" above the building's roof.

See Figures 2-6 through 2-13 at the end of this chapter for sections and elevations of the Project. Floor Plans are provided in Attachment B.

In addition to the proposed new building, the Project will also extensively improve A Street, and West Second and West Third streets, helping to transform an underutilized area of industrial uses and vacant sites into a mixed-use, vibrant neighborhood focused on the creation of jobs , with vitality for its workers, residents, and visitors alike. The streetscape will be enhanced to incorporate storm water infiltration through rain gardens along the curb

of the surrounding streets, a bicycle lane, parallel parking with accessible drop-off, and wide pedestrian-friendly sidewalks with furniture zones as prescribed in the Boston Complete Streets ("BCS") Guidelines.

All utilities will be relocated below-grade. Building services, including loading docks and mechanical equipment rooms, transformers, and other necessary infrastructure components will be appropriately separated from the new pedestrian path located to the southeasterly edge of the site adjacent to the South Boston Bypass, ensuring continuous street frontage along A Street for a more pedestrian-friendly environment.

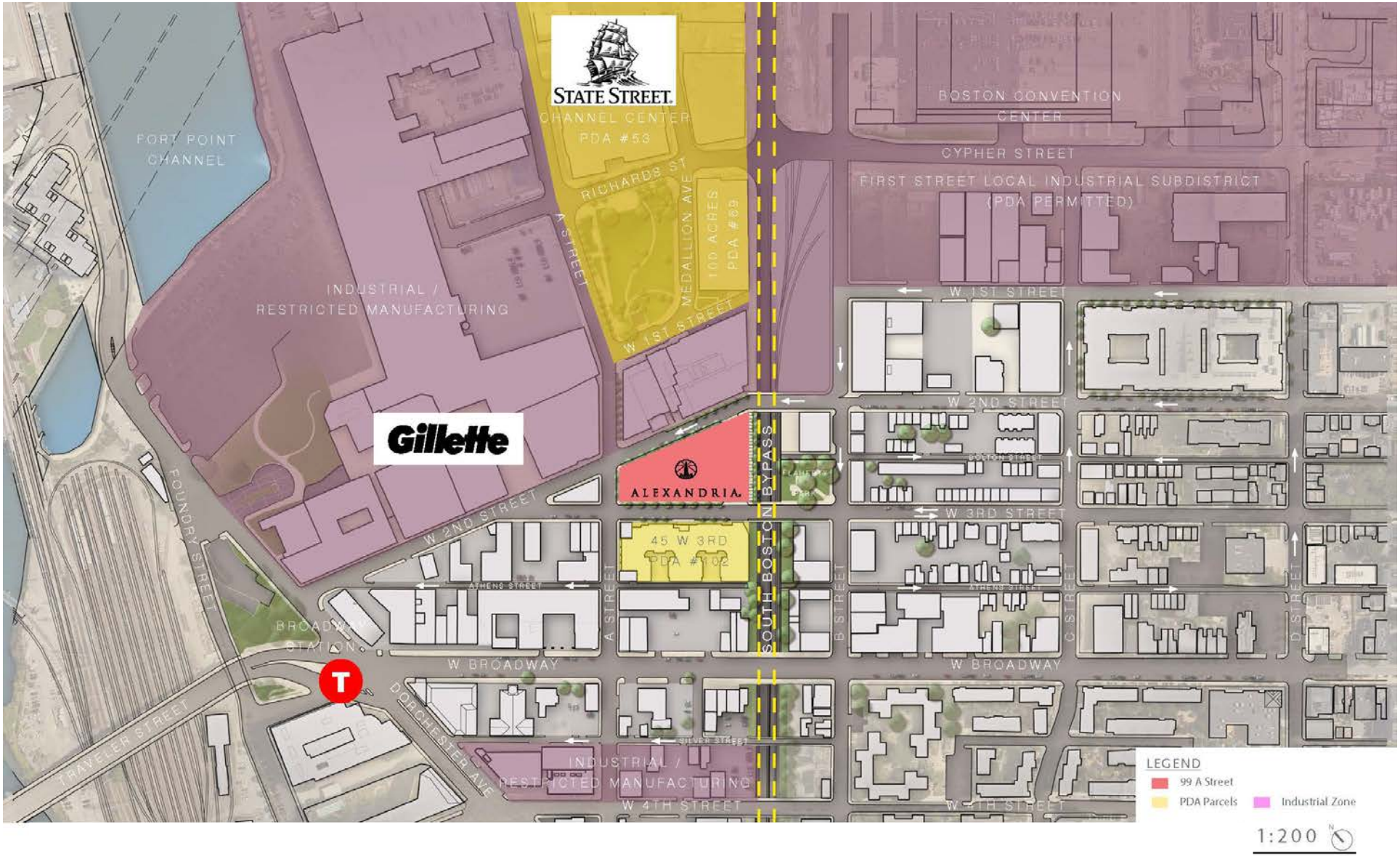
2.5 Public Realm

As the neighborhood surrounding the Project site continues to evolve with an increase in commercial developments and housing and a decrease in industrial uses, the public realm should reflect the changes. The proposed improvements to the sidewalks surrounding the Project will accommodate additional pedestrian traffic and enhance the pedestrian environment overall.

Around the perimeter of the site, attention has been given to the treatment of building edges and the general improvement of the public realm. Along A Street, West Second Street, and West Third Street, the BCS Design Guidelines will be incorporated into the design of the sidewalks. Sidewalk widths will be increased to more generous dimensions of approximately 16 feet on West Second and West Third streets, and approximately 18 feet on A Street. Street trees, plantings and street furniture will be integrated into the sidewalk designs. Parallel to the South Boston Bypass, a landscaped buffer is proposed along with an illuminated pedestrian path to facilitate foot traffic between West Second and West Third streets.

In recognition of A Street as an important connector through the neighborhood, the main building entry and a possible café are located along its frontage, with each turning the corner onto West Second and West Third streets, respectively. The service entrance and the entrance to below grade parking are located on West Third Street, adjacent to the South Boston Bypass at the opposite end of the site. Trucks servicing the Project will not circulate through the neighborhood east of the South Boston Bypass.

In addition, a continuous urban edge will be created along West Second Street in lieu of the existing parking lot which currently occupies most of the street frontage.



99 A Street Boston, Massachusetts

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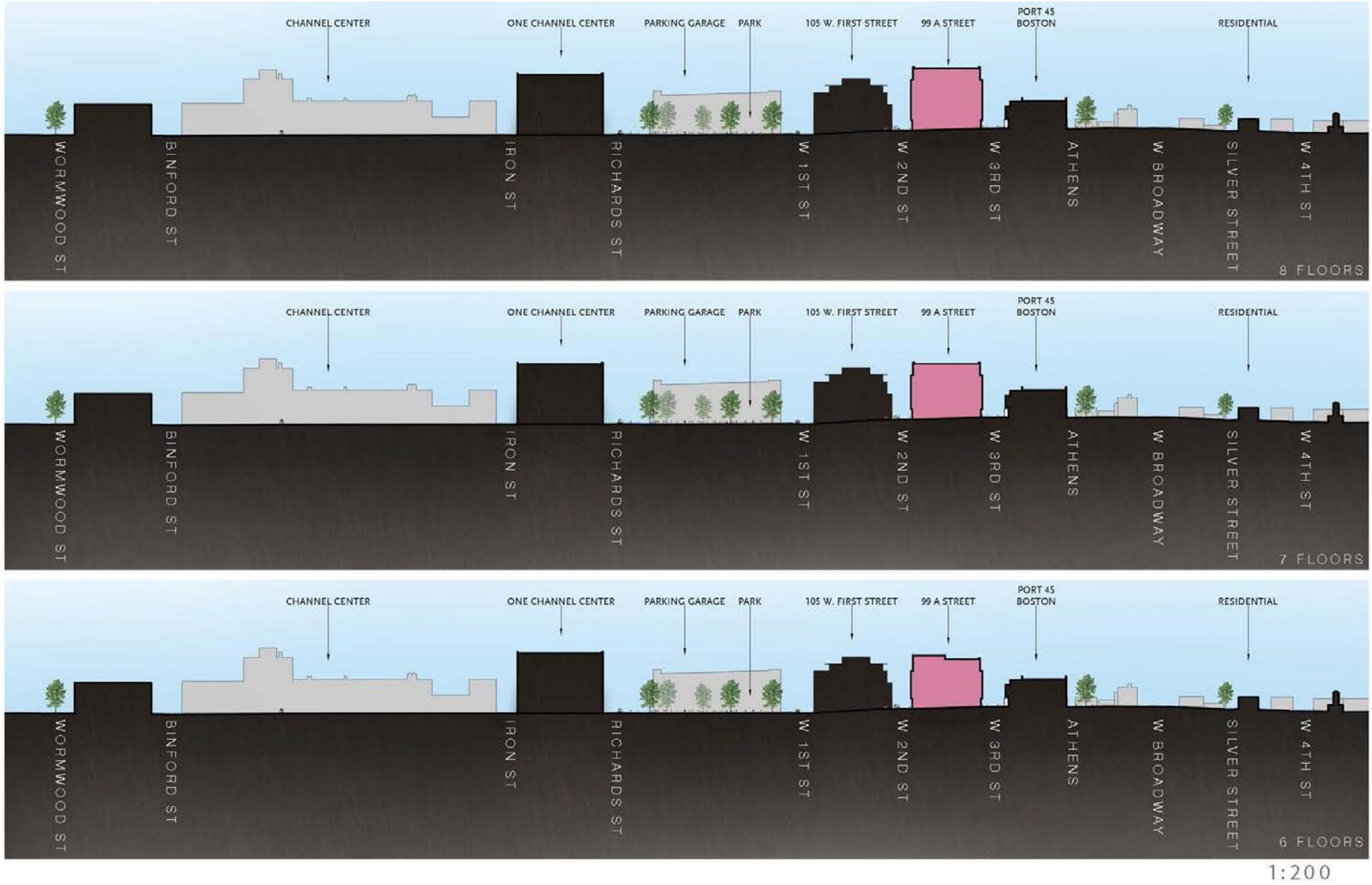
Figure 2-5
Site Plan – Area Context



99 A Street Boston, Massachusetts

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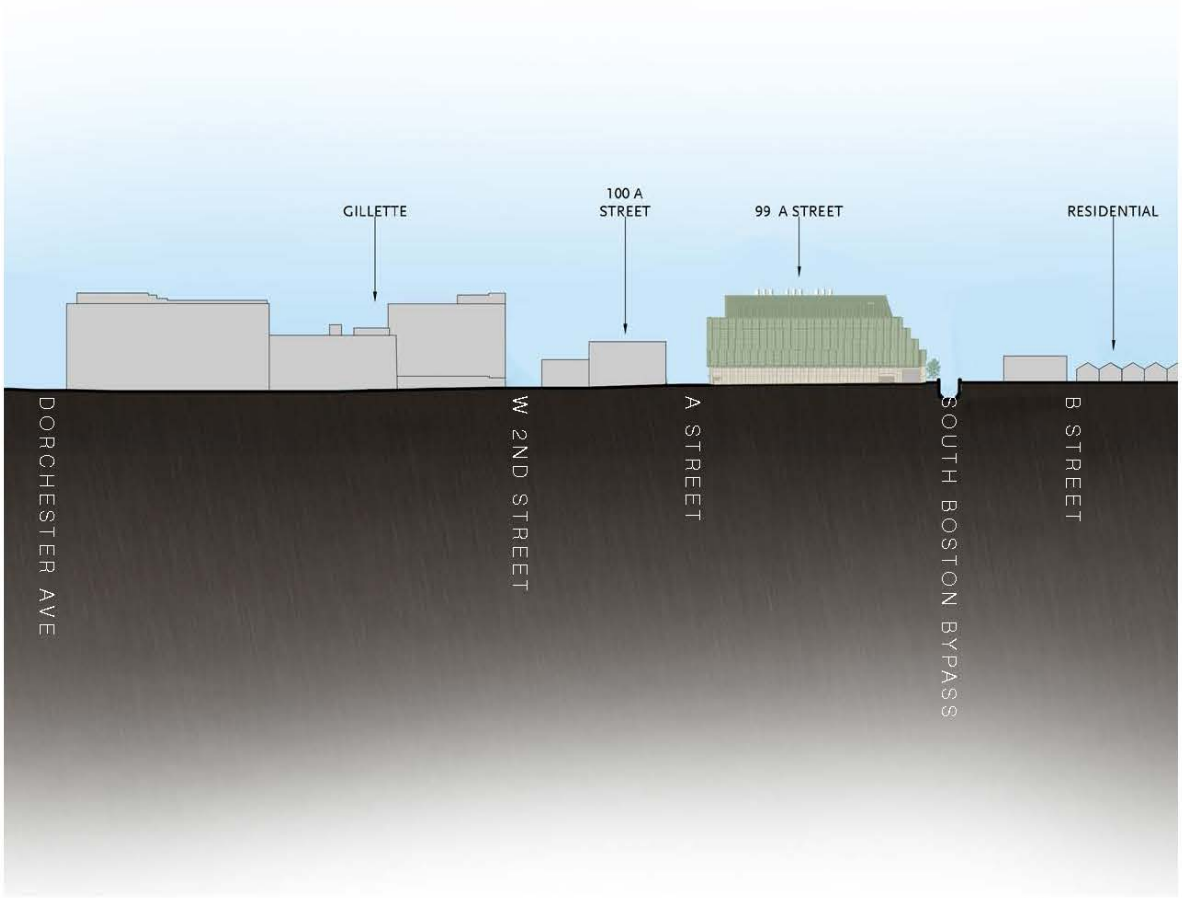
Figure 2-6
Site Sections



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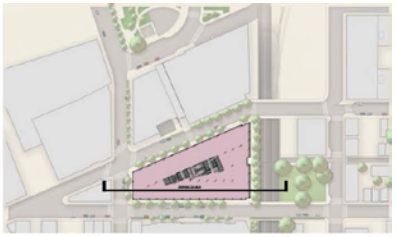
99 A Street Boston, Massachusetts

Figure 2-7
Site Section – East to West



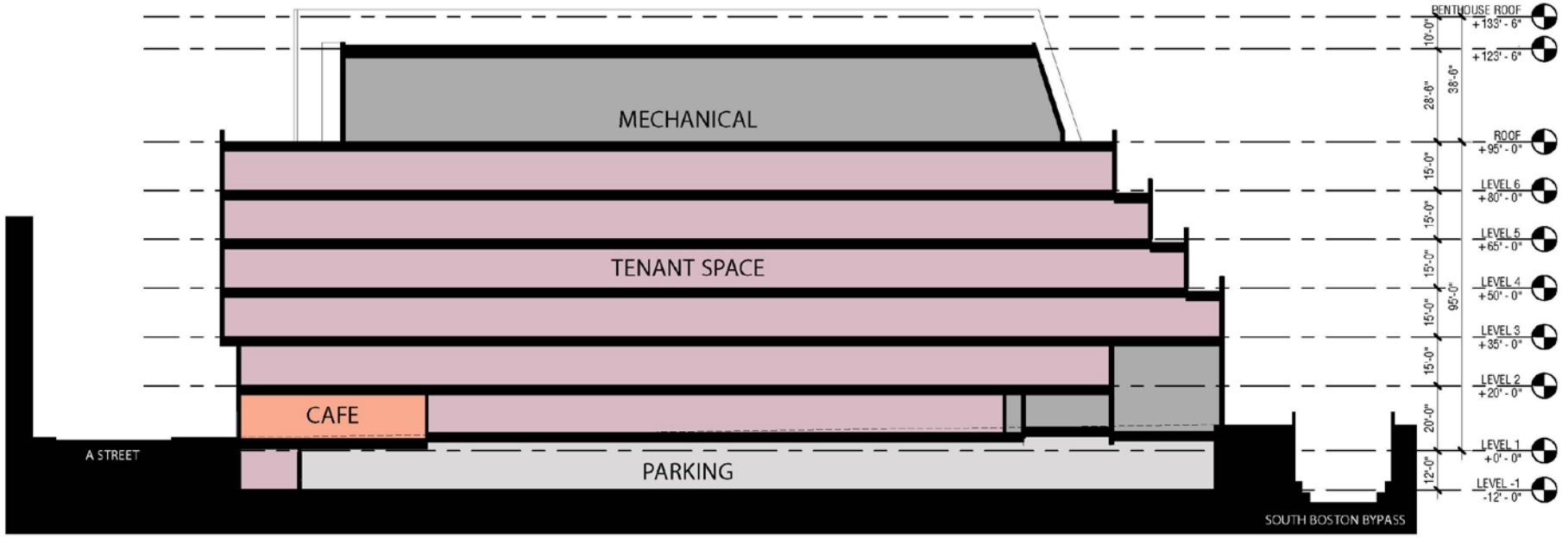
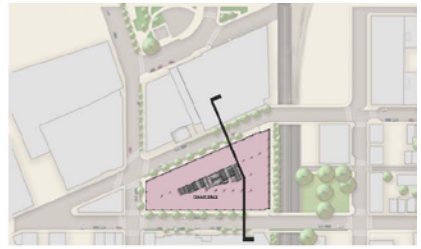
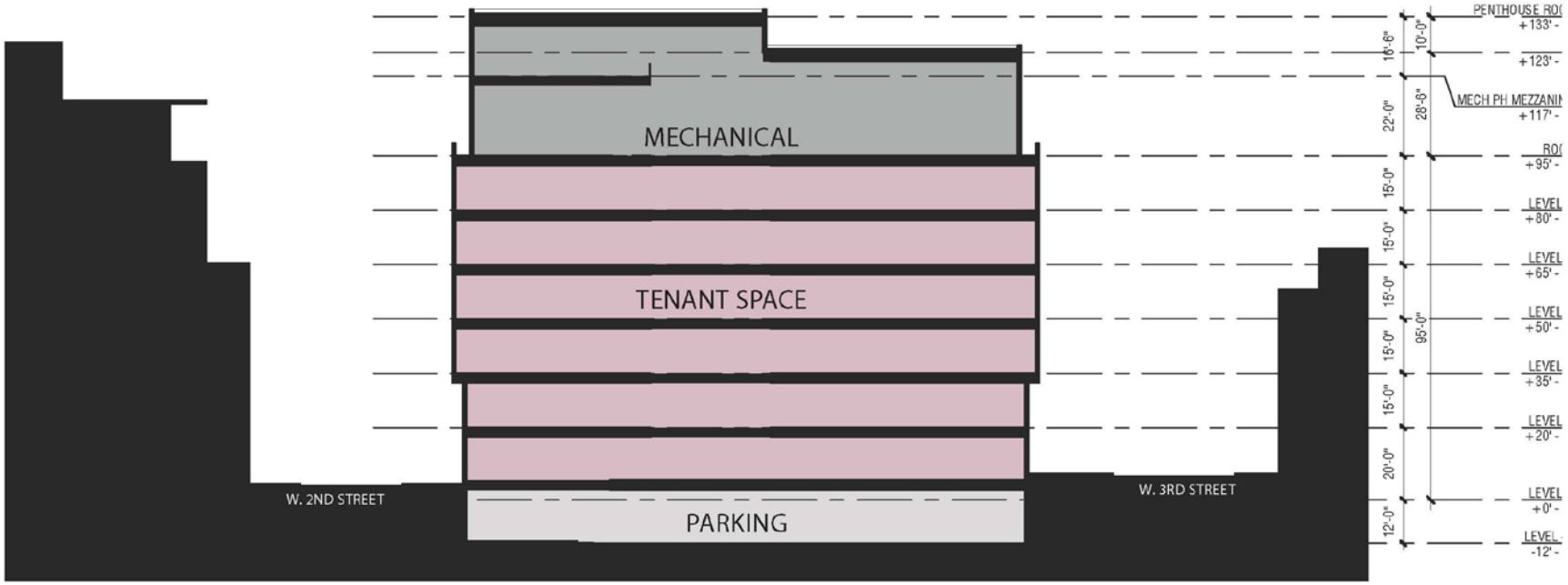


Figure 2-8
Site Section A





*Note there is approximately 8 feet of grade change across the project site. Elevations are taken from Project Zero. Average Grade is approximately +4'-0".

Figure 2-9
Site Section B

99 A Street Boston, Massachusetts

Figure 2-10
North Elevation

99 A Street Boston, Massachusetts

Figure 2-11
West Elevation

99 A Street Boston, Massachusetts

Figure 2-12
South Elevation

99 A Street Boston, Massachusetts

Figure 2-13
East Elevation

Chapter 3

Transportation

3.0 TRANSPORTATION

3.1 Introduction

This chapter presents an evaluation and summary of the existing and future transportation impacts to infrastructure and operations within the Project area. The transportation study has been developed to understand and mitigate the transportation impacts of the Project and to develop appropriate transportation improvements in the vicinity of the Project. This study analyzes the following:

- Vehicle traffic on study area roadways and intersections;
- Parking conditions;
- Loading and service activities;
- Drop-off activities;
- Pedestrian and bicycle operations; and
- Public transportation services.

In addition, this study quantifies and assesses the transportation impacts that are expected within the Project area under future conditions.

This analysis will:

- Define and quantify existing transportation conditions in the Project study area as defined by the BTD;
- Estimate the transportation impacts that will be generated under future conditions based on the anticipated program for the Project;
- Develop a set of mitigation strategies and improvement measures which will help to lessen the transportation effects of the Project; and
- Demonstrate that these transportation mitigation efforts will meet or exceed BPDA and BTD requirements and provide public benefits.

The sections below provide an overview of the Project and a summary of findings of the transportation analysis, including anticipated impacts, proposed mitigation, a discussion of the study methodology, and a description of the study area. Subsequent sections provide detailed discussions of existing and future conditions expected both with and without the Project.

3.1.1 Project Description

The proposed Project, located at 99 A Street, includes demolition of existing industrial buildings, a restaurant, and surface parking lots currently on the site and the construction of an approximately 210,000 square foot life science and technical office building including a possible ground floor retail / restaurant / services space of approximately 2,500 sf. The site is bounded by West Second Street to the northeast, West Third Street to the southeast, and South Boston Bypass to the southeast and A Street to the northwest. A 76-space single-level, below-grade parking garage will also be constructed.

3.2 Key Findings and Benefits

The additional traffic generated by the Project will produce limited locations of measurable impacts to the surrounding transportation infrastructure. This is primarily due to the Project's access from West Third Street and the unsignalized intersection of A Street at West Third Street. The Project's location is well served by public transit, which helps to reduce the impact on surrounding streets. Key findings and actions include the following:

- The Project is expected to generate approximately 72 entering and 16 exiting vehicle trips during the weekday morning peak hour and approximately 18 entering and 83 exiting vehicle trips during the weekday evening peak hour.

- The traffic generated by the Project is expected to have measurable impacts on a limited number of intersections within the study area with the implementation of the proposed site access plan. As a result, mitigation measures have been introduced to reduce the impacts at the intersection of A Street / Broadway and A Street / West Third Street.

- The results of the analysis indicate that there will be no changes in level of service ("LOS") in the study area as a result of the Project, with the exception of A Street / Richards Street during the morning peak hour, with the proposed Project in place. The LOS decreases from LOS B to LOS C at this intersection, which is still an acceptable LOS.

- Due to existing operations and the incremental Project impact, mitigation is proposed at two study area intersections. Signal timing and coordination adjustments are proposed at A Street / Broadway. Geometric and streetscape improvements to enhance roadway user visibility are proposed at A Street and West Third Street.

- The Project site is currently well served by transportation infrastructure, including access to I-93/I-90 and nearby public transit (Red Line and multiple local bus routes).

- The Proponent is committed to limiting on-site parking supporting the Project to only 0.36 spaces per 1,000 sf of building space. On-site parking will be located in a 76-space below-grade parking garage. The Proponent is committed to providing sufficient off-street parking to accommodate the need of building tenants and visitors with the goal of limiting the impact to on-street parking and will arrange for off-site parking within the nearby area as needed to satisfy the demand.

- Access to the Project's parking garage will be provided via a driveway on West Third Street.

- Drop-off areas to the Project's parking garage will be provided via a driveway on West Third Street.

- There will be dedicated off-street loading docks to ensure that loading and service operations are handled internal to the building site and will not impact adjacent streets. The dock will have three enclosed bays in the building for deliveries and trash removal. Access to the loading area will be provided via the West Third Street driveway and egress will be provided via the West Second Street driveway.

- A public pedestrian accessway will be provided along the east side of the site, above and to the west of the South Boston Bypass.

- The Project will improve and widen pedestrian sidewalks adjacent to the Project site. New sidewalks will meet Americans with Disabilities Act and Architectural Access Board ("ADA/AAB") standards. Street trees and other furnishings will be provided along this new sidewalk as well.

- The Proponent will provide covered bicycle storage on site in accordance with the City of Boston Bicycle Guidelines. The Project will also include public bikes racks outdoors to support ground floor retail space and visitors.

- The Proponent will implement a proactive transportation demand management ("TDM") plan to encourage its employees to use transit and other alternative forms of transportation. The Proponent will require all tenants to implement proactive TDM plans in accordance with the agreed upon Transportation Access Plan Agreement ("TAPA") with the City of Boston.

3.3 Study Methodology

The transportation analysis conforms to the BTD's "Transportation Access Plans Guidelines" and uses standard methodologies, including the Institute of Transportation Engineers' ("ITE's") trip generation and local travel characteristics.

The study was conducted in two distinct stages. The first stage ("Existing Conditions") involved a survey and compilation of existing transportation conditions within the study area (defined below) including:

- An inventory of the transportation infrastructure within the defined Project study area;
- Geometric and operational characteristics of study area roadways and intersections;
- Existing traffic control at study area intersections (i.e., traffic signalization, stop signs, one-way streets, etc.);
- Area off-street and on-street parking supply;
- Pedestrian activity along study area roadways, and at study area intersections;
- Bicycle activity and accommodations; and
- Public transportation options within the study area, including bus, trolley, commuter rail, and private shuttle bus options.

In the second stage of the study ("Evaluation of Long-Term Transportation Impacts"), future transportation conditions were projected in the study area. The future No-Build condition includes an assessment of future transportation including background growth on area roadways, planned transportation infrastructure improvements, and growth related to other proposed/permitted projects within the study area (without consideration of the Project). The future Build Condition assesses the No-Build Condition plus estimated traffic generated by the Project.

Roadway, pedestrian, and transit capacity for morning and evening peak commuter periods were studied and are summarized for the following conditions:

- 2019 Existing Condition;
- 2024 No-Build Condition; and
- 2024 Build Condition.

Specific travel demand forecasts for the Project were assessed along with future transportation demands due to background traffic growth and traffic growth from other planned or approved projects within the study area. The year 2024 was selected as the horizon year for the purposes of quantifying and assessing future transportation impacts.

3.3.1 Traffic Study Area

Based on a review of traffic studies prepared for other nearby development projects the team's familiarity with the surrounding area, vehicular traffic associated with the Project is expected to be widely dispersed throughout the nearby street network. Considering these factors and after discussions with BTD and BPDA, the following intersections, as shown in Figure 3-1, were included in the study area for the analysis:

1. A Street at Richards Street
2. South Boston Bypass Road at Cypher Street
3. A Street at West Second Street
4. B Street at West Second Street
5. A Street at West Third Street
6. B Street at West Third Street
7. A Street at West Broadway
8. B Street at West Broadway
9. Dorchester Avenue at West Broadway

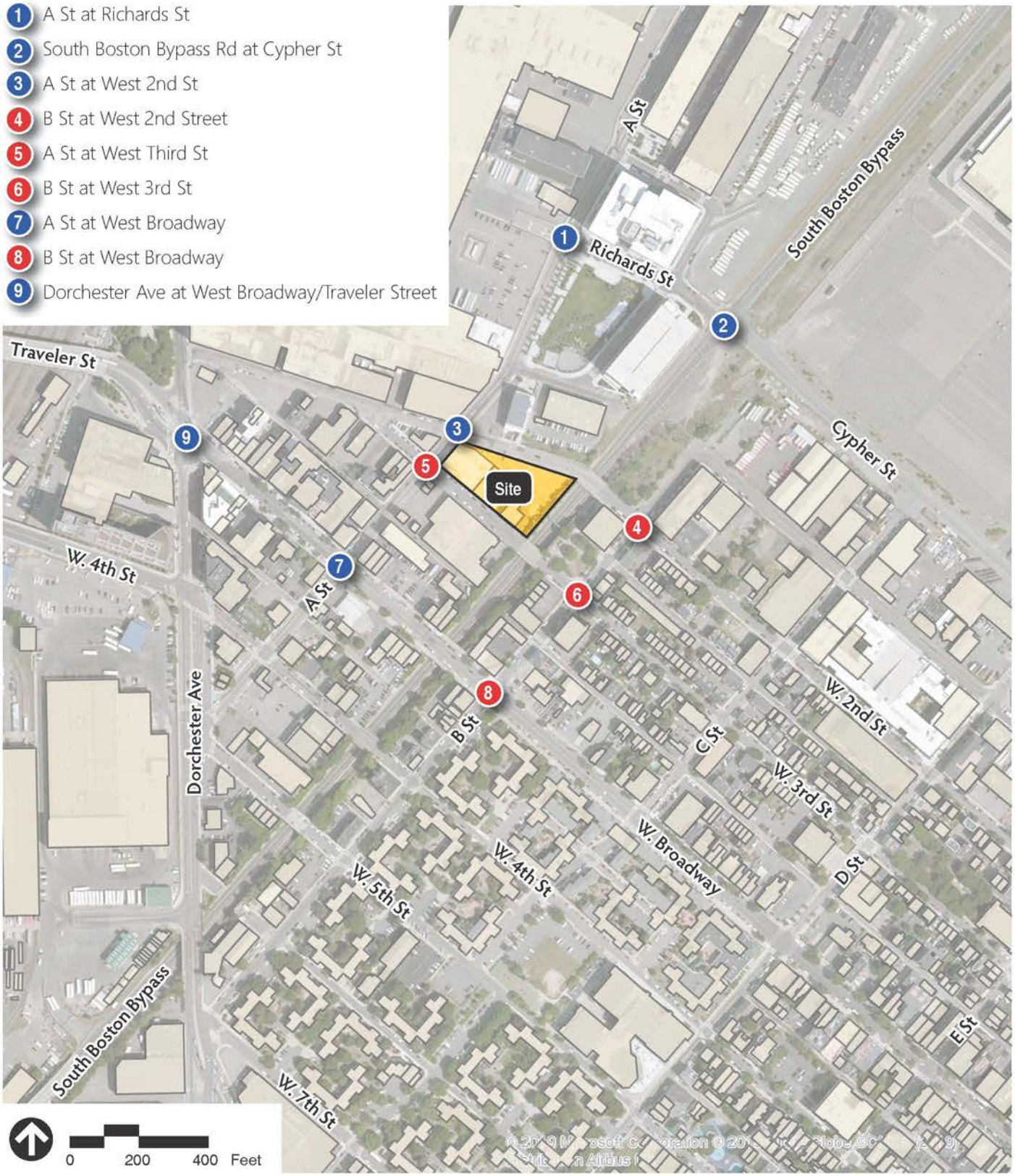
3.4 Existing Transportation Conditions

This section describes existing transportation conditions, including an overview of roadway, transit, pedestrian and bicycle facilities, and general site conditions.

3.4.1 Roadways

The Project is located just east of the Broadway MBTA Station in a block bounded by West Second Street to the north, South Boston Bypass Road to the east, West Third Street to the south, and A Street to the west. Figure 3-2 presents a neighborhood context site location map.

A Street is located west of the Project site and runs in a general north/south direction. A Street connects Congress Street to the north and Dorchester Avenue in South Boston to the south. A Street, adjacent to the site, is a two-way roadway with one vehicle travel lane in each direction as well as bike lanes in each direction. Sidewalks are provided on both sides. Parking is restricted along A Street within the study area.



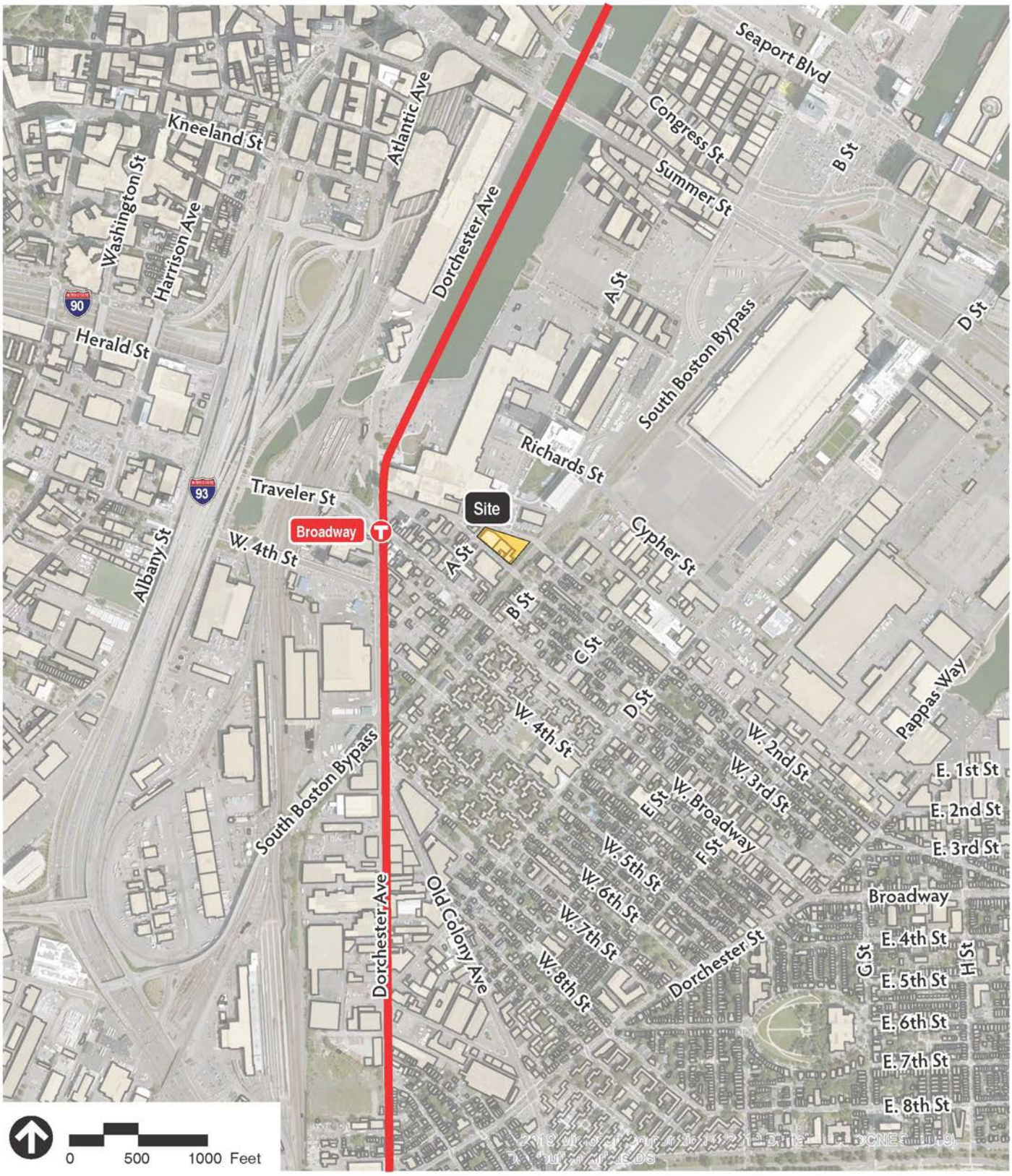
Source: Bing, City of Boston

Signalized Intersection

Unsignalized Intersection

99 A Street Boston, Massachusetts

Figure 3-1
Study Area Intersections



Source: Bing, City of Boston

99 A Street Boston, Massachusetts

Figure 3-2
Site Location Map

West Second Street is located north of the Project site and runs in a general east/west direction. West Second Street connects Dorchester Avenue to the west and Dorchester Street in South Boston to the east. West Second Street runs one-way westbound from Dorchester Street until reaching A Street, where it turns into a two-lane road. West Second Street provides one travel lane with parking on both sides. Sidewalks are provided on both sides. There are no bicycle accommodations on West Second Street.

West Third Street is located south of the Project site and runs in a general east/west direction. West Third Street connects West Second Street to the west and Dorchester Street in South Boston to the east. West Third Street runs one-way eastbound from West Second Street until Dorchester Street, except from A Street to B Street where the street is two-way. Parking is provided along both sides of the street for the length of the street. Sidewalks are provided on both sides of the street. There are no bicycle accommodations on West Third Street.

West Broadway is located south of the Project site and runs in a general east/west direction. West Broadway connects the Broadway Station to City Point in South Boston. West Broadway is a two-lane roadway with one vehicle travel lane in each direction. Sidewalks are provided on both sides. Parking is provided along both sides of West Broadway as it passes through the study area.

South Boston Bypass Road is located east of the Project site and runs in a general north/south direction. Although the South Boston Bypass Road is located adjacent to the Project site, there is no access to the road from the Project site. South Boston Bypass Road connects Massport Haul Road to the north and Interstate 93/Frontage Road to the south. South Boston Bypass Road is a two-lane roadway with one vehicle travel lane in each direction. There are no bicycle, pedestrian, or parking accommodations on South Boston Bypass Road. MassDOT is currently conducting a pilot program to provide another route option for drivers traveling inbound to the South Boston area from I-93. This pilot program includes allowing unrestricted northbound travel on the South Boston Bypass Road between I-93 Frontage Road and Cypher Street/Richards Street and allowing unrestricted travel in both directions of South Boston Bypass Road between Cypher Street/Richards Street and West Service Road. The pilot is scheduled to run until September 30, 2019. It has been assumed that this pilot program is maintained in the future conditions. Although the Project site is adjacent to South Boston Bypass Road, there is no access to South Boston Bypass Road from the site, which is approximately 20 feet below the elevation of the Project site.

3.4.2 Study Area Intersections

The study area consists of nine study intersections, shown in Figure 3-1 which are described below. Traffic operations and LOS analysis is presented later in this chapter.

In addition, for the purposes of modeling these intersections as they operate in their existing condition in Synchro, observations were conducted during the morning and evening peak hours to understand how vehicles utilize travel lanes and where potential queuing occurs as a result of the intersection operations. If the intersection was modeled differently than the striped lane geometry and assignment, those differences are noted below.

1. A Street at Richards Street

The intersection of A Street at Richards Street is a four-legged, signalized intersection operating with a 100-second cycle during peak hours which includes concurrent pedestrian phasing. The eastbound Richards Street approach provides one left-turn lane and one shared through/right-turn lane. The southbound A Street approach provides one shared travel lane and a bike lane. The westbound Richards Street approach provides one left-turn lane and one shared through/right-turn lane. The northbound A Street approach provides one shared travel lane and a bike lane. Sidewalks, crosswalks, and wheelchair ramps are provided on all streets. No parking is provided on the intersection approaches.

2. Haul Road at Cypher Street/Richards Street

The intersection of the South Boston Bypass Road at Cypher Street/Richards Street is a four-legged semi-actuated signalized intersection providing no pedestrian facilities or pedestrian crossing time in the phasing. The eastbound Richards Street approach provides one shared travel lane. The southbound South Boston Bypass Road approach provides one shared travel lane. The westbound Cypher Street approach provides one shared left-turn/thru lane, and one right-turn only lane. The northbound South Boston Bypass Road approach provides one shared left-turn/through lane and one right-turn only lane. Parking and pedestrian facilities are not provided on any approaches. As mentioned in Section 3.4.1, MassDOT is currently conducting a pilot program to provide another route option for drivers traveling inbound to the South Boston area from I-93. It has been assumed that this pilot program is maintained in the future conditions.

3. A Street at West Second Street

The intersection of A Street at West Second Street is a four-legged, signalized intersection operating with a 100 second cycle during the morning and evening peak hours, which includes concurrent pedestrian phasing. The eastbound West Second Street approach provides one shared travel lane. The southbound A Street approach provides one shared travel lane and a bike lane. The westbound West Second Street approach is a one-way approach and provides one left-turn lane and one shared through/right-turn lane. Parking is provided on the south side of the westbound approach approximately 80 feet from the intersection. The northbound A Street approach provides one shared travel lane and a bike lane. Sidewalks, crosswalks, and wheelchair ramps are provided on all streets.

4. B Street at West Second Street

The intersection of B Street at West Second Street is a four-legged, stop-controlled intersection. The southbound approach provides one right-turn only lane. The westbound approach provides one shared left-turn/through lane. Sidewalks, crosswalks and wheelchair ramps are provided on all streets. Parking is provided on all sides of intersection approaches.

5. A Street at West Third Street

The intersection of A Street at West Third Street is a four-legged, unsignalized intersection. The eastbound West Third Street approach provides one shared travel lane. Parking is provided along both sides on the eastbound approach. The southbound A Street approach provides one shared travel lane and a bike lane. The westbound West Third Street approach provides one shared travel lane. Parking is provided on both sides of the westbound approach. The northbound A Street approach provides one shared travel lane and a bike lane. Sidewalks, crosswalks and wheelchair ramps are provided on all streets.

6. B Street at West Third Street

The intersection of B Street at West Third Street is a four-legged, stop-controlled intersection. The westbound West Third Street approach provides one through/right-turn lane. The southbound B Street approach provides one shared travel lane. The northbound B Street approach provides one shared left-turn/right-turn lane. Parking is provided along both sides of all approaches. Sidewalks, crosswalks and wheelchair ramps are provided on all streets.

7. A Street at West Broadway

The intersection of A Street at West Broadway is a four-legged, signalized intersection operating with a 100 second cycle during peak hours which includes concurrent pedestrian phasing. The eastbound West Broadway approach provides one shared travel lane. Parking is provided along both sides of the eastbound approach. The southbound A Street approach provides one left turn storage lane, and one shared through/right-turn lane and a bike lane. The westbound West Broadway approach provides one shared travel lane. Parking is provided along both sides of the westbound approach and a Massachusetts Bay Transit Authority (MBTA) bus stop is located on the south side of the approach. The northbound A Street approach provides one shared travel lane and a bike lane. Sidewalks, crosswalks, and wheelchair ramps are provided on all streets.

8. B Street at West Broadway

The intersection of B Street at West Broadway is a four-legged unsignalized intersection. The eastbound West Broadway approach provides one shared travel lane. The southbound B Street approach provides one shared travel lane. The westbound West Broadway

approach provides one shared travel lane. An MBTA bus stop is located on each side of the westbound approach. The northbound B Street approach provides one shared travel lane. Sidewalks, crosswalks, and wheelchair ramps are provided on all streets. Parking is provided on all sides of intersection approaches.

9. Dorchester Avenue at West Broadway/Traveler Street

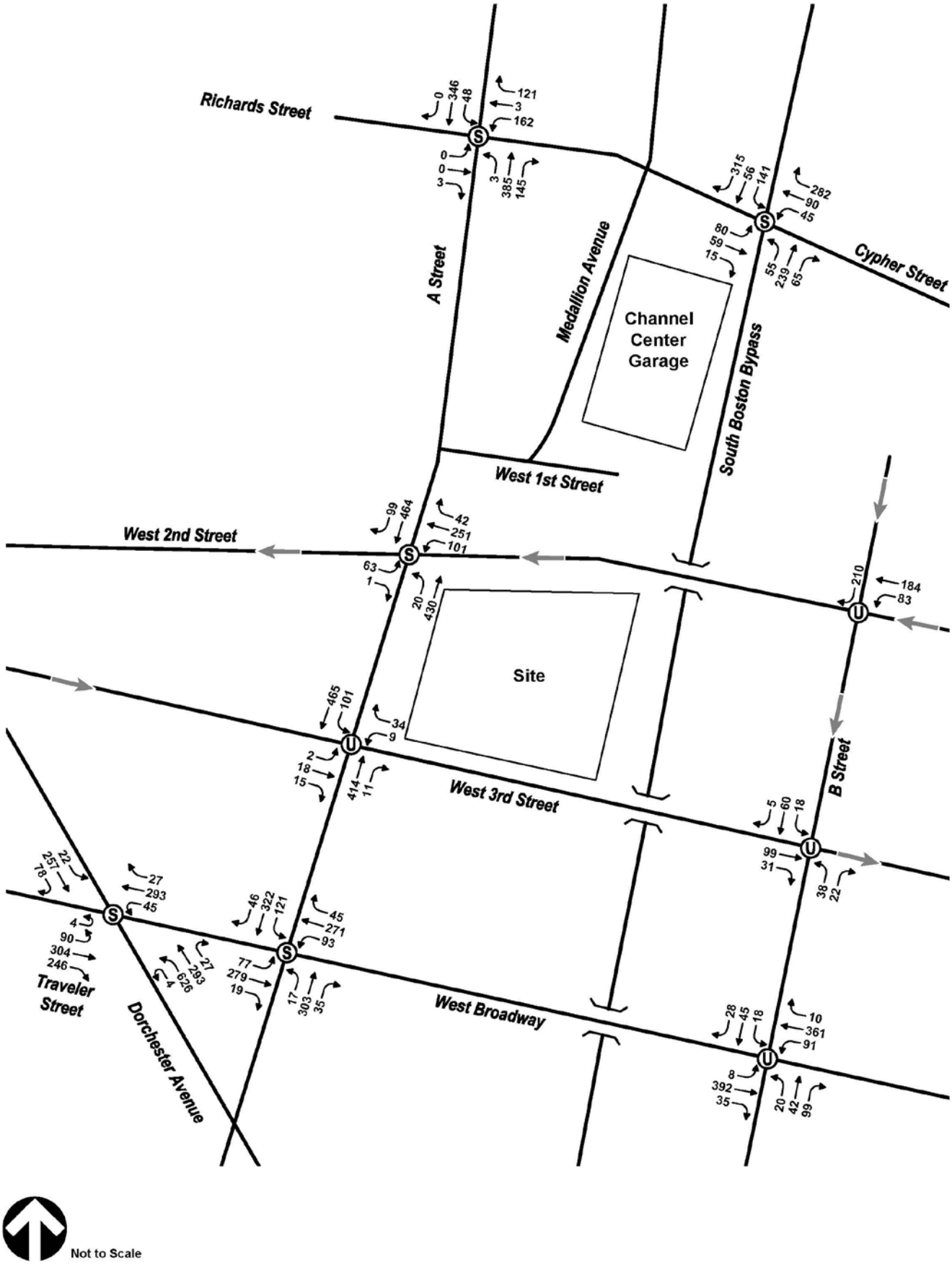
The intersection of Dorchester Avenue at West Broadway is a four-legged signalized intersection operating with a 100-second cycle during peak hours which includes concurrent pedestrian phasing. The eastbound West Broadway approach provides one channelized right-turn lane, one through lane, and one left-turn lane. The southbound Dorchester Avenue approach provides a channelized right-turn area and one shared travel lane. The westbound West Broadway approach provides one shared travel lane. Parking is provided along both sides of the westbound approach. The northbound Dorchester Avenue approach provides one shared through/right-turn lane and one left-turn lane and bicycle sharrows in both directions. Parking is provided on both sides of the northbound approach and an MBTA bus stop/subway station is located on the east side of the approach. Sidewalks, crosswalks, and wheelchair ramps are provided on all streets.

3.4.3 Data Collection

To properly assess the traffic conditions of the surrounding street network, manual turning movement counts ("TMCs") were collected at the study area intersections. TMCs were collected on Thursday, October 18, 2018 at most study area intersections during a typical weekday morning peak period (7:00 a.m. – 9:00 a.m.) and evening peak period (4:00 p.m. – 6:00 p.m.). After discussions with BTD and BPDA staff, the intersection of Dorchester Avenue at West Broadway/Traveler Street was added to the study area. TMCs were conducted at this location on Thursday, January 31, 2019.

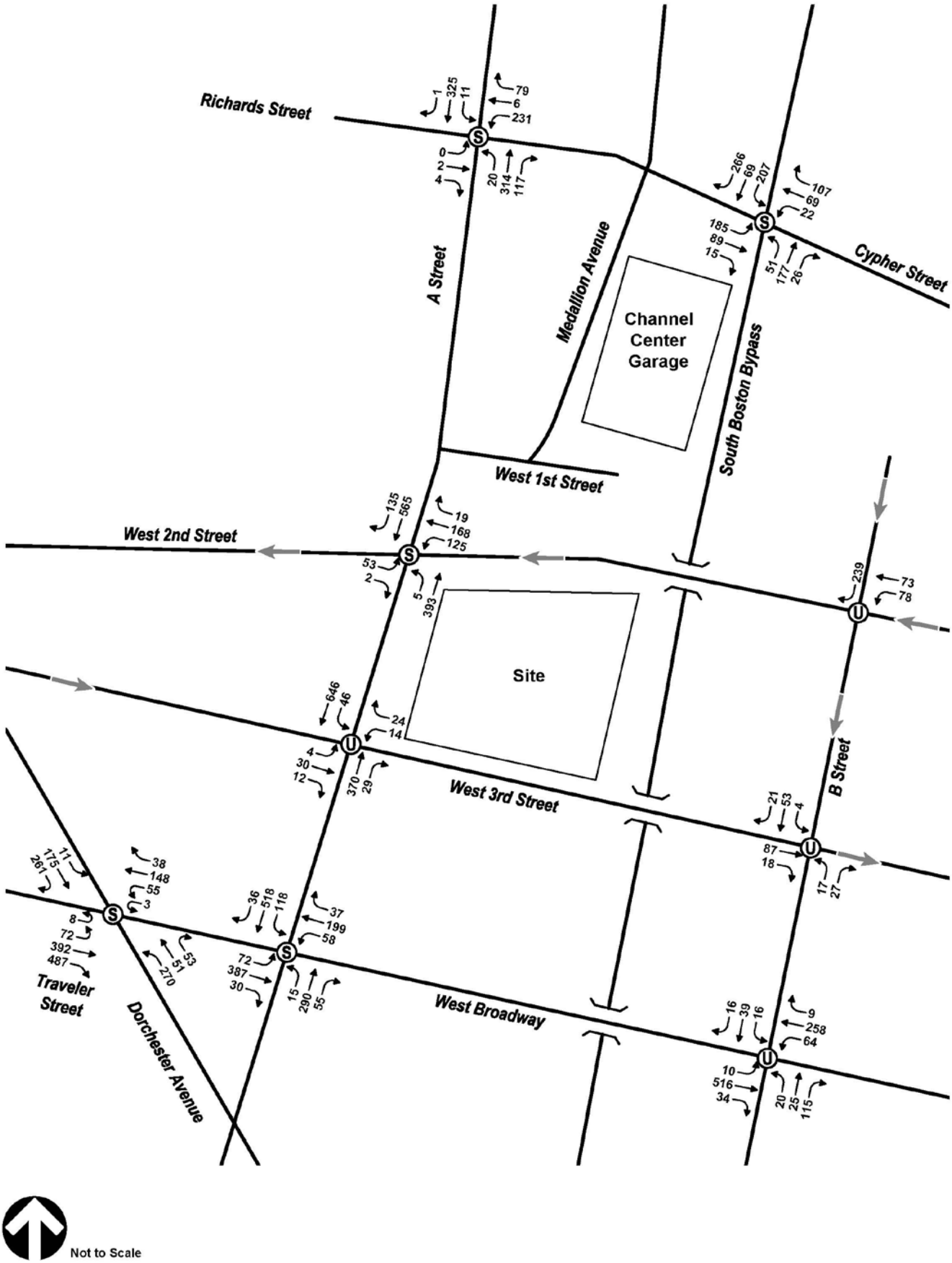
The TMCs were used to establish the study area network peak hour volumes for the 2019 Existing Conditions analysis. The weekday morning peak hour was determined to be 8:00 a.m. – 9:00 a.m. and the weekday evening peak hour from 5:00 p.m. – 6:00 p.m. Existing morning and evening peak hour traffic volumes are shown in Figure 3-3 and Figure 3-4, respectively. The raw count data are included in Attachment C.

Vanasse Hangen Brustlin, Inc. ("VHB") conducted field observations during the month of December 2018 to calibrate the traffic model to represent typical operating conditions. Data collected during these visits to the study area included typical queue observations, critical gaps at unsignalized intersections, on-street parking regulations, lane usage, and other general operational observations.



99 A Street Boston, Massachusetts

Figure 3-3
2019 Existing Condition Morning Peak Hour Vehicle Volumes



99 A Street Boston, Massachusetts

Figure 3-4
2019 Existing Condition Evening Peak Hour Vehicle Volumes

3.4.4 Pedestrian Environment and Accessibility

Pedestrian volumes, shown in Figure 3-5 and Figure 3-6, at the study area intersections were collected in conjunction with the TMCs of October 18, 2018, and January 31, 2019. During both peak hours, the intersection of West Broadway at A Street was observed to have the highest volume of pedestrians with approximately 1,050 pedestrians crossing the intersection during the morning peak hour and approximately 1,190 pedestrians crossing during the evening. West Broadway is a high-volume pedestrian route into the South Boston neighborhood, particularly from the Broadway MBTA Station.

A Street also carries a significant volume of pedestrians in both peak hours since it provides a convenient connection for people traveling between the Broadway MBTA Station and office/residential buildings on A Street.

Close to the Project site, at the intersection of A Street at West Second Street, approximately 570 pedestrians cross West Second Street and approximately 50 pedestrians cross A Street during the morning peak hour. Approximately 590 pedestrians cross West Second Street and approximately 100 pedestrians cross A Street during the evening peak hour.

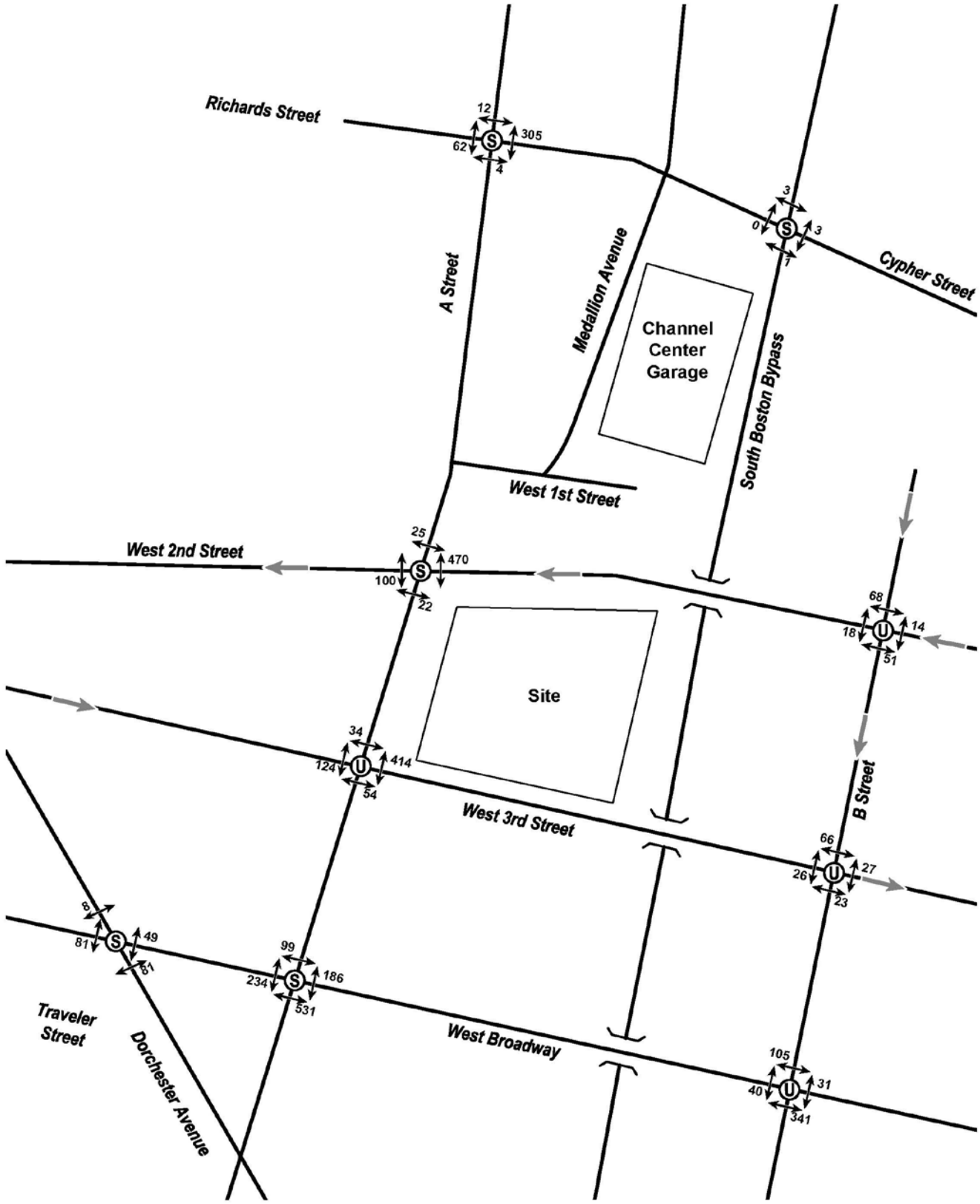
The Project site is also within a quarter mile of the South Bay Harbor Trail, which travels through Roxbury, the South End, Chinatown, the Fort Point Channel and South Boston.

3.4.5 Bicycles

Bicycle volumes, shown in Figure 3-7 and Figure 3-8, at the study area intersections were collected simultaneously with the TMCs and pedestrian volume counts on October 18, 2018, and January 31, 2019.

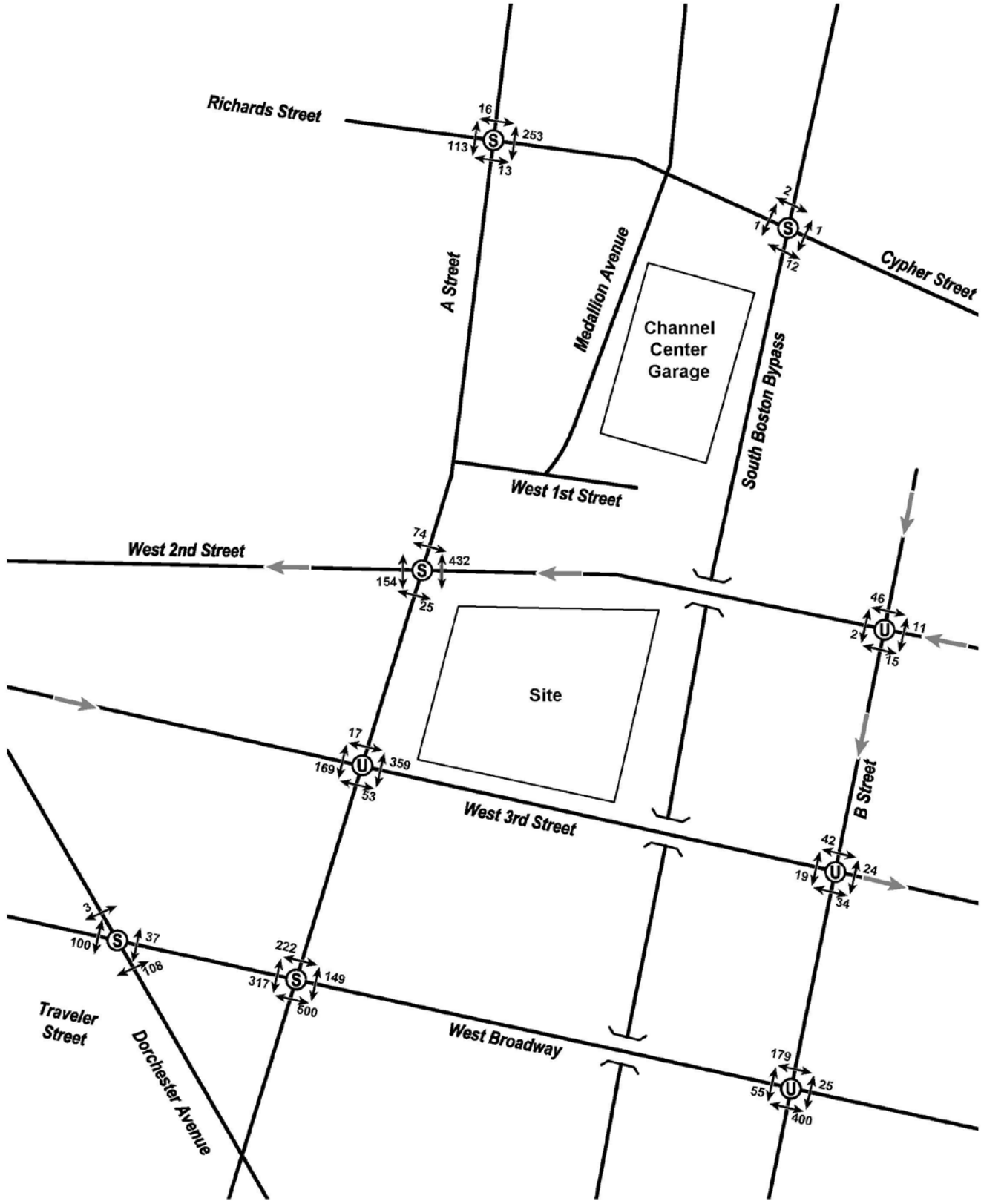
A Street, adjacent to the Project site, has bicycle lanes in both directions to accommodate cyclist needs. There are approximately 90 bicycles that travel northbound along A Street at Richards Street in the morning peak hour and approximately 90 in the evening peak hour travel southbound. No other roads near the Project site have bicycle accommodations.

The closest Bluebikes station is on the south side of Richards Street between A Street and Medallion Avenue, approximately 800 feet from the site, which provides 16 docks. Within a half-mile radius, there are six other Bluebikes locations which are shown in Figure 3-9 and described in Table 3-1.



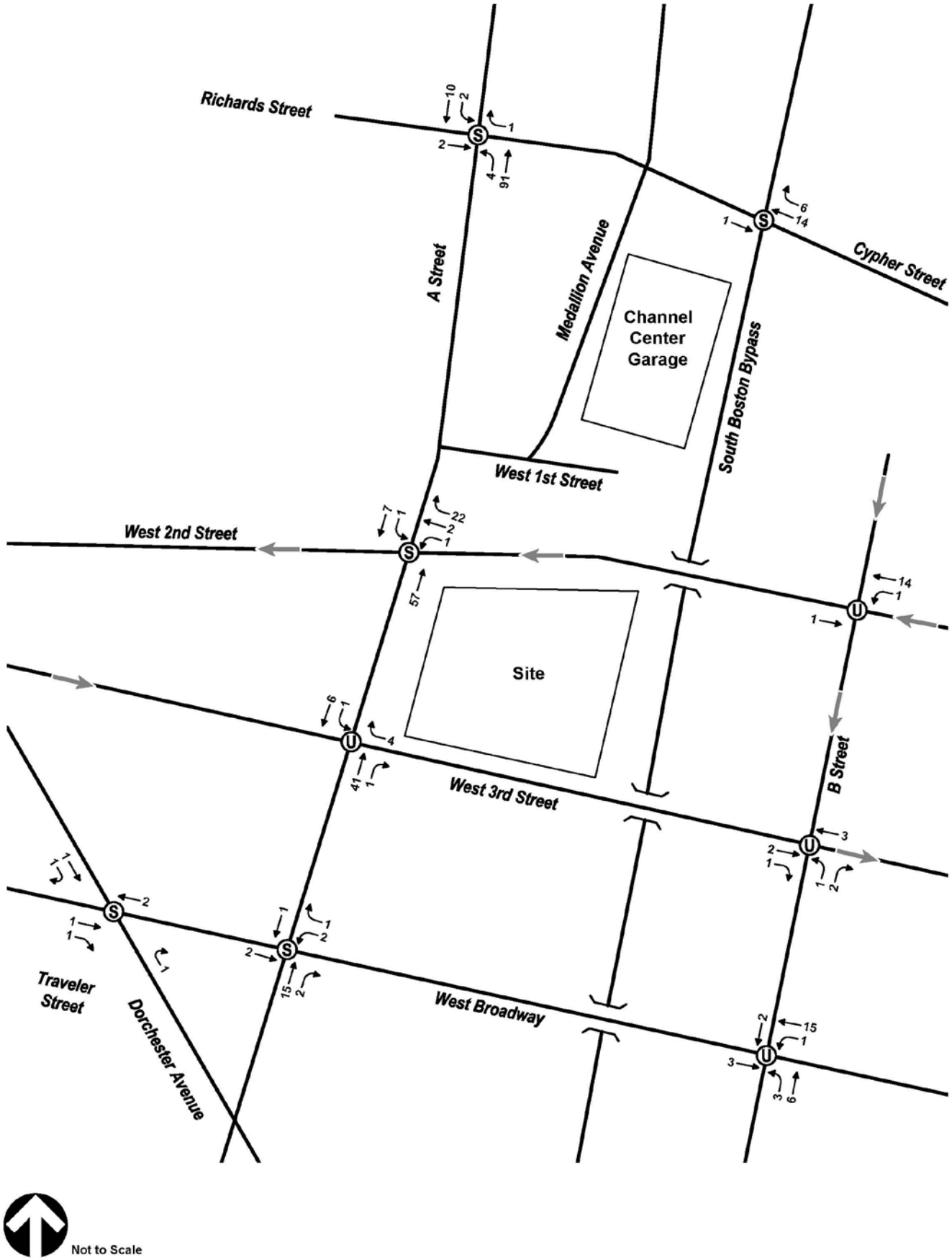
99 A Street Boston, Massachusetts

Figure 3-5
2019 Existing Condition Morning Peak Hour Pedestrian Volumes



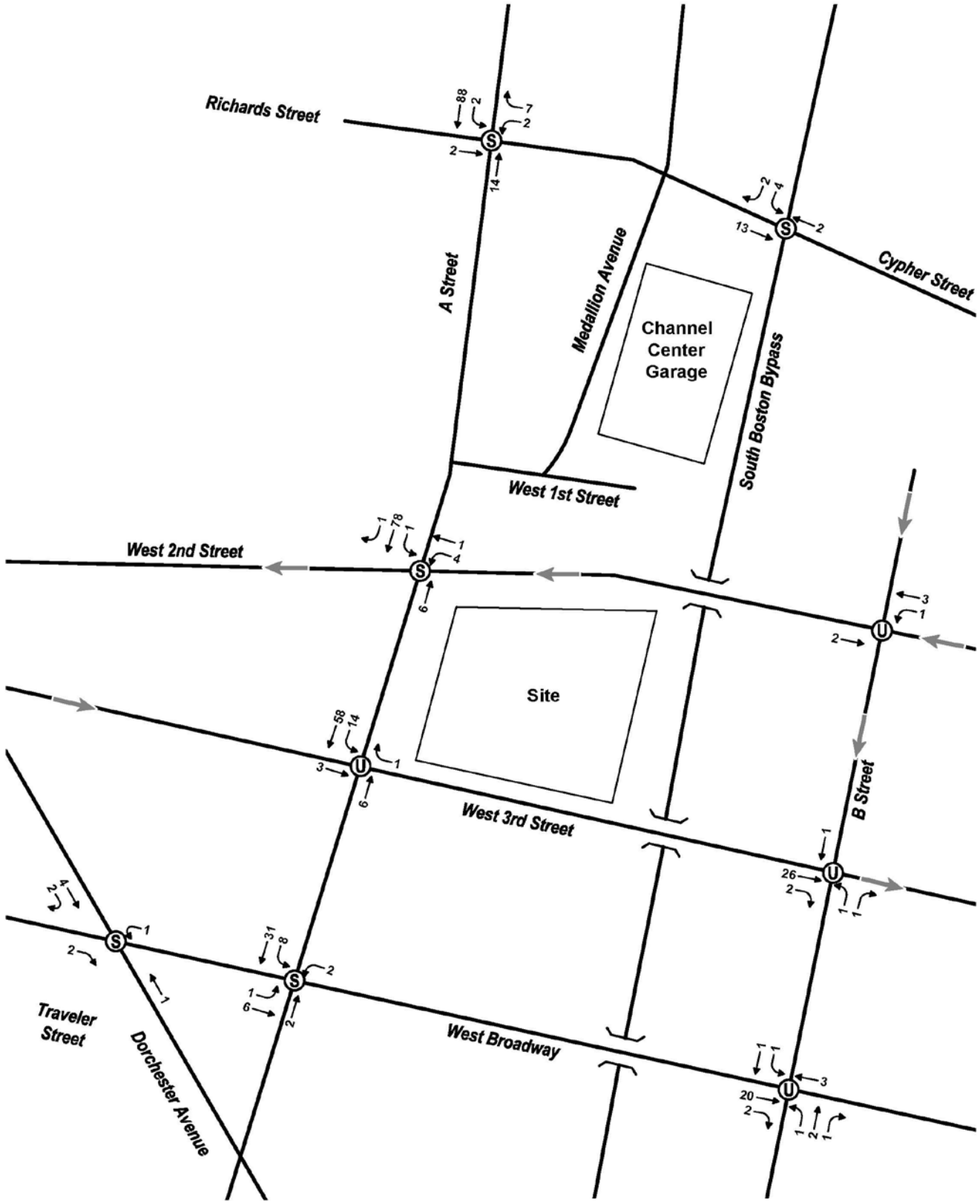
99 A Street Boston, Massachusetts

Figure 3-6
2019 Existing Condition Evening Peak Hour Pedestrian Volumes



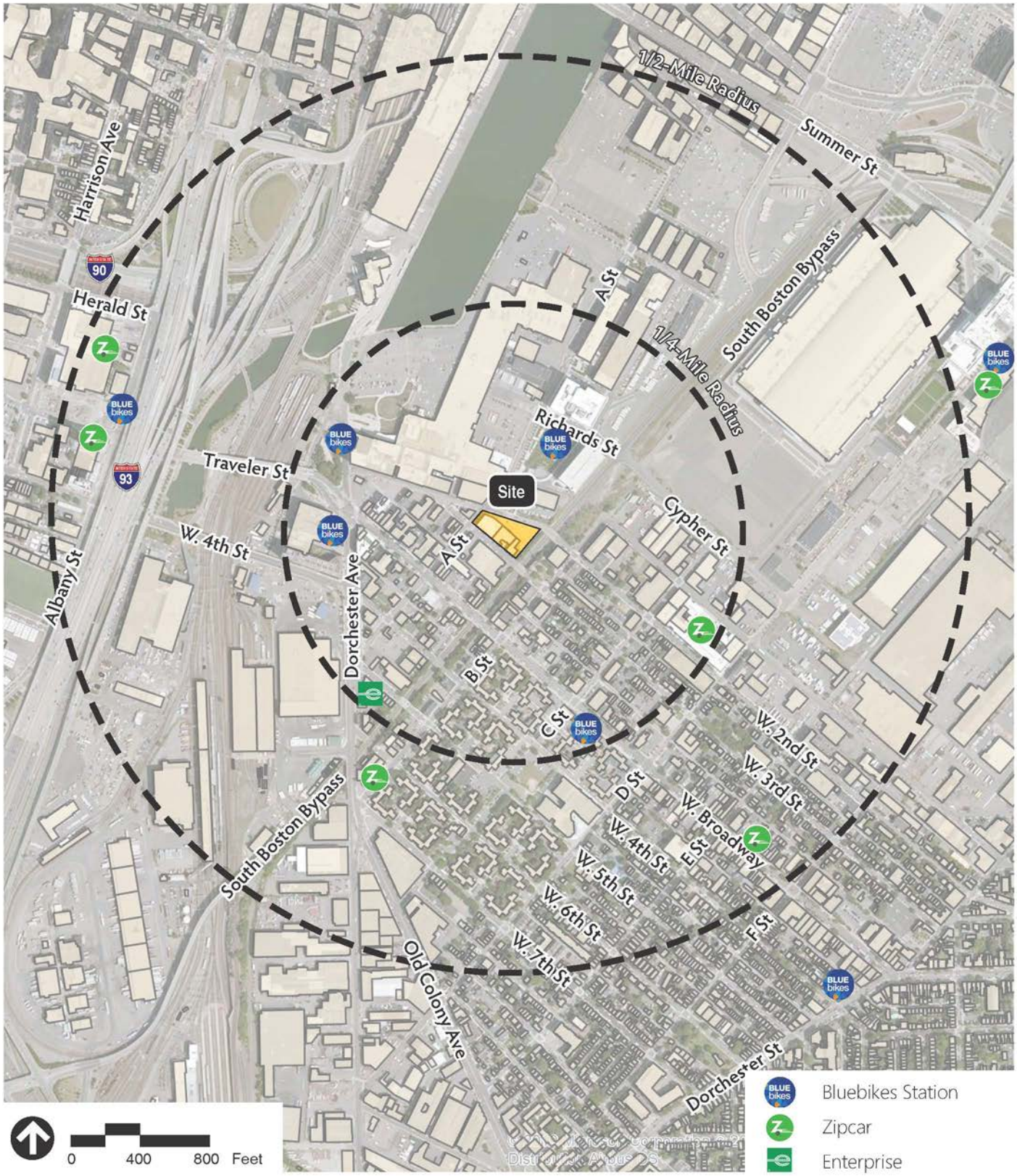
99 A Street Boston, Massachusetts

Figure 3-7
2019 Existing Condition Morning Peak Hour Bicyclist Volumes



99 A Street Boston, Massachusetts

Figure 3-8
2019 Existing Condition Evening Peak Hour Bicyclist Volumes



Source: Bing, City of Boston

99 A Street Boston, Massachusetts

Figure 3-9
Carshare & Bluebikes Station

Table 3-1 Bluebikes Stations within a Half Mile Radius

Location	Docks
State Street at Channel Center	17
West Broadway at D Street	22
West Broadway at Dorchester Street	17
Broadway T Stop	15
Dorchester Avenue at Gillette Park	14
Lawn on D	19
Troy Boston	14

Source: Bluebikes Website. January 28, 2019

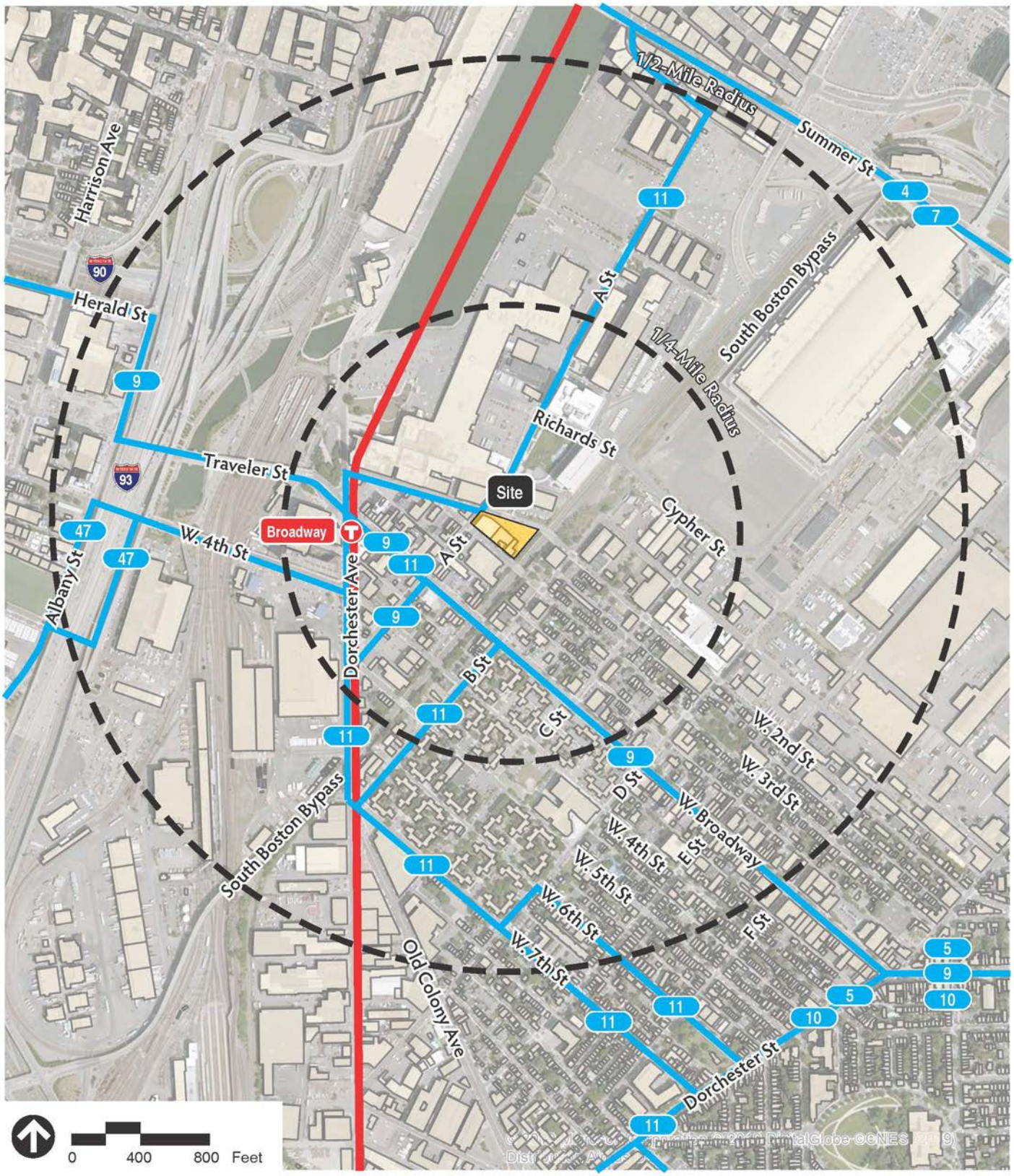
3.4.6 Car Sharing

Car-sharing services are popular and provide convenient access to vehicular transportation for urban residents who do not own cars. Vehicles are rented on an hourly basis and all vehicle costs (gas, maintenance, insurance, etc.) are typically included in the rental fee. Vehicles are checked out for a specific time period and returned to their designated location. The nearby Zipcar and Enterprise services provide a convenient transportation option for area residents, reducing the need for vehicle ownership and the demand for on-street parking. Figure 3-9 shows the nearby car sharing locations.

3.4.7 Public Transportation

The Project is easily accessible by a variety of public transit options that provide numerous connections to most other MBTA public transit services, allowing the Project site to be reached by bus and subway from many locations within the City of Boston and the surrounding suburbs.

The MBTA currently provides local bus and Red Line service within a quarter mile of the Project site. Figure 3-10 illustrates existing MBTA services and Table 3-2 provides a summary of MBTA local bus and subway services based on the latest MBTA schedules (Winter 2019). A detailed description of each service is also provided.



Source: Bing, City of Boston

99 A Street Boston, Massachusetts

Figure 3-10
Existing Public Transportation

Table 3-2 MBTA Subway and Bus Services

Service	Origin/Destination	Peak Hour Frequency (Minutes)	Closest Stop (distance in miles)
Red Line	Alewife – Braintree/Ashmont	4.5	Broadway Station (0.2)
Bus Route 9	City Point – Copley Square	7-10	Broadway/A Street (0.10)
Bus Route 11	City Point – Downtown Bay View	7-12	Broadway/A Street (0.10)
Bus Route 47	Central Square – Broadway	10-24	Broadway Station (0.20)

Source: MBTA, Winter 2019

Red Line – Alewife – Braintree/Ashmont – The Ashmont branch of the Red Line provides service from Alewife Station in Cambridge to Ashmont Station in Mattapan. Service is provided on weekdays from 5:16 a.m. to 12:30 a.m. with 9-minute headways during peak hours. On the weekends, service runs from 5:16 a.m. to 12:30 a.m. on Saturdays and from 6:00 a.m. to 12:30 a.m. on Sundays.

The Braintree branch of the Red Line provides service from Alewife Station in Cambridge to Braintree Station in Braintree. Service is provided on weekdays from 5:13 a.m. to 12:20 a.m. with 9-minute headways during peak hours. On weekends, service runs from 5:15 a.m. to 12:20 a.m. on Saturdays and from 6:00 a.m. to 12:20 a.m. on Sundays.

The closest stop to the Project is at Broadway less than a quarter-mile southwest of the Project site. Since both the Ashmont and Braintree lines run on the same track from Alewife to JFK/UMass, the combined headway at Broadway is 4.5 minutes during weekday peak periods.

Route #9 – City Point – Copley Square – This route connects City Point in South Boston to Copley Square via Berkeley Street and Herald Street. The closest stop to the Project site is at Broadway Station, less than a quarter of a mile to the southwest. On weekdays, Route 9 operates from 5:13 a.m. to 1:13 a.m. with 7-10-minute headways during the peak hours. On weekends, bus service is provided from 5:10 a.m. to 1:14 a.m. on Saturdays and from 6:00 a.m. to 1:12 a.m. on Sundays.

Route #11 – City Point – Downtown Bay View – This route connects City Point in South Boston to Downtown Boston via Chinatown, Tufts Medical Center, Broadway, East 8th Street and A Street. The closest stop to the Project is at West Second Street opposite West Third Street approximately one-tenth of a mile east from the Project site. On weekdays, service is provided from 5:11 a.m. to 1:24 a.m. with 6-14-minute headways during the peak hours. On weekends, service is provided from 5:10 a.m. to 1:20 a.m. on Saturdays and from 6:15 a.m. to 1:28 a.m. on Sundays.

Route #47 – Central Square – Broadway – This route connects Central Square in Cambridge to Broadway Station in South Boston via Fenway, the LMA, and Ruggles. The closest stop to the Project site is at Broadway Station, less than a quarter mile to the southwest. On weekdays, Route 47 operates from 5:15 a.m. to 1:31 a.m. with 10-24-minute headways during the peak hours. On weekends, bus service is provided from 5:00 a.m. to 1:40 a.m. on Saturdays and from 7:30 a.m. to 1:04 a.m. on Sundays.

3.4.8 Existing Parking

The existing site provides approximately 40 parking spaces. A private lot is located between West Second Street and Bolton Street. In addition, a small lot is provided between Bolton Street and West Third Street serving patrons/visitors of the existing restaurant building. To present a conservative analysis, no credit was taken for existing vehicular activity at the site during peak hours.

In addition, several streets in the area provide on-street parking. The majority of parking provided on the east side of the South Boston Bypass Road is for South Boston residents and two-hour visitor parking. West of the South Boston Bypass Road, several streets provide on-street parking with a two-hour limit. Serving more long-term parkers, the Channel Center Garage provides approximately 970 parking spaces. Figure 3-11 presents existing curb use within a 1/4-mile of the site, while Figure 3-12 presents the existing off-street, public parking in the area.

3.5 Future Condition

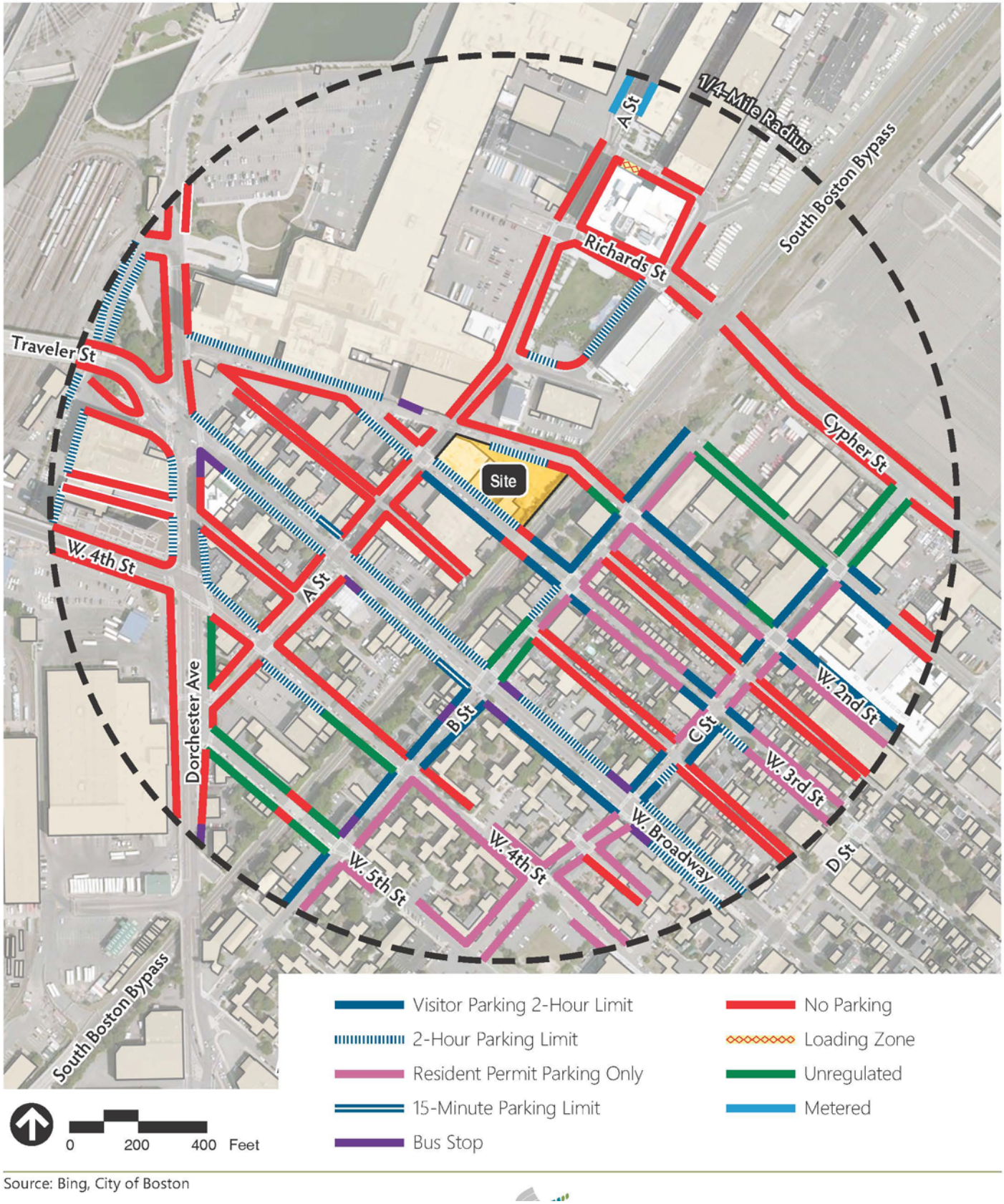
To assess future transportation conditions, the analysis considered the following two future scenarios for a five-year time horizon (2024) from the time of the existing conditions described earlier.

2024 No-Build Condition – assumes background growth associated with other planned projects expected to be completed in the 5-year horizon and general regional growth, along with any planned roadway/infrastructure improvements.

2024 Build Condition – assumes the same background growth and any planned infrastructure improvements in the No-Build Condition plus the estimated traffic associated with the Project.

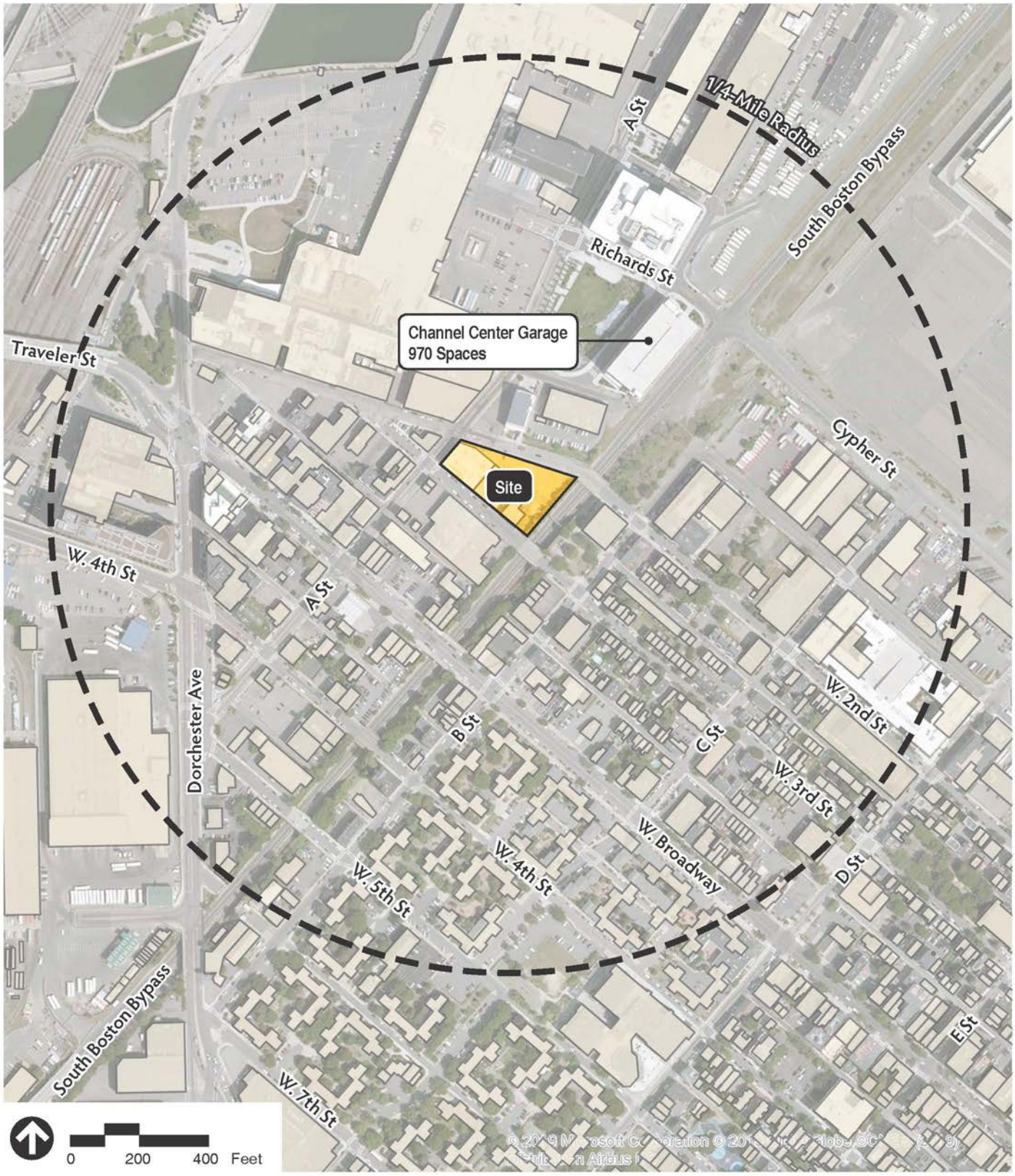
3.5.1 No-Build Condition

In accordance with BTD guidelines, the No-Build Condition represents a five-year horizon (2024) from the Existing Condition (2019). The No-Build Condition provides insight to future traffic conditions resulting from regional growth as well as traffic generated by specific projects that are expected to affect the local roadway network without consideration of the Project.



Source: Bing, City of Boston

Figure 3-11
Existing Curb Use



Source: Bing, City of Boston

99 A Street Boston, Massachusetts

Figure 3-12
Existing Off Street Parking Facilities

3.5.1.1 Background Growth

A background growth rate of one-half of one percent per year was applied to the existing traffic volumes. The growth has been agreed upon by the BTD and is consistent with the anticipated growth identified in the South Boston Waterfront Sustainable Transportation Plan.

3.5.1.2 Planned Development Growth

In addition to the background growth rate, traffic projections for three specific projects, obtained from project filings, were added to the Existing Conditions traffic volumes to develop the No-Build Conditions traffic volumes. These projects, inclusive of feedback from BTD, include the following developments anticipated in the future five-year horizon:

87 - 93 West Broadway is a proposed 6-floor, 65-unit residential building with 9,000 sf of ground floor retail space at the corner of West Broadway and A Street. 88 parking spaces are proposed as part of the development

105 West First Street is a proposed 8-floor, 266,000 sf gross floor area ("GFA") research and development building with retail/restaurant space at the corner of West First Street abutting the South Boston Bypass Road. Thirty-five below grade parking spaces are proposed as part of the development.

South Boston Boutique Hotel is a proposed 14-floor, 156-room hotel with ground floor retail and restaurant space at the corner of Dorchester Avenue and West Broadway. Parking for this site will be valeted to an off-site lot.

The City also identified several projects having undergone Small Project Review including 100 A Street, 148 Dorchester Avenue, 69 A Street, 120 West Fourth Street, 170 West Broadway, and 206 West Broadway. However, since there are no specific traffic forecasts available for these projects it can be assumed that the general background growth rate of 0.5 percent per year would adequately account for any increase in traffic associated with these projects.

3.5.1.3 Planned Infrastructure Improvements

There were no planned infrastructure improvements that were identified in any of the Background Projects identified in this Chapter.

MassDOT is currently conducting a pilot program along the South Boston Bypass Road to provide another route option for drivers traveling inbound to the South Boston area from I-93. This pilot program includes allowing unrestricted, northbound travel on the South Boston Bypass Road between I-93 Frontage Road and Cypher Street/Richards Street and allowing unrestricted travel in both directions of the South Boston Bypass Road between

Cypher Street/Richards Street and West Service Road. The pilot is scheduled to run until September 30, 2019. It has been assumed that this pilot program is maintained in the future conditions. Information on the Pilot Program is provided in Attachment C.

3.5.1.4 No-Build Condition Vehicle Volume

Figures 3-13 and 3-14 present the 2024 No-Build Morning and Evening Traffic Volumes, respectively. These volumes combine existing traffic volumes with expected background growth and the traffic impacts of planned projects in the area.

3.5.2 Build Condition

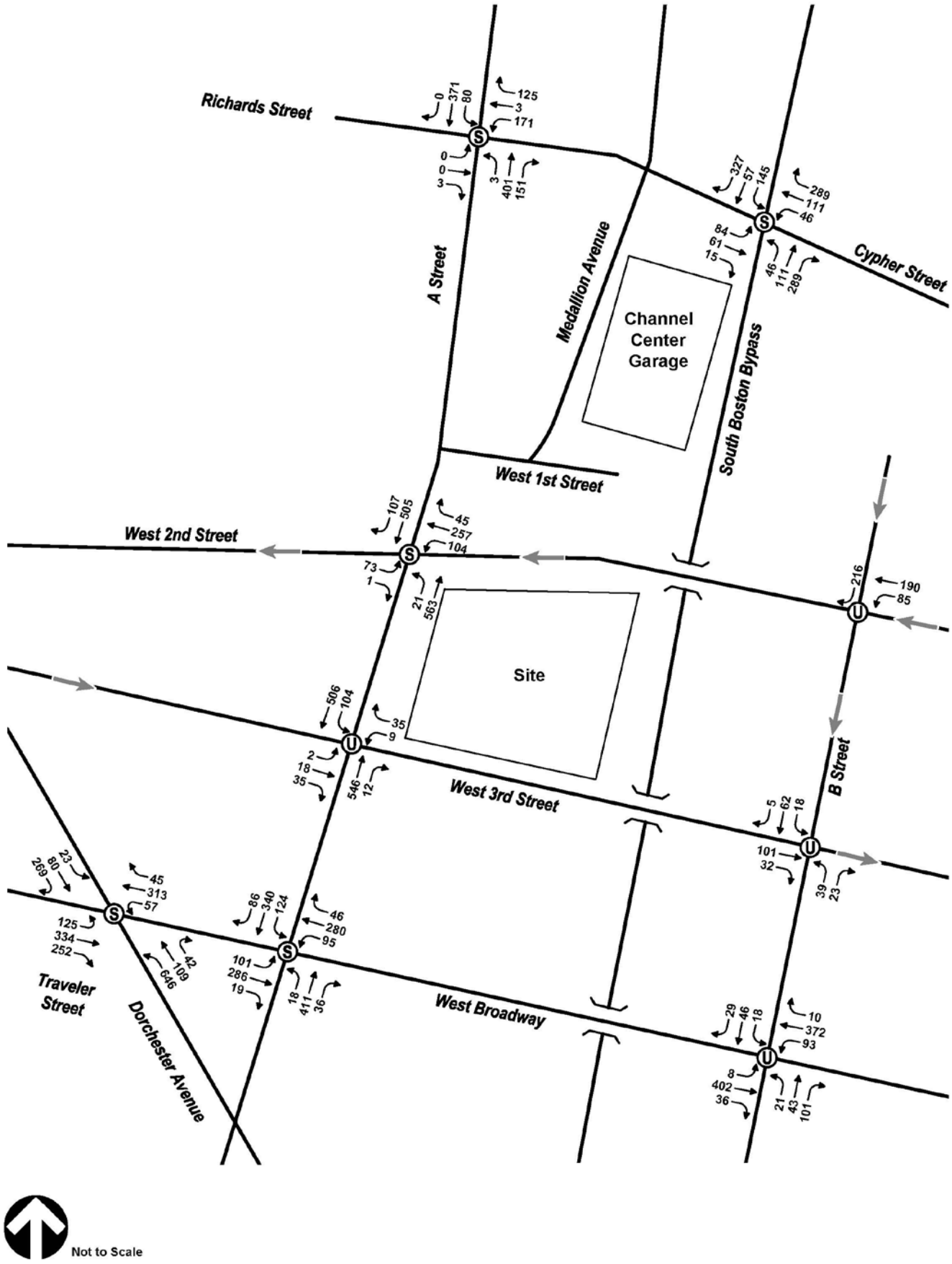
The 2024 Build Condition traffic volumes for study area roadways were developed by estimating Project-generated traffic volumes, distributing these volumes, and assigning them to the Study Area roadways. The traffic volumes expected to be generated by the Project were added to the 2024 No-Build Condition traffic volumes to create the 2024 Build Condition traffic volume networks. The following sections describe the procedures used to develop the Build Condition traffic volume networks.

3.5.2.1 Project-Generated Volume

To assess the traffic impacts of the Project, trip estimates were based on rates from the ITE Trip Generation Manual, 10th Edition. Trip generation for the Project was estimated using the Land Use Code ("LUC") 760 Research & Development Center and LUC 932 High Turnover (Sit-Down) Restaurant.

The Project includes a 210,000 sf building containing approximately 207,500 sf of life science / technical office space, as well as, possibly, 2,500 sf of ground-level retail / restaurant. The possible retail/restaurant space is envisioned as café style. Although the existing site contains surface parking and buildings, no trip credit was taken for existing trips generated by this parking to keep a conservative analysis.

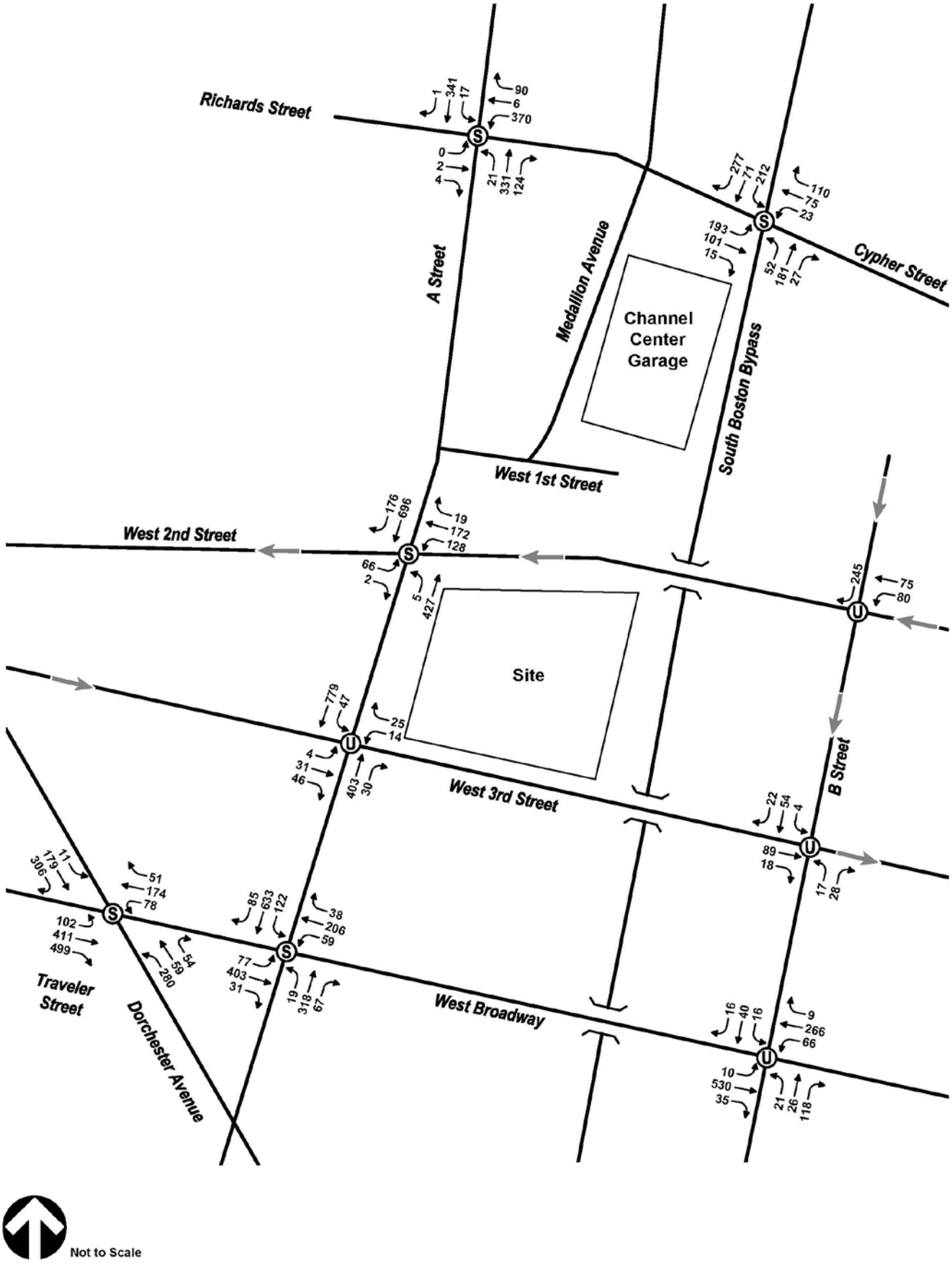
ITE yields unadjusted vehicle trips that do not account for alternative modes of transportation. Results of the unadjusted daily ITE trip generation for the Project are provided in Table 3-3.



99 A Street Boston, Massachusetts

Figure 3-13

2024 No-Build Condition Morning Peak Hour Vehicle Volumes



99 A Street Boston, Massachusetts

Figure 3-14

2024 No-Build Condition Evening Peak Hour Vehicle Volumes

Table 3-3 Daily Unadjusted Trip Generation (Vehicles)

Land Use	Estimated Program Size	Unadjusted Vehicle Trips
R&D	207,500 GFA	2,328
Retail/Restaurant	2,500 GSF	280
Total	210,000 GFA	2,608

Source: *Trip Generation Manual*, 10th Edition, Institute of Transportation Engineers

Trip generation estimates presented in Table 3-3 do not include any adjustments to reflect public transit, walking trips, or bicycling trips that are characteristic of an urban area location such as this site. This mode-share calculation is critical to the evaluation of overall Project-related traffic impacts as there will be a mixture of automobile travel, public transit, and walk/bike trips to the Project site.

To determine the Project's mode share, various studies were examined including BTD information on the South Boston waterfront, 105 West First Street EPNF and data from similar types of buildings in Cambridge's Kendall Square. Through discussions with BTD and BPDA, the appropriate mode shares were agreed upon. These mode shares were applied to the unadjusted ITE trip results. Mode shares by land use are shown in Table 3-4 below.

Table 3-4 Mode Split by Land Use

Land Use	Automobile	Transit	Walk/Bike
R&D	42%	46%	12%
Restaurant/Retail	20%	20%	60%

As shown in Table 3-4, the majority of trips to the Project site are expected to be walk, bicycle, or public transit trips. Only 42 percent of peak-hour trips for the R & D use are expected to be made by automobile and only 20 percent of the peak-hour trips for the use are expected to be made by automobile. The Project's proximity to Broadway Station, low parking supply, and a robust TDM program may likely result in even lower auto-dependency at the Project site.

Vehicle Occupancy Rates ("VOR") were also applied to the ITE trip generation to convert the ITE estimated unadjusted vehicle trips to person trips. The VORs were based on the 2017 National Household Travel Survey and assumes 1.18 persons per vehicle for work-based trips and 1.82 persons per vehicle for shopping trips.

After VOR is applied to the ITE unadjusted vehicle trips to produce person trips, these trips were then split into modes based on the mode splits shown above in Table 3-4. VORs were again applied to the vehicle trips to produce adjusted vehicle trips.

Based on the process described above, Table 3-5 summarizes the Project trips for the full Project.

Table 3-5 Estimated Project Adjusted Trip Generation

Time Period/Direction	Automobile	Transit	Walk/Bike
Daily			
Enter	517	683	318
Exit	517	683	318
Total	1,034	1,366	637
Morning Peak Hour			
Enter	72	94	38
Exit	16	22	17
Total	88	116	56
Evening Peak Hour			
Enter	18	25	22
Exit	83	108	37
Total	101	133	59

Source: Trip Generation Manual, 10th Edition, Institute of Transportation Engineers

The Project is estimated to generate approximately 1,034 daily weekday vehicle trips (517 entering, 517 exiting). During a typical weekday the morning peak hour is expected to generate 88 vehicle trips (72 entering, 16 exiting) and during the evening peak hour the Project will generate 101 vehicle trips (18 entering, 83 exiting).

With the site's close proximity to public transit, the Project will generate 1,366 transit trips (683 entering, 683 exiting) during a typical weekday. The morning peak hour will generate approximately 116 transit trips (94 entering, 22 exiting) and the evening peak hour will generate 133 transit trips (25 entering, 108 exiting).

The Project is estimated to generate 637 daily walk/bike/other trips (318 entering, 318 exiting) during a typical weekday. During the morning peak hour the Project will generate 56 walk/bike/other trips (38 entering, 17 exiting) and during the evening peak hour 59 walk/bike/other trips (22 entering, 37 exiting).

Trip distribution was based on BTD's guidelines for Area 8 (the project area). These guidelines, based on 2000 census data, provide information on where area residents work and where area employees live. Using these data, Project vehicle trips can then be assigned to the roadway network. A summary of the regional trip distribution results is presented in Figure 3-16.

The Project-generated vehicle trips were added to the No-Build traffic networks using the local trip distribution patterns described above. The Project-generated trips are shown in Figure 3-17 and Figure 3-18 for the morning and evening peak hours, respectively. The resulting 2024 Build Condition networks are shown in Figure 3-19 and Figure 3-20 for the morning and evening peak hours, respectively.

3.5.2.2 Site Circulation

The Project will have two driveways. There is one driveway on West Third Street providing access to and egress from the below-grade parking garage as well as access to the loading area. The other driveway is located on West Second Street providing egress from the loading area as shown in the Site Plan in Figure 3-15.

The main pedestrian entrance to the site will be located at the corner of A Street and West Second Street and will be the primary location for access to and egress from the building. An additional separate entrance to the retail/restaurant space will be located in A Street.

3.5.2.3 Drop-off Areas

Some of the auto trips arriving at and departing from the Project site are expected to be drop-off and pick-ups, including those made by transportation network companies ("TNCs"). Accommodating these trips in a safe location that is also accessible to a building entrance is important to the Proponent. With A Street being a primary travel route for vehicles, pedestrians and bicyclists as well as the desire not to block the bike lane as vehicles drop-off, the drop-off location will not be located along A Street. With the main entrance to the building located at the corner of A Street and West Second Street, a drop-off/pick-up area or "active curb space" is planned along West Second Street, near A Street, to accommodate some users. In addition, an additional drop-off area along West Third Street is planned in order to provide access along a two-way street.

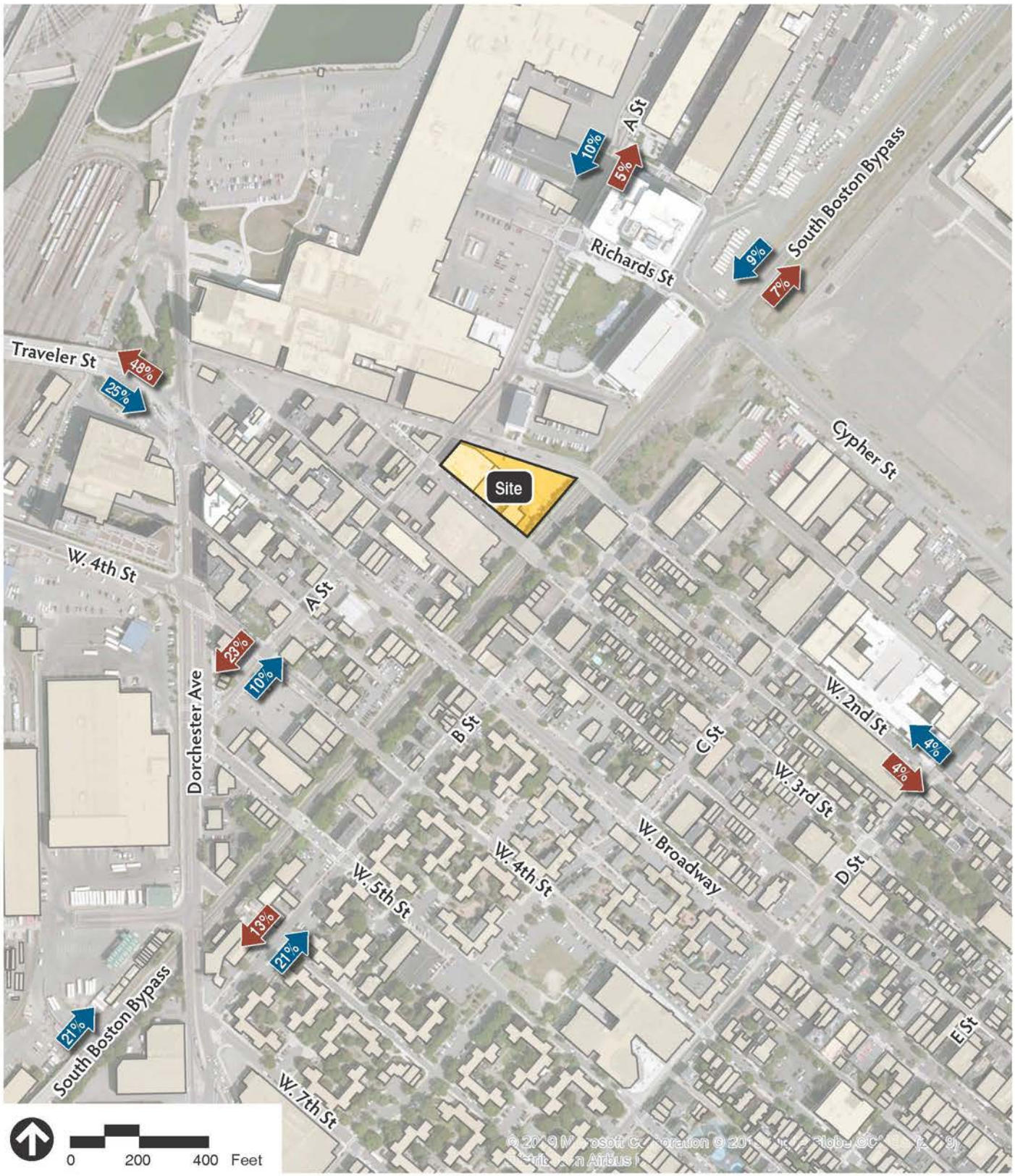
3.5.2.4 Parking

The Project will include 76 below-grade parking spaces (0.36 spaces/1,000 sf). The garage will be accessed via a driveway on West Third Street. These spaces will be reserved for employees and patrons/visitors of the building.

The Proponent is committed to providing sufficient off-street parking to accommodate the need of building tenants and visitors with the goal of limiting the impact to on-street parking. The Proponent will arrange for off-site parking as needed to satisfy the demand as well as provide transportation demand management ("TDM") programs to encourage the use of transit, walking and biking to the site.

99 A Street Boston, Massachusetts

Figure 3-15
Site Plan



Source: Bing, City of Boston

% Inbound

% Outbound

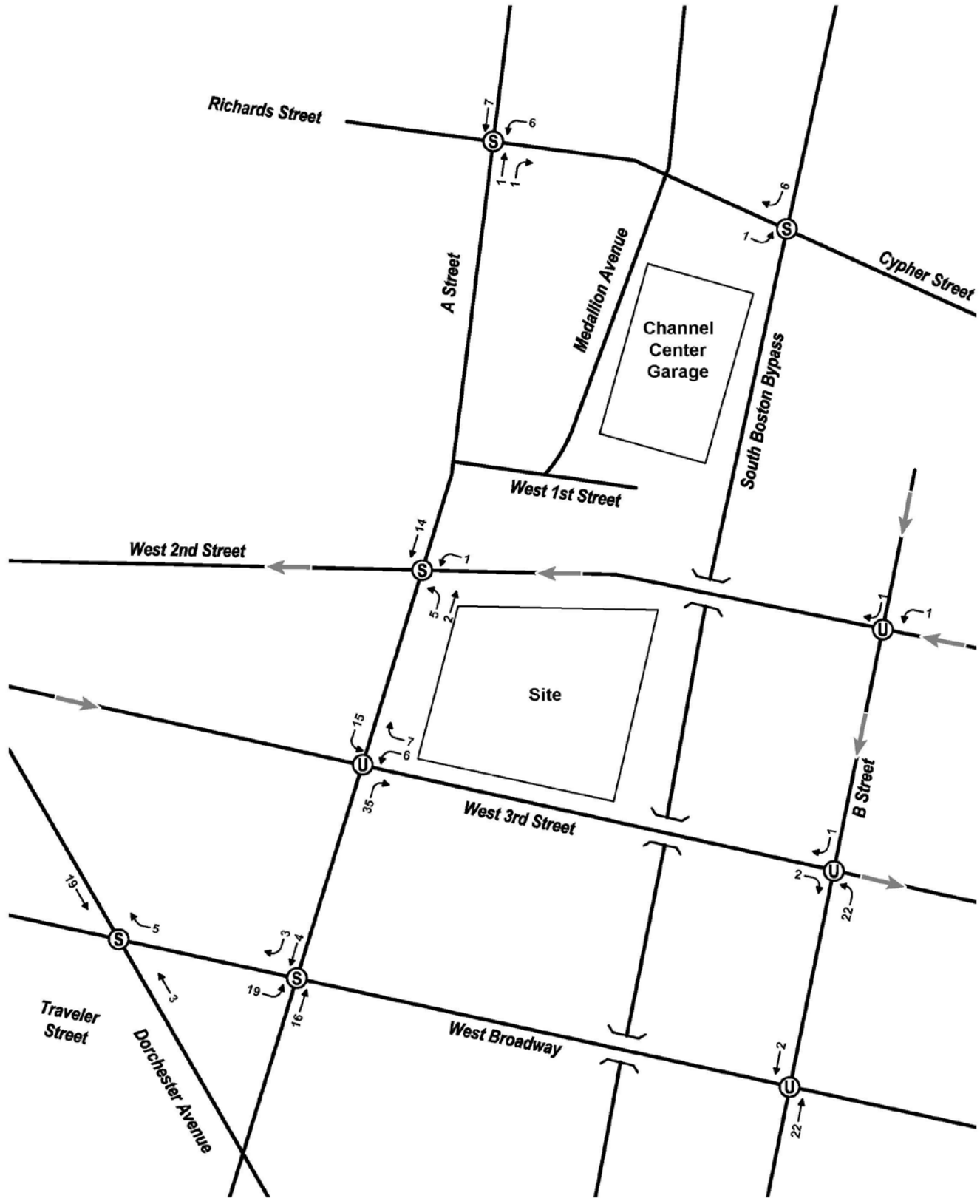
Figure 4.11

Trip Distribution

99 A Street Boston, Massachusetts

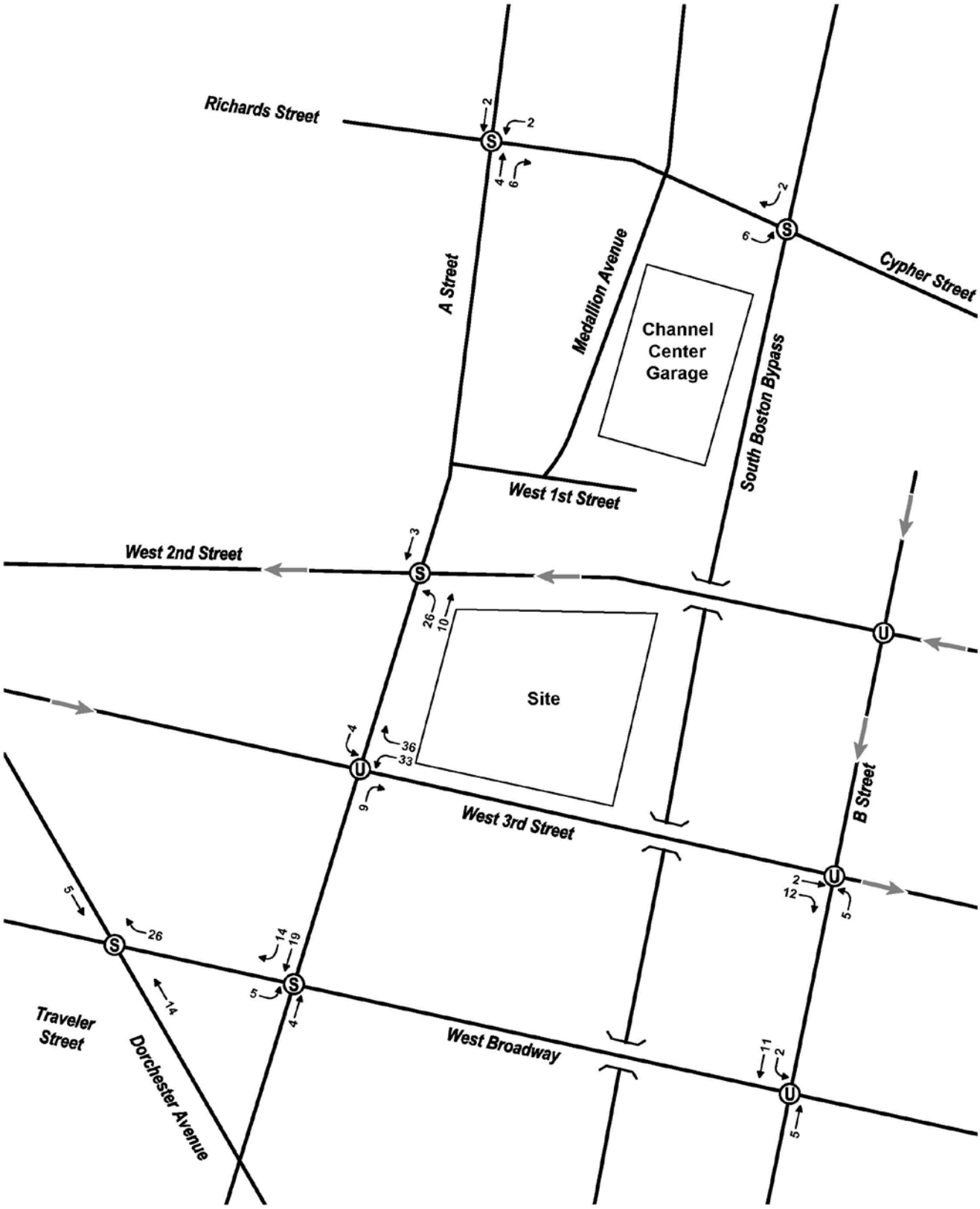
Figure 3-16

Trip Distribution



99 A Street Boston, Massachusetts

Figure 3-17
Project Generated Trips Morning Peak Hour Vehicle Volumes



99 A Street Boston, Massachusetts

Figure 3-18
Project Generated Trips Evening Peak Hour Vehicle Volumes

99 A Street Boston, Massachusetts

Figure 3-19
2024 Build Condition Morning Peak Hour Vehicle Volumes

99 A Street Boston, Massachusetts

Figure 3-20
2024 Build Condition Evening Peak Hour Vehicle Volumes

3.5.2.5 Service/Loading

The Project will provide three off-street loading dock bays which will accommodate single unit trucks and intermediate semi-trailer trucks (up to 55 feet in length). One dock space will have a compactor for trash pick-up. The dock area will be accessed via the shared parking garage driveway on West Third Street and egressed via the driveway on West Second Street. Service and Loading is depicted in Figure 3-15.

3.5.2.6 Bicycle Parking

Consistent with the City's goals, the Proponents will provide a substantial amount of bicycle storage on-site for both employees and visitors.

Secure bicycle storage will be provided within the building to encourage cycling as a healthy and environmentally friendly means to commute. The Proponent will work with BTD to satisfy bicycle demand at the Project site. A total of 64 secure indoor bicycle spaces will be available for employees. In addition, on-site shower and locker facilities will be provided for employees.

Publicly accessible bicycle storage spaces will be highly visible and convenient for bicycle riders. Consistent with BTD guidelines, it is anticipated that six outdoor bicycle spaces will be provided.

3.5.2.7 Pedestrians

A 20-foot wide sidewalk and landscaping will be constructed along A Street and made ADA compliant. New 16-foot-wide sidewalks and landscaping will be constructed along West Second and West Third streets. There will also be a new 14-foot wide pedestrian connection established to the east of the Site, adjacent to the South Boston Bypass Road.

3.6 Traffic Operations Analysis

Consistent with MassDOT and BTD guidelines, Synchro software was used to model LOS operations at the study area intersections. LOS is a qualitative measure of control delay at an intersection providing an index to the operational qualities of a roadway or intersection.

LOS designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst. LOS D is generally considered acceptable in urban areas. LOS E indicates vehicles experience significant delay while LOS F suggests long delays for the average vehicle. LOS thresholds differ for signalized and unsignalized intersections. Longer delays at signalized intersections than at unsignalized intersections are perceived as acceptable.

Table 3-6 below presents the level of service delay threshold criteria as defined in the 2000 Highway Capacity Manual ("HCM").

Table 3-6 Level of Service Criteria

Level of Service	Unsignalized Intersection Control Delay (sec/veh)	Signalized Intersection Control Delay (sec/veh)
LOS A	0-10	≤ 10
LOS B	> 10-15	>10-20
LOS C	>15-25	>20-35
LOS D	>25-35	>35-55
LOS E	>35-50	>55-80
LOS F	>50	>80

Source: 2000 Highway Capacity Manual

Adjustments were made to Synchro model to include characteristics of the study area such as heavy vehicles, bus operations, parking activity, and pedestrian crossings. In addition, to better model urban driving behavior at unsignalized intersections, the critical gap a driver on the minor street accepts to enter traffic from a stop was adjusted based on field observation collected by the Project team.

The capacity analysis results are summarized in the following sections.

3.6.1 Signalized Capacity Analysis

The LOS results of the signalized capacity analyses are summarized in Tables 3-7a and Table 3-7b for the Existing, No-Build, and Build condition peak hours. Detailed Synchro results are presented in Attachment C.

The signalized study area intersections show no changes in performance from the 2024 No Build Condition to the 2024 Build Condition, with the exception of A Street / Richards Street during the morning peak hour. Although LOS drops from LOS B to LOS C at A Street / Richards Street, there is only a 1.80-second increase in intersection average delay. A Street / Broadway maintains a LOS F from the No-Build to the 2024 Build condition but increases by about 40 seconds in overall delay in the evening. Signal timing and coordination adjustments are recommended at this intersection to mitigate the Project's impact.

3.6.2 Unsignalized Capacity Analysis

The capacity analysis results for the unsignalized study area intersections are summarized in Table 3-8. Detailed Synchro results are presented in Attachment C.

Table 3-7a Signalized Intersection Level of Service (LOS) Summary – Morning Peak Hour

	2019 Existing Condition					2024 No-Build Condition					2024 Build Condition				
				Vehicle Queues					Vehicle Queues					Vehicle Queues	
Location	v/c[1]	Delay[2]	LOS[3]	50th[4]	95th[5]	v/c	Delay	LOS	50th	95th	v/c	Delay	LOS	50th	95th
1. A St/Richards Street	**0.68**	**18.7**	**B**	**-**	**-**	**0.72**	**19.9**	**B**	**-**	**-**	**0.74**	**21.7**	**C**	**-**	**-**
Richards St EB Thru/Right	0.01	30.5	C	0	0	0.01	29.7	C	0	0	0.01	27.8	C	0	0
Richards St WB Left	0.77	49.6	D	105	160	0.78	49.6	D	110	165	0.79	48.7	D	124	180
Richards St WB Thru/Right	0.33	33.0	C	44	86	0.34	32.4	C	48	89	0.31	30.3	C	46	85
A Street NB Left/Thru/Right	0.66	13.1	B	183	427	0.70	14.8	B	207	#531	0.73	17.3	B	228	#557
A Street SB Left/Thru/Right	0.43	8.7	A	106	230	0.55	11.2	B	141	313	0.58	13.0	B	157	346
2. South Boston Bypass Rd at Richards St and Cypher St	**0.68**	**22.7**	**C**	**-**	**-**	**0.73**	**24.5**	**C**	**-**	**-**	**0.75**	**24.8**	**C**	**-**	**-**
Richards St EB Left/Thru/Right	0.84	60.0	E	118	160	0.88	66.9	E	121	169	0.88	66.8	E	122	170
Cypher St WB Left/Thru	0.57	38.4	D	79	137	0.60	38.5	D	90	156	0.60	38.2	D	89	156
Cypher St WB Right	0.20	33.7	C	0	65	0.20	32.9	C	0	67	0.20	32.8	C	0	67
South Boston Bypass Rd NB Left/Thru	0.44	8.7	A	106	139	0.46	9.6	A	120	144	0.51	10.5	B	133	158
South Boston Bypass Rd NB Right	0.08	5.5	A	0	10	0.08	5.9	A	0	10	0.08	5.9	A	0	10
South Boston Bypass Rd SB Left/Thru/Right	0.64	12.7	B	141	274	0.69	14.8	B	169	306	0.71	15.6	B	176	321
3. A St at W Second St	**0.62**	**21.1**	**C**	**-**	**-**	**0.71**	**25.1**	**C**	**-**	**-**	**0.72**	**25.2**	**C**	**-**	**-**
W Second St EB Left/Right	0.75	61.9	E	39	#99	1.02	146.0	F	50	#132	1.02	146.0	F	50	#132
W Second St WB Left	0.49	34.9	C	63	112	0.50	34.7	C	65	115	0.50	34.7	C	65	116
W Second St WB Thru/Right	0.84	52.1	D	195	281	0.85	53.0	D	201	292	0.85	53.0	D	201	292
A Street NB Left/Thru	0.47	4.7	A	54	m99	0.61	6.2	A	74	m74	0.62	6.7	A	81	m100
A Street SB Thru/Right	0.55	9.4	A	154	273	0.61	10.5	B	183	319	0.63	11.1	B	198	346
7. A St at West Broadway	**0.90**	**44.4**	**D**	**-**	**-**	**1.04**	**68.7**	**E**	**-**	**-**	**1.06**	**77.8**	**E**	**-**	**-**
W Broadway EB Left/Thru/Right	0.76	35.2	D	165	m#223	0.98	62.5	E	196	m#338	1.07	89.0	F	~229	m#376
W Broadway WB Left/Thru/Right	0.91	49.6	D	268	#492	1.05	87.3	F	~322	#519	1.05	88.1	F	~322	#519
A Street NB Left/Thru/Right	0.89	49.8	D	237	#337	1.03	77.1	E	~370	#533	1.05	85.3	F	~385	#547
A Street SB Left	0.69	34.6	C	57	#133	0.71	35.0	D	60	m#169	0.72	35.9	D	61	m#162
A Street SB Thru/Right	0.88	45.0	D	179	#375	0.96	55.9	E	212	#492	0.97	60.4	E	222	#502

Table 3-7a Signalized Intersection Level of Service (LOS) Summary – Morning Peak Hour (Continued)

	2019 Existing Condition					2024 No-Build Condition					2024 Build Condition				
				Vehicle Queues					Vehicle Queues					Vehicle Queues	
Location	v/c[1]	Delay[2]	LOS[3]	50th[4]	95th[5]	v/c	Delay	LOS	50th	95th	v/c	Delay	LOS	50th	95th
9. Dorchester Avenue at West Broadway/Traveler Street	**0.86**	**47.3**	**D**	**-**	**-**	**1.07**	**67.8**	**E**	**-**	**-**	**1.08**	**69.0**	**E**	**-**	**-**
Traveler Street EB Left	1.03	133.0	F	67	#172	1.54	327.2	F	~127	#244	1.56	334.7	F	~129	#245
Traveler Street EB Thru	0.82	46.0	D	201	#320	0.85	47.7	D	228	#371	0.89	54.2	D	245	#403
Traveler Street EB Right	0.23	21.1	C	0	42	0.23	20.1	C	0	42	0.23	20.1	C	0	42
West Broadway WB Left	0.39	24.6	C	13	m17	0.51	26.4	C	22	m23	0.58	28.3	C	24	m24
West Broadway WB Left/Thru/Right	0.87	38.9	D	158	m209	0.93	41.9	D	212	m210	0.94	42.6	D	216	m210
Dorchester Avenue NB Left	0.95	59.4	E	~246	#462	1.04	83.2	F	~278	#489	1.04	83.2	F	~278	#489
Dorchester Avenue NB Left/Thru	1.01	77.3	E	~373	#536	1.09	101.9	F	~393	#557	1.09	101.9	F	~393	#557
Dorchester Avenue NB Right	0.00	50.0	D	0	0	0.00	50.0	D	0	0	0.00	50.0	D	0	0
Dorchester Avenue SB Left/Thru	0.47	36.7	D	69	122	0.60	45.7	D	72	#151	0.60	45.7	D	72	#151
Dorchester Avenue SB Right	0.24	0.4	A	0	0	0.25	0.5	A	0	0	0.25	0.5	A	0	0

Note: Bold denotes average overall delay
1 volume to capacity ratio
2 delay in seconds
3 level of service
4 50th percentile queue (reported in feet)
5 95th percentile queue (reported in feet)
~ Volume exceeds capacity, queue is theoretically infinite
# 95th percentile volume exceeds capacity, queue may be longer
m Volume for 95th percentile queue is metered by upstream signal

Table 3-7b Signalized Intersection Level of Service (LOS) Summary – Evening Peak Hour

	2019 Existing Condition					2024 No-Build Condition					2024 Build Condition				
				Vehicle Queues					Vehicle Queues					Vehicle Queues	
Location	v/c[1]	Delay[2]	LOS[3]	50th[4]	95th[5]	v/c	Delay	LOS	50th	95th	v/c	Delay	LOS	50th	95th
1. A St/Richards Street	**0.64**	**20.7**	**C**	**-**	**-**	**0.81**	**30.7**	**C**	**-**	**-**	**0.83**	**31.4**	**C**	**-**	**-**
Richards St EB Thru/Right	0.01	25.8	C	1	8	0.01	18.1	B	1	8	0.01	17.9	B	1	8
Richards St WB Left	0.81	46.3	D	152	210	0.91	50.8	D	231	#359	0.92	50.9	D	234	#404
Richards St WB Thru/Right	0.09	26.4	C	4	34	0.11	18.9	B	9	39	0.11	18.7	B	9	40
A Street NB Left/Thru/Right	0.57	14.0	B	165	353	0.74	26.5	C	261	#470	0.76	28.0	C	272	#486
A Street SB Left/Thru/Right	0.40	10.9	B	115	226	0.53	19.5	B	182	276	0.53	19.9	B	185	277
2. South Boston Bypass Rd at Richards St and Cypher St	**0.77**	**32.9**	**C**	**-**	**-**	**0.81**	**39.2**	**D**	**-**	**-**	**0.82**	**41.4**	**D**	**-**	**-**
Richards St EB Left/Thru/Right	1.00	86.0	F	210	#373	1.08	109.9	F	~253	#411	1.10	118.1	F	~263	#422
Cypher St WB Left/Thru	0.34	31.7	C	67	94	0.37	31.9	C	72	100	0.37	31.9	C	72	100
Cypher St WB Right	0.10	29.6	C	0	23	0.10	29.6	C	0	23	0.10	29.6	C	0	23
South Boston Bypass Rd NB Left/Thru	0.31	9.0	A	69	105	0.31	9.1	A	70	107	0.32	9.2	A	73	110
South Boston Bypass Rd NB Right	0.03	6.7	A	0	8	0.03	6.7	A	0	9	0.03	6.7	A	0	9
South Boston Bypass Rd SB Left/Thru/Right	0.68	16.1	B	184	318	0.71	17.0	B	197	342	0.71	17.2	B	199	347
3. A St at W Second St	**0.68**	**16.6**	**B**	**-**	**-**	**0.82**	**20.4**	**C**	**-**	**-**	**0.83**	**20.4**	**C**	**-**	**-**
W Second St EB Left/Right	0.46	38.6	D	30	65	0.66	49.8	D	40	83	0.66	49.8	D	40	83
W Second St WB Left	0.71	48.5	D	85	137	0.70	47.8	D	87	139	0.70	47.8	D	87	139
W Second St WB Thru/Right	0.66	42.8	D	123	179	0.66	42.5	D	125	181	0.66	42.5	D	125	181
A Street NB Left/Thru	0.36	3.3	A	30	m115	0.39	4.3	A	73	m78	0.46	4.6	A	85	m85
A Street SB Thru/Right	0.68	9.6	A	187	443	0.85	17.3	B	324	#818	0.86	17.7	B	331	#828
7. A St at West Broadway	**1.04**	**61.0**	**E**	**-**	**-**	**1.32**	**148.2**	**F**	**-**	**-**	**1.48**	**187.6**	**F**	**-**	**-**
W Broadway EB Left/Thru/Right	1.12	109.4	F	~410	m#622	1.20	140.8	F	~452	m#655	1.23	152.8	F	~459	m#676
W Broadway WB Left/Thru/Right	0.86	50.1	D	192	#346	0.88	54.3	D	199	#358	0.88	54.3	D	199	#358
A Street NB Left/Thru/Right	0.73	29.0	C	210	326	1.42	235.5	F	~391	#574	1.71	363.0	F	~430	#614
A Street SB Left	0.46	20.0	B	64	m86	0.49	19.1	B	59	m73	0.50	19.3	B	59	m75
A Street SB Thru/Right	0.97	54.0	D	375	#591	1.29	166.2	F	~639	m#823	1.36	197.0	F	~690	m#877

Table 3-7b Signalized Intersection Level of Service (LOS) Summary – Evening Peak Hour (Continued)

	2019 Existing Condition					2024 No-Build Condition					2024 Build Condition				
				Vehicle Queues					Vehicle Queues					Vehicle Queues	
Location	v/c[1]	Delay[2]	LOS[3]	50th[4]	95th[5]	v/c	Delay	LOS	50th	95th	v/c	Delay	LOS	50th	95th
9. Dorchester Avenue at West Broadway/Traveler Street	**0.63**	**28.0**	**C**	**-**	**-**	**0.67**	**28.4**	**C**	**-**	**-**	**0.68**	**28.2**	**C**	**-**	**-**
Traveler Street EB Left	0.33	27.8	C	40	74	0.47	29.1	C	53	98	0.49	29.3	C	52	99
Traveler Street EB Thru	0.79	40.0	D	232	311	0.80	39.5	D	241	330	0.80	39.5	D	241	335
Traveler Street EB Right	0.37	17.8	B	0	39	0.38	17.0	B	0	40	0.38	16.8	B	0	40
West Broadway WB Left	0.50	36.8	D	38	m44	0.67	34.1	C	49	m46	0.68	33.1	C	47	m45
West Broadway WB Left/Thru/Right	0.47	33.4	C	128	m146	0.55	30.9	C	136	m131	0.58	30.3	C	140	m131
Dorchester Avenue NB Left	0.53	25.9	C	93	157	0.57	27.9	C	101	165	0.58	28.2	C	102	165
Dorchester Avenue NB Left/Thru	0.57	28.7	C	104	#202	0.63	31.5	C	113	#221	0.64	32.1	C	114	#222
Dorchester Avenue NB Right	0.00	50.0	D	0	0	0.00	50.0	D	0	0	0.00	50.0	D	0	0
Dorchester Avenue SB Left/Thru	0.74	53.9	D	~151	#359	0.82	63.9	E	~174	#365	0.83	65.9	E	~183	#365
Dorchester Avenue SB Right	0.23	0.4	A	0	0	0.27	0.5	A	0	0	0.30	0.6	A	0	0

Note: Bold denotes average overall delay
1 volume to capacity ratio
2 delay in seconds
3 level of service
4 50th percentile queue (reported in feet)
5 95th percentile queue (reported in feet)
~ Volume exceeds capacity, queue is theoretically infinite
# 95th percentile volume exceeds capacity, queue may be longer
m Volume for 95th percentile queue is metered by upstream signal

Table 3-8 Unsignalized Intersection Level of Service (LOS) Summary

Location	Critical Side Street Movement	Peak Period	2019 Existing Condition				2024 No-Build Condition				2024 Build Condition			
			v/c[1]	Delay[2]	LOS[3]	95th[4] Queue	v/c	Delay	LOS	95th Queue	v/c	Delay	LOS	95th Queue
4. B St at W Second St	W Second St WB	Weekday AM	-	11.7	B	-	-	12.0	B	-	-	12.1	B	-
		Weekday PM	-	9.0	A	-	-	9.0	A	-	-	9.0	A	-
5. A St at W Third St	W Third St WB	Weekday AM	0.38	50.3	F	40	0.44	82.1	F	49	0.58	237.1	F	126
	W Third St WB	Weekday PM	0.40	50.0	F	43	0.92	213.3	F	105	3.39	N/A[5]	F	N/A[5]
6. B St at W Third St	W Third St EB	Weekday AM	-	8.3	A	-	-	8.3	A	-	-	8.4	A	-
		Weekday PM	-	8.0	A	-	-	8.0	A	-	-	8.1	A	-
8. W Broadway at B St[6]	B St NB	Weekday AM	0.99	115.1	F	205	1.02	124.4	F	216	1.07	134.4	F	240
		Weekday PM	2.20	N/A[5]	F	388	6.70	N/A[5]	F	N/A[5]	N/A[5]	N/A[5]	F	N/A[5]

1 volume to capacity ratio
2 delay in seconds
3 level of service
4 95th percentile queue (reported in feet)
5 unable to quantify
6 HCM results do not match observations
- not analyzed under condition

The unsignalized study area intersections show no changes in performance from the 2024 No Build Condition to the 2024 Build Condition. However, A Street/West Third Street and West Broadway/B Street operate at LOS F in the existing condition and operations continue to worsen. The poor operation is due to a lack of critical gaps with a duration long enough to allow the minor, stop-controlled street to enter or cross the major, free-flowing street.

The modeled intersection of A Street at West Third Street shows vehicles entering from West Third Street experience significant delays due to a lack of acceptable gaps. Through field observations, it was determined that this model does not accurately depict intersection operations, as it is not uncommon for vehicles on A Street to slow down or even stop to let the cars out from West Third Street.

The modeled intersection of West Broadway at B Street also does not reflect existing operation based on field observations. No substantial delay was observed by the B Street approaches. This unsignalized intersection has a significant amount of pedestrian activity both in the morning and evening peak hours. This creates gaps for the vehicles approaching from B Street to enter or cross the major free-flowing street. It was also observed that vehicles along West Broadway often yield to vehicles on B Street.

3.6.3 Build with Mitigation Condition

Mitigation improvements are proposed to address impacts at study area intersections as a result of the Project (Build conditions compared to No-Build conditions). Timing changes and/or roadway changes are considered at the following intersections:

5. A Street at West Third Street, and
7. A Street at West Broadway

The results of the Build with Mitigation conditions analysis are presented below.

5. A Street at West Third Street: The mitigation proposed at A Street at West Third Street includes geometric/streetscape improvements. Although operational improvements were examined, the intersection does not meet signal warrants in the future condition. The Proponent proposes several alternative mitigation measures including improved lighting, setting back the building to provide wider sidewalks and renewed crosswalk/roadway striping. The goal of these measures is to improve safety at the intersection by increasing vehicle sight distance along A Street and enhance pedestrians visibility to conflicting vehicles. A level of service summary is not presented for this intersection since the results of these changes are not measurable using Synchro.

7. A Street at West Broadway: Signal timing and coordination adjustments are recommended at this intersection to mitigate the Project's impact. During the morning peak hour, the intersection is operating at its optimal timing so no changes to the signal timing is proposed. During the evening peak hour, the mitigation reduces overall delay at the

intersection by approximately 40 seconds. This reduction in delay mitigates the Project's incremental impact and reduces delay to be in line with delay projected in the No-Build condition. This mitigation also reduces the delay to the northbound approach by over 200 seconds and to the southbound approach by approximately 40 seconds. The results of the Build with Mitigation conditions analysis are presented in Table 4-9 for the signalized intersection.

Table 3-9 Signalized Intersection Level of Service (LOS) Summary – Evening Peak Hour

	2024 Build Condition					2024 Build-Mitigated Condition				
				Vehicle Queues					Vehicle Queues	
Location	v/c	Delay	LOS	50th	95th	v/c	Delay	LOS	50th	95th
7. A St at West Broadway	1.48	187.6	F	-	-	1.30	148.6	F	-	-
W Broadway EB Left/Thru/Right	1.23	152.8	F	~459	m#676	1.35	204.7	F	~490	m#707
W Broadway WB Left/Thru/Right	0.88	54.3	D	199	#358	1.01	84.4	F	~216	#391
A Street NB Left/Thru/Right	1.71	363.0	F	~430	#614	1.23	152.1	F	~361	#545
A Street SB Left	0.50	19.3	B	59	m75	0.45	17.0	B	54	m68
A Street SB Thru/Right	1.36	197.0	F	~690	m#877	1.27	156.1	F	~660	m#847

Note: Bold denotes average overall delay
1 volume to capacity ratio
2 delay in seconds
3 level of service
4 50th percentile queue (reported in feet)
5 95th percentile queue (reported in feet)
~ Volume exceeds capacity, queue is theoretically infinite
# 95th percentile volume exceeds capacity, queue may be longer
m Volume for 95th percentile queue is metered by upstream signal

3.7 Transit Operations Analysis

3.7.1 Red Line

A review and analysis of existing and future Red Line ridership and service indicates that this project will have a negligible impact to the passenger crowding conditions on the subway. Using the most recent available ridership data for the Red Line (Fall 2017) the 30-minute period average passenger loads show that the service operates below the MBTA's policy capacity on the Red Line's busiest segments most impacted by the Project's transit trip generation: between Andrew and Broadway stations to the south and between Downtown Crossing and Park Street to the north. (For a conservative analysis, all subway transit trips generated by the Project to/from the north were assumed to pass through the segment between Park Street and Downtown Crossing stations, whereas all subway transit trips generated by the Project to/from the south will pass through the segment between Andrew and Broadway stations.) The Project will not add any significant trips to the Red Line's peak load point, which occurs between Central and Kendall/MIT stations in Cambridge.

During the peak periods of service, average passenger loads for each of the 30-minute periods in the AM and PM peak service periods will increase by no more than 1.0 percent in the peak directions and no more than 0.3 percent in the off-peak directions. A summary of these findings is presented in Table 3-10.

Table 3-10 Red Line Transit (Line Haul) Analysis Summary

MBTA Service Period	30-Minute Period Start Time	Average Passenger Load (Fall 2017)	2024 No Build Passenger Load	2024 Project Build Net New Passengers Added	2024 Build Passenger Load	Percent Project New Passengers Added
North of Project Site: Southbound – Park Street to Downtown Crossing						
AM Peak	8:00 AM	3,035	3,460	35	3,495	1.0%
PM Peak	5:00 PM	4,002	4,563	9	4,572	0.2%
North of Project Site: Northbound – Downtown Crossing to Park Street						
AM Peak	8:00 AM	3,790	4,321	8	4,329	0.2%
PM Peak	5:00 PM	2,968	3,384	41	3,425	1.2%
South of Project Site: Southbound – Broadway to Andrew						
AM Peak	8:00 AM	858	979	3	982	0.3%
PM Peak	5:00 PM	4,706	5,365	14	5,379	0.3%
South of Project Site: Northbound – Andrew to Broadway						
AM Peak	8:00 AM	4,905	5,591	12	5,603	0.2%
PM Peak	5:00 PM	1,307	1,490	3	1,493	0.2%

Notes:
The current service level Policy Capacity (passengers per period) for the Red Line is 6,440 passenger per 30-minute period for Red Line Car 2 (the lowest capacity of the three vehicle types), per *MBTA Service Delivery Policy* (2017), Table B2 "Vehicle Load On Light Rail, Heavy Rail". By 2024, the MBTA is expected to run 3-minute headways during the peak periods, and thus, will increase the policy capacity level.

For background growth, an annual rate of passenger growth of 1.89 percent was applied to the 2017 levels[1].

3.7.2 MBTA Bus Services

Existing Public Transit: Buses

The study area is currently served by three MBTA bus routes within a quarter mile of the Project Site, as shown in Figure 3-10 and discussed above: Routes 9, 11, and 47. A total of 432 daily trips serve the project area.

[1] Based on the Boston Metropolitan Planning Organization/Central Transportation Planning Staff study of the impact of planned large developments in the Boston metropolitan area: B. Kaplan, W. Kuttner, and S. Peterson, Core-Capacity Constraints: Accommodating Growth on Greater Boston's Congested Roads and Crowded Transit System, Central Transportation Planning Staff ("CTPS"), 2016.

Table 3-11 summarizes the existing conditions by route, including an assessment of each route's passenger comfort metric and existing trip-level passenger crowding.

Passenger Comfort Metric

The MBTA Service Delivery Policy ("SDP") defines a passenger comfort standard for the percent of passenger travel time experienced in comfortable conditions, with a minimum of 92 percent and target of 96 percent of bus passenger minutes in comfortable conditions.[2]

Both bus Route 9 and Route 47 fall below the MBTA's minimum of 92 percent of bus passenger minutes in comfortable conditions, while Route 11 attains the 92 percent minimum comfort standard, but its metric falls below the MBTA's 96 percent target for this standard.

Per MBTA guidance, the SDP comfort metric is reported only for the Existing Condition. For future conditions, the MBTA requests an analysis of average bus passenger loads (also referred to as crowding at a trip level.

Trip Level Crowding (Passenger Loads)

This analysis examines the maximum average passenger load for each bus trip, based on existing conditions MBTA data that constitute a 2017 composite weekday bus passenger loads for the routes that operate within one-quarter mile of the Project site. The analysis compares the maximum average loads to policy capacity for each trip throughout an average weekday. The buses serving the three routes in the study area have a seated capacity of 38 passengers and applying the vehicle load standard dictated by MBTA Service Delivery Policy[3] have an average policy capacity equal to 53 passengers during the peak service periods and equal to 47 passengers during off-peak periods.[4]

For the bus trip segments analyzed[5], only a single trip—an early morning variant of the Route 9 bus service that serves Boston Latin/Longwood-experiences an average passenger load that exceeds the crowding threshold. For all other bus trips that serve the Project site in either direction, none of these trips exceed policy capacity; in other words, the average passenger loads fall below the recommended passenger loading thresholds.

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2 MBTA, *Service Delivery Policy, 2017 Update*, Approved January 23, 2017. (Refer to Table 11, p. 27, for the Passenger Comfort Standard Targets and Performance.)

3 MBTA, Service Delivery Policy, 2017 Update, Approved January 23, 2017.

4 MBTA, Average Fleet Seating – CY2017. Note that the capacities displayed are rounded down to the nearest whole number and maximum loads displayed are rounded to the nearest whole number. All calculations (including sums) do not round, so maximum loads may differ from the numbers displayed.

5 Per MBTA guidance, the analysis segments for bus trips include all upstream stops on the route segment that begin at the previous rapid transit stop served, or else the start of bus trip, and all downstream stops on the route segment until the next rapid transit stop, or else the end of the bus trip.

Table 3-11 Route Level Summary of Passenger Comfort and Crowding (Existing/Baseline)

Route		Passenger Comfort Metric	Trips serving Project Site	Bus Stop Nearest Project Site	Trips in Excess of Crowding Threshold	Total Passengers in Excess of Crowding Threshold	Comment
Route 9	IB	85.6%	99	BROADWAY STATION	1	4	The single trip in which crowding exceeds the threshold occurs on the trip variant, Kenmore via Boston Latin, a single, early AM trip
Route 9	OB		97	W BROADWAY @ A ST	0	0	No crowding threshold exceedance occurs on the trip segment between Broadway and City Point stops, nor on the trip segment between the Back Bay and Broadway stops
Route 11	IB	93.9%	73	BROADWAY STATION	0	0	No crowding threshold exceedance occurs on the trip segment between City Point and Broadway stops, nor on the Chinatown/Downtown trip segment
Route 11	OB		63	W BROADWAY @ A ST	0	0	No crowding threshold exceedance occurs on the trip segment between Broadway and City Point stops, nor on the Chinatown/Downtown trip segment
Route 47	IB	89.9%	49	BROADWAY STATION	0	0	No crowding threshold exceedance occurs on the trip segment between Ruggles and Broadway stops (the analysis segment)
Route 47	OB		51	BROADWAY STATION	0	0	No crowding threshold exceedance occurs on the trip segment between Broadway and Ruggles stops (the analysis segment)
Total			**432**		**1**	**4**	

Sources: MBTA Service Delivery Policy Comfort Metric Data, Fall 2017; MBTA Ridership Data, Fall 2017; MBTA, Service Delivery Policy, 2017 Update, Approved January 23, 2017; and MBTA, Average Fleet Seating – CY2017.

3.7.3 Public Transit Future Conditions: Bus

Most of the Project-generated transit ridership is projected to use the Red Line, resulting in an estimated 68 daily bus passengers (to the site and from the site). with a maximum of 3 additional bus passengers (boardings or alightings) projected in any 30-minute period for a route by direction, and a maximum of 1 additional bus passenger projected on any single bus trip.

The average passenger loads for future 2024 No-Build and Build conditions are compared against the crowding threshold. To estimate the growth in background ridership between existing conditions and the future No-Build conditions, an estimated average annual growth rate of 0.68 percent was applied. The growth rate is based on system-wide MBTA growth projections for local buses prepared by CTPS for the Boston Metropolitan Planning Organization's Long-Range Transportation Plan, *Charting Progress to 2040*.

To analyze the Study Area bus route demand and capacity for the 2024 No-Build condition, the annual growth increase was applied to all maximum passenger loads in the Fall 2017 MBTA bus passenger loads data. The analysis then compares the 2024 No-Build loads to policy capacity for each trip throughout an average weekday.

Under the 2024 Build condition, the Project-generated bus transit trips (68 daily trips to the site, and 68 trips from the site) are added to each of the bus trip passenger loads under the No-Build condition. For Project-generated bus ridership, projected daily transit demands are distributed to 30-minute time periods and assigned to each bus route and direction based on existing ridership trends. The analysis assumes that all Project-generated trips will travel through the peak load point of the bus segment analysis: between the Project site's bus stop and the previous (or next) rapid transit stop served by the bus, or else the start (or end) of bus trip. The analysis then compares the 2024 Build loads to policy capacity for each trip throughout an average weekday.

The Project does not result in any new bus trips on Routes 9, 11, and 47 that exceed the MBTA's policy for bus passenger loads, as summarized in Table 3-12. Similarly, under 2024 No-Build conditions, no additional trips on these study area bus routes are projected to have maximum loads that exceed the MBTA's policy capacity.

Table 3-12 Route Level Summary of Passenger Crowding

Route	Existing (Baseline)			No Build		Build	
	Number of Trips at Site	Number of Trips Exceeding Threshold	Total Passengers Over Threshold	Number of Trips Exceeding Threshold	Total Passengers Over Threshold	Number of Trips Exceeding Threshold	Total Passengers Over Threshold
Route 9 IB	99	1	4	1	7	1	7
Route 9 OB	97	0	0	0	0	0	0
Route 11 IB	73	0	0	0	0	0	0
Route 11 OB	63	0	0	0	0	0	0
Route 47 IB	49	0	0	0	0	0	0
Route 47 OB	51	0	0	0	0	0	0
Total	432	1	4	1	7	1	7
Average:			4		7		7

3.8 Transportation Demand Management

Consistent with the City's goals to reduce auto-dependency, the proposed Project and its Proponent will provide TDM measures to encourage the use of alternative modes of transportation, reduce auto-dependency, and promote healthy lifestyles. Project TDM measures include the following:

- Provide secure bicycle storage for building tenants and their employees and visitors in accordance with the City of Boston Bicycle Guidelines.
- Bike racks will be provided at select locations within the Project Site. The racks will be securely mounted and feature current designs to properly secure bikes of all kinds. These racks will be located at centralized locations to serve the proposed retail/café elements (both customers and employees)
- A space for car-sharing service will be provided, such as ZipCar, within the new garage
- Space on site for an EV charging station will be provided within the new garage.
- Preferential parking for alternative-fueled and/or hybrid vehicles will be provided.
- Office and retail tenants will be encouraged to provide employer subsidies to employees who purchase monthly or multiple trip transit passes.
- Office and retail tenants will be encouraged to provide a guaranteed ride home program, in conjunction with MassRIDES, to eliminate an often-cited deterrent to carpool and vanpool participation.
- Potential research and development / office and retail / restaurant / services tenants will be encouraged to offer direct deposit payment for monthly transit passes to employees.
- An on-site Transportation Coordinator will be designated to oversee parking and loading operations as well as to promote alternative transportation measures. The person assigned to this role will coordinate with office and retail tenants to help promote a reduced reliance on single-occupant motor vehicle travel to the Project site. To that end, the TDM measures identified in the following sections will be implemented under the direction and supervision of this person. The duties of the transportation coordinator may include:
  - Acting as liaison with office and retail employers and MassRIDES.
  - Serve as a resource for office and retail employees and residents with ride matching and transportation planning.

- Disseminating information on alternative modes of transportation and developing transportation related marketing and education materials including a website. This includes posting relevant public transit information potentially at an outdoor kiosk included as part of the proposed Project. This would include, but is not limited to, providing transit information such as maps and schedules to new employees in an orientation packet.

- Developing and maintaining information pertaining to pedestrian and cycling access to and from the Project site.

- Encouraging tenants to provide on-site transit pass sales to employees.

All TDM measures will be formalized in the Transportation Access Plan Agreement (TAPA) to be executed with BTD.

3.9 Construction Management

The Proponent will develop a detailed evaluation of potential short-term construction-related transportation impacts including construction vehicle traffic, parking supply and demand, and pedestrian access. Detailed construction management plans will be developed and submitted to the BTD for its approval. These plans will detail construction vehicle routing and staging.

3.9.1 Construction Vehicle Traffic

Construction vehicles will be necessary to move construction materials to and from the Project site. Efforts will be made to reduce the noise, control fugitive dust, and minimize other disturbances associated with construction traffic. Truck staging and laydown areas for the Project will be carefully planned. The need for site occupancy (lane closures) along roadways adjacent to the Project site is not known at this time.

3.9.2 Construction Parking Issues

Contractors will be encouraged to devise access plans for their personnel that de-emphasize auto use (such as seeking off-site parking, providing transit subsidies, on-site lockers, etc.) Construction workers will also be encouraged to use public transportation to access the Project site because no new parking will be provided for them. Because of the construction workers early arrival/departure (typically 7:00 a.m.-3:00 p.m.) schedule, a conflict for on-street parking is not anticipated.

3.9.3 Pedestrian Access During Construction

During the construction period, pedestrian activity adjacent to the sites may be impacted by sidewalk closures. A variety of measures will be considered and implemented to protect the safety of pedestrians. Temporary walkways, appropriate lighting, and new directional and informational signage to direct pedestrians around the construction sites will be provided. After construction is complete, finished pedestrian sidewalks will be permanently reconstructed to meet ADA standards around the new facilities. Any damage as a result of construction vehicles or otherwise will be repaired per City standards.

Chapter 4

Environmental Review Component

4.0 ENVIRONMENTAL REVIEW COMPONENT

This chapter provides detailed green building strategies, as well as discussions and qualitative analyses of other environmental impacts related to the Project.

4.1 Environmental Protection

4.1.1 Wind

The Project will be approximately 95 feet tall, plus the typical life sciences penthouse/mechanical floors, rising approximately 28'-6" to 38'-6" above the building's roof. Refer to Attachment D for the Pedestrian Wind Study conducted for the Project.

4.1.2 Shadow

The building is being designed to minimize new shadows on open spaces, sitting areas or pathways. The Proponent will conduct a shadow study for the Project and report the results in the Draft PIR.

4.1.3 Daylight Analysis

The purpose of a daylight analysis is to estimate the extent to which a proposed project affects the amount of daylight reaching the public streets in the immediate vicinity of a project site. The daylight obstruction related to the Project is anticipated to be similar to daylight obstruction on streets in the surrounding area. The extent of daylight obstruction resulting from the Project and measures to mitigate adverse impacts will be included in the Draft PIR.

4.1.4 Solar Glare

The Project materials are still being studied and glazing of the windows will be determined as the design progresses. Due to the type of potential glass and glazing proposed, solar glare impacts are not currently anticipated

4.1.5 Air Quality

Potential long-term air quality impacts will be limited to emissions from Project-related mechanical equipment and pollutant emissions from vehicular traffic generated by the Project. Depending upon the results of the transportation analysis, the potential air quality impacts will be modeled for both existing and future conditions in the Draft PIR to demonstrate conformance with the National Ambient Air Quality Standards ("NAAQS").

Construction period air quality impacts and mitigation are discussed below in Section 4.1.10.8.

4.1.6 Flood Hazard Zones/Wetlands

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) for the site located in the City of Boston – Community Panel Number 252025C0081J indicates the FEMA Flood Zone Designations for the site area. The map shows that the Project is located in a Zone X, "Areas determined to be outside the 0.2% annual change floodplain."

The site does not contain wetlands.

4.1.7 Geotechnical Impacts

4.1.7.1 Existing Site Conditions

Totaling approximately 1.10 acres (approximately 47,874 square feet), the Project site comprises multiple parcels on the north and south sides of Bolton Street in Boston, Massachusetts. The properties consist of parcels numbered 20-44 West Third Street, 25 Bolton Street, and the surface parking lot north of Bolton Street, together with a portion of Bolton Street that the Proponent anticipates will be discontinued. This isolated segment of Bolton Street passes into the site from West Second Street and dead-ends at a fence above South Boston Bypass Road, approximately 20 feet below. Existing site grades range from approximately elevation 25 to elevation 32 Boston City Base ("BCB").

4.1.7.2 Subsurface Conditions

The subsurface exploration programs conducted by Haley & Aldrich and others at the site revealed the following generalized subsurface stratigraphy at the site, listed in order of occurrence below ground surface.

- Fill: Fill was encountered in each exploration ranging from 1.5 to 9 feet in thickness but generally less than approximately 5 feet thick because the site is located within the original Boston shoreline of 1630. Rubble fill from previous building demolition was encountered within the fill.

- Glacial Till: Glacial Till was encountered directly below the Fill and consisted of dense to very dense, well-bonded, brown to blue silty Sand with gravel and Clay.

- Bedrock was not encountered in the explorations. Previous reports by others indicate a nearby project (located at 100 West Second Street) encountered bedrock at 75 feet.

Groundwater measurements in site observation wells indicate groundwater was encountered at depths ranging from about 6.9 to 20.6 feet below ground surface as measured on October 19, 2018. Groundwater elevation measurements indicate a generally southeasterly direction of groundwater flow, toward South Boston Bypass Road which abuts the Project site to the southeast.

4.1.7.3 Proposed Foundation Construction Methodology

The proposed Project includes the construction of a six-story building including the typical life sciences penthouse/mechanical floors, rising approximately 28'-6" to 38'-6" above the building's roof and one level of below-grade parking. The basement and building foundations will extend into the glacial till stratum. Foundations will consist of reinforced concrete footings; single spread footings for interior columns and continuous wall footings for the exterior foundation walls.

Construction will require an excavation of approximately 15 to 20 feet below existing grades including the depth of the footings. The excavation will require the installation of a lateral earth support system likely consisting of drilled-in soldier piles and wood lagging or a drilled-in secant pile wall.

4.1.7.4 Potential Impacts During Excavation and Foundation Construction

The depth of excavation and foundation construction will have limited impacts to the surrounding streets and buildings beyond. No structures are located directly adjacent to the excavation. The excavation will be offset approximately 20 feet from the existing retaining wall at South Boston Bypass Road.

Numerous utilities are present below West Third, West Second and A streets. It is planned to install vertical reference points on manholes at street level associated with the major utilities to monitor movement during general excavation and below-grade construction. Monitoring for lateral movement of the earth support system will also be conducted.

The excavation will extend below the groundwater level closer to A Street but will be above the groundwater levels in the Project site area closer to South Boston Bypass Road; however, the excavation is not anticipated to impact groundwater levels given the relative impervious and dense nature of the glacial soils.

The installation of the lateral earth support system will likely utilize drilled-in methods to install the support elements, thereby reducing noise and vibrations, as compared to driven methods.

The Project is not located in the Groundwater Conservation Overlay District ("GCOD") and will therefore not need to comply with the requirements of Article 32 of the City of Boston Zoning Code.

4.1.8 Solid and Hazardous Waste

4.1.8.1 Hazardous Waste

The Project is a MassDEP regulated site and has been assigned Release Tracking Number, RTN 3-32087 under the Massachusetts Contingency Plan ("MCP") related to chlorinated solvents in soil, groundwater, and indoor air; and petroleum compounds in soil at the former 40 West Third Street parcel. The 40 West Third Street portion of the site was originally Tier Classified in April 2014 by the previous owner. A new Tier Classification submittal was made to MassDEP by the Project Proponent on October 19, 2018. As part of the Tier Classification submittal the Project Proponent became an Eligible Person under Massachusetts General Laws Chapter 21E and the deadlines for compliance under the MCP were reset to October 19, 2018; the next regulatory submittal, MCP Phase II – Comprehensive Site Assessment, will be due three years from the new compliance date, October 19, 2021. The new Tier Classification also redefined the limits of the site to include the other parcels and rename the site as 99 A Street.

Management of contaminated soil and groundwater during construction will be conducted as part of the regulatory process outlined in the MCP and in accordance with a Release Abatement Measure ("RAM") Plan which will be submitted to MassDEP prior to starting construction activities. The RAM Plan will also include measures for monitoring and mitigation of fugitive dust and vapors that may be released to the air during the work.

Temporary construction dewatering will be required during below-grade excavation to maintain a dry excavation. The Project will need to apply for a National Pollutant Discharge Elimination System ("NPDES") Remediation General Permit ("RGP") to allow for pumped water to be discharged to the nearby storm drain. The closest receiving water is the Fort Point Channel near P&G/Gillette. The base dewatering system will include sedimentation control and filtration; additional groundwater treatment to reduce VOC and/or petroleum concentrations may also be required to meet permit discharge criteria.

The potential for vapor migration from subgrade contaminants will be evaluated and addressed in the building design process. Mitigation measures, if required, would likely consist of a sub-slab ventilation system and/or vapor barrier.

A comprehensive pre-demolition asbestos, lead paint and PCB assessment including roofing materials will be conducted prior to abatement and demolition. Given the age of the existing buildings, asbestos and/or PCBs may be present in building materials.

4.1.8.2 Solid Waste

The Project will generate solid waste typical of commercial uses. Solid waste is expected to include wastepaper, cardboard, glass bottles and food. Recyclable materials will be recycled through a program implemented by building management.

4.1.9 Noise Impacts

The mechanical equipment for the Project has not been finalized at this preliminary design stage. The mechanical equipment for the Project may be similar to that used on similarly sized commercial buildings. Rooftop equipment may be screened, and acoustic screening may be included if necessary to meet local noise standards. The Project team will ensure that the building's mechanical equipment will meet the City of Boston Noise Standards.

Construction period noise impacts and mitigation are discussed below in Section 4.11.9.

4.1.10 Construction Impacts

4.1.10.1 Introduction

A Construction Management Plan ("CMP") in compliance with the City's Construction Management Program will be submitted to the Boston Transportation Department ("BTD") once final plans are developed and the construction schedule is fixed. The construction contractor will be required to comply with the details and conditions of the approved CMP.

Proper pre-planning with the City and neighborhood will be essential to the successful construction of the Project. Construction methodologies, which ensure public safety and protect nearby residences and businesses, will be employed. Techniques such as barricades, walkways and signage will be used. Throughout construction, a secure perimeter will be maintained to protect the public from construction activities. The CMP will include routing plans for trucking and deliveries, plans for the protection of existing utilities, and control of noise and dust.

During the construction phase of the Project, the Proponent will provide the name, telephone number and address of a contact person to communicate with on issues related to the construction.

The Proponent intends to follow the guidelines of the City of Boston and the MassDEP, which direct the evaluation and mitigation of construction impacts.

4.1.10.2 Construction Methodology/Public Safety

Construction methodologies that ensure public safety and protect nearby occupants will be employed. Techniques such as barricades and signage will be used. Construction management and scheduling will minimize impacts on the surrounding environment and will include plans for construction worker commuting and parking, routing plans for trucking and deliveries, and the control of noise and dust.

As the design of the Project progresses, the Proponent will meet with BTD to discuss the specific location of barricades, the need for lane closures, pedestrian walkways, and truck queuing areas. Secure fencing, signage, and covered walkways may be employed to ensure

the safety and efficiency of all pedestrian and vehicular traffic flows. In addition, sidewalk areas and walkways near construction activities will be well marked and lighted to protect pedestrians and ensure their safety. Public safety for pedestrians on abutting sidewalks will also include covered pedestrian walkways when appropriate. If required by BTD and the Boston Police Department, police details will be provided to facilitate traffic flow.

These measures will be incorporated into the CMP which will be submitted to BTD for approval prior to the commencement of construction work.

4.1.10.3 Construction Schedule

It is anticipated that construction activities will start in 2020 with completion by 2022.

Typical construction hours will be from 7:00 a.m. to 6:00 p.m., Monday through Friday, with most shifts ordinarily ending at 3:30 p.m. No substantial sound-generating activity will occur before 7:00 a.m. If longer hours, additional shifts, or Saturday work is required, the construction manager will place a work permit request to the Boston Air Pollution Control Commission and BTD in advance. Notification should occur during normal business hours, Monday through Friday. It is noted that some activities such as finishing activities could run beyond 6:00 p.m. to ensure the structural integrity of the finished product; certain components must be completed in a single pour, and placement of concrete cannot be interrupted.

4.1.10.4 Construction Staging/Access

Access to the Project site and construction staging areas will be as provided in the CMP.

Although specific construction and staging details have not been finalized, the Proponent and its construction management consultant will work to ensure that staging areas will be located to minimize impacts to pedestrian and vehicular flow. Secure fencing and barricades will be used to isolate construction areas from pedestrian traffic adjacent to the Project site. Construction procedures will be designed to meet all Occupational Safety and Health Administration ("OSHA") safety standards for specific site construction activities.

4.1.10.5 Construction Mitigation

The Proponent will follow City and MassDEP guidelines which will direct the evaluation and mitigation of construction impacts. As part of this process, the Proponent and construction team will evaluate the Commonwealth's Clean Air Construction Initiative.

A CMP will be submitted to BTD for review and approval prior to issuance of a Building Permit. The CMP will include detailed information on specific construction mitigation measures and construction methodologies to minimize impacts to abutters and the local community. The CMP will also define truck routes which will help in minimizing the impact of trucks on City and neighborhood streets.

"Don't Dump - Drains to Boston Harbor" plaques will be installed at storm drains that are replaced or installed as part of the Project.

4.1.10.6 Construction Employment and Worker Transportation

The number of workers required during the construction period will vary. It is anticipated that approximately 210 construction jobs will be created over the length of construction. The Proponent will make reasonable good-faith efforts to have at least 51% of the total employee work hours be for Boston residents, at least 40% of total employee work hours be for minorities and at least 12% of the total employee work hours be for women. The Proponent will enter into jobs agreements with the City of Boston.

Construction worker parking will be available at the Project site; however, all workers will be strongly encouraged to use public transportation and ridesharing options. The general contractors will work aggressively to ensure that construction workers are well informed of the public transportation options serving the area. Space on-site will be made available for workers' supplies and tools so they do not have to be brought to the Project site each day.

4.1.10.7 Construction Truck Routes and Deliveries

Truck traffic will vary throughout the construction period, depending on the activity. The construction team will manage deliveries to the Project site during morning and afternoon peak hours in a manner that minimizes disruption to traffic flow on adjacent streets. Construction truck routes to and from the Project site for contractor personnel, supplies, materials, and removal of excavations required for the development will be coordinated with BTD. Traffic logistics and routing will be planned to minimize community impacts. Truck access during construction will be determined by the BTD as part of the CMP. These routes will be mandated as a part of all subcontractors' contracts for the development. The construction team will provide subcontractors and vendors with Construction Vehicle & Delivery Truck Route Brochures in advance of construction activity.

"No Idling" signs will be included at the loading, delivery, pick-up and drop-off areas.

4.1.10.8 Construction Air Quality

Short-term air quality impacts from fugitive dust may be expected during demolition, excavation and the early phases of construction. Plans for controlling fugitive dust during demolition, excavation and construction include mechanical street sweeping, wetting portions of the Project site during periods of high wind, and careful removal of debris by covered trucks. The construction contract will provide for a number of strictly enforced measures to be used by contractors to reduce potential emissions and minimize impacts These measures are expected to include:

- Using wetting agents on areas of exposed soil on a scheduled basis;

- Using covered trucks;
- Minimizing spills on the construction site;
- Monitoring of actual construction practices to ensure that unnecessary transfers and mechanical disturbances of loose materials are minimized;
- Minimizing storage of debris on the construction site; and
- Periodic street and sidewalk cleaning with water to minimize dust accumulations.

4.1.10.9 Construction Noise

The Proponent is committed to mitigating noise impacts from the construction of the Project. Increased community sound levels, however, are an inherent consequence of construction activities. Construction work will comply with the requirements of the City of Boston Noise Ordinance. Every reasonable effort will be made to minimize the noise impact of construction activities.

Mitigation measures are expected to include:

- Instituting a proactive program to ensure compliance with the City of Boston noise limitation policy;
- Using appropriate mufflers on all equipment and ongoing maintenance of intake and exhaust mufflers;
- Muffling enclosures on continuously running equipment, such as air compressors and welding generators;
- Replacing specific construction operations and techniques by less noisy ones where feasible;
- Selecting the quietest of alternative items of equipment where feasible;
- Scheduling equipment operations to keep average noise levels low, to synchronize the noisiest operations with times of highest ambient levels, and to maintain relatively uniform noise levels;
- Turning off idling equipment; and
- Locating noisy equipment at locations that protect sensitive locations by shielding or distance.

4.1.10.10 Construction Waste

The Proponent will take an active role with regard to the reprocessing and recycling of construction waste. The disposal contract will include specific requirements that will ensure that construction procedures allow for the necessary segregation, reprocessing, reuse and recycling of materials when possible. For those materials that cannot be recycled, solid waste will be transported in covered trucks to an approved solid waste facility, per MassDEP

Regulations for Solid Waste Facilities, 310 CMR 16.00. This requirement will be specified in the disposal contract. Construction will be conducted so that materials that may be recycled are segregated from those materials not recyclable to enable disposal at an approved solid waste facility.

4.1.10.11 Protection of Utilities

Existing public and private infrastructure located within the public right-of-way will be protected during construction. The installation of proposed utilities within the public way will be in accordance with the Massachusetts Water Resources Authority ("MWRA"), Boston Water & Sewer Commission ("BWSC"), Boston Public Works, Dig Safe, and the governing utility company requirements. All necessary permits will be obtained before the commencement of the specific utility installation. Specific methods for constructing proposed utilities where they are near to, or connect with, existing water, sewer and drain facilities will be reviewed by BWSC as part of its Site Plan Review process.

4.1.10.12 Rodent Control

A rodent extermination certificate will be filed with each building permit application for the Project. Rodent inspection monitoring and treatment will be carried out before, during, and at the completion of all construction work for each phase of the Project, in compliance with the City's requirements.

4.2 Sustainable Design

To measure the results of its sustainability initiatives with Article 37, the Proponent intends to use the framework of the Leadership in Energy and Environmental Design ("LEED") rating system promulgated by the US Green Building Council ("USGBC"). The Project will use LEED v4 for New Construction as the rating system to demonstrate compliance with Article 37. The LEED rating system tracks the sustainable features of a project by achieving points in the following categories: Location and Transportation, Sustainable Sites, Water Efficiency, Energy and Atmosphere, Materials and Resources, Indoor Environmental Quality, Innovation and Design Process, and Regional Priority Credits.

A LEED checklist for the building is included at the end of this section, and details the credits the Project anticipates achieving. This is a preliminary evaluation of the LEED checklist, and applicable credits may change as the building design advances.

The following is a detailed analysis of the Project team's expected approach to achieving LEED certifiability at the Gold level for the building.

Integrative Process

The Project team includes multiple LEED Accredited Professionals, who will lead the sustainability efforts and initiatives throughout the design and construction process. Sustainable design and energy efficiency goals were established early and strategies associated with the building envelope attributes, lighting design, thermal comfort ranges, plug and process loads, and operational parameters and their impact on the building energy performance will be explored and discussed throughout the design process. An early design energy model will be developed and used as an interactive and dynamic platform to evaluate systems synergies and the various pathways for achieving the targeted energy savings and required performance improvements in the most cost-effective manner.

Location and Transportation

Eleven points within the Location and Transportation category will be achieved, and five feasible points have been identified which require further evaluation.

The building will be located on previously developed land, and the location allows several opportunities to implement environmental strategies. The building will be located in an area with an average density greater than 22,000 sf/acre and is within a half mile walking distance of at least eight basic services.

The Project location also provides access to quality transit and encourages alternative transportation.

Sustainable Sites

Four points within the Sustainable Sites category will be achieved, and four feasible points have been identified which require further evaluation.

A management plan will enforce Erosion and Sedimentation measures to protect adjacent areas from pollution from wind and water-borne soil and sedimentation. The Project team will conduct a comprehensive site assessment and will study topography, hydrology, climate, vegetation, soils, human use, and human health effects specific to the building site. Parking spaces will be located below-grade, which helps with reducing the Heat Island Effect.

Water Efficiency

Six points within the Water Efficiency category will be achieved, and three feasible points have been identified which require further evaluation.

The Project team anticipates reducing the use of potable water inside the building by at least 35% by installing low-flow and low-flush plumbing fixtures in core restrooms. The building will be equipped with a main water meter and the Project team will install additional water meters for at least two of the following water subsystems: indoor plumbing fixture and fittings,

irrigation, domestic hot water, boilers, reclaimed water, or other process water. Landscape plantings will be selected to be climate appropriate, native and adapted and the irrigation system, if installed, will be designed to target at least 50% reduction in the potable water use.

Energy and Atmosphere

Eleven points within the Energy and Atmosphere category will be achieved based on energy savings, implementing enhanced commissioning and refrigerant management beyond the prerequisite requirements, and ten points have been identified as possible.

The Project will be designed to comply with the Massachusetts Building Energy Code and to exceed the energy performance requirements of the Massachusetts Stretch Energy Code. Building energy models will be developed and used to evaluate various pathways for achieving the targeted energy savings and required performance improvements. The current prediction for savings is as least 28% in energy use, compared to ASHRAE 90.1-2013 Baseline, and at least 16% in energy cost or source energy and GHG emissions, compared to ASHRAE 90.1-2010, for two possible points.

Energy conservation measures will include: Low-E glazing, high-performance envelope system, reduced lighting power density in the core areas, high-efficiency HVAC systems, and low-flow hot water fixtures to reduce hot water demand.

The mechanical system for the building will be designed so that each floor and/or area has control over their energy consumption. The equipment installed will be high-performance, energy-efficient, and will not include any chlorofluorocarbon "CFC" refrigerants that deplete the ozone layer.

Materials and Resources

Nine points within the Materials and Resources category will be achieved and three possible points have been identified which require further evaluation.

The materials selected for the buildings will be evaluated using a variety of criteria including a preference for materials extracted, processed and manufactured locally. This reduces the energy consumption and emissions associated with transportation and helps local economies.

The Project team, including the construction manager and their sub-contractors, will target the specification and use of at least 20 different permanently installed products and materials that have lower environmental impacts, and comply with Environmental Product Declaration (EDP), conforming to ISO 14025, 14040, 14044, and EN 15804 or ISO 21930. The Project team is also targeting the Material Ingredients credit and will specify materials and products with known chemical make-up. Documentation for at least 20 different permanently installed products will be provided, confirming the applicable certification which may be the Health Product Declaration ("HPD"), Cradle-to-Cradle or Declare.

A central area in the building for sorting and collection of recyclables before removal from the site will be provided. Recyclable materials collected will include mixed paper, corrugated cardboard, glass, plastics and metals, and the disposal of batteries and electronic waste. The waste generated by the construction and demolition process will be recycled, rather than land-filled with a target of more than 75% (by weight) of the construction waste, including five waste streams, to be recycled.

The Project team will conduct a whole-building life-cycle assessment of the building structure and enclosure. The Project team is targeting at least a 10% reduction in the global warming potential, acidification of land and water sources, and depletion of nonrenewable energy sources when compared with a baseline building.

Indoor Environmental Quality

Eight points within the Indoor Environmental Quality category are being achieved, including the Indoor Air Quality Assessment, and five possible points have been identified which requires further evaluation.

The mechanical systems will be designed to comply with the ASHRAE 55-2010, the indoor temperature and humidity conditions standard, and to provide superior ventilation throughout the building, following the requirements of ASHRAE 62.1-2010 sections 4 through 7.

The building will have a no-smoking policy to comply with the Massachusetts Workplace Smoking law, and smoking will be prohibited outside of 25 feet of doors and outside air intakes. The base building will be constructed in accordance with the SMACNA Indoor Air Quality for Buildings under Construction Guideline. These guidelines define procedures for maintaining good indoor air quality inside the building during construction and also addresses construction practices to allow the best possible indoor environment after occupancy. These practices include cleaning during construction, interrupting paths of odor and dust travel within the building, segregating odor and dust producing activities from absorbent materials, and scheduling similar odor or dust producing activities to occur at the same time.

Adhesives, sealants and paints used inside the building will be selected to be low-VOC (Volatile Organic Compound) products and specified wood products will have no added urea-formaldehyde. All spaces where hazardous gases or chemicals may be present or used, i.e. housekeeping closets, will be designed with full height walls, exhaust ventilation and door closer.

Building entrances will be provided with walk-off mats to remove dirt and debris from the shoes of people entering the building and will be cleaned and maintained by house-keeping weekly while the space is vacant. High-efficiency MERV 13 filters will be provided in the main outside air handling unit for superior air particulate filtration.

Innovation and Design

The Project team will evaluate and implement measures and strategies in the design and construction of each building to exceed the performance criteria of some of the base credits and will introduce innovative building features, technologies, and policies that are not addressed by existing prerequisites and credits in the New Construction and Major Renovation rating system. The innovative strategies may include: Green Cleaning, Purchase of Mercury-Free Lighting, Condensate Recovery from Air Handler Units ("AHUs") to Cooling Tower.

Regional Priority

Regional Priority credits are established by USGBC with a focus on environmental issues and priorities at a local level. There are six possible regional priority credits specific to the Project site, and the Project team has targeted four yes points related to the following strategies: Optimize Energy Performance, Rainwater Management, Indoor Water Use Reduction and Building Life Cycle Impact Reduction.

4.3 Climate Change Adaptability

4.3.1 Introduction

Climate change conditions considered by the Project team include higher maximum and mean temperatures, more frequent and longer extreme heat events, more frequent and longer droughts, more severe freezing rain and heavy rainfall events, and increased wind gusts.

A copy of the completed Climate Change Resiliency Checklist is included in Appendix D. Given the preliminary level of design, the responses are also preliminary and may be updated as the Project design progresses.

4.3.2 Extreme Heat Events

The Intergovernmental Panel on Climate Change ("IPCC") has predicted that in Massachusetts the number of days with temperatures greater than 90°F will increase from the current five-to-twenty days annually, to thirty-to-sixty days annually.[1]

The Project design will include measures to adapt to these conditions, including planting street trees, using reflecting roof materials, constructing a high-performance building envelope and including operable windows where possible.

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[1] IPCC (Intergovernmental Panel on Climate Change), 2007. Climate Change 2007: The Physical Science Basis. Contribution of Working Group I to the Fourth Assessment Report of the Intergovernmental Panel on Climate Change [Solomon, S., D. Qin, M. Manning, Z. Chen, M. Marquis, K. B. Avery, M. Tignor, and H. L. Miller (eds.)]. Cambridge University Press, Cambridge, UK, and New York, 996 pp.

LEED v4 for BD+C: New Construction and Major Renovation

Project Checklist

Project Name: 99 A Street
Date:

Y	?	N			
1			Credit	Integrative Process	1

11	5	0	Location and Transportation		16
		0	Credit	LEED for Neighborhood Development Location	16
1			Credit	Sensitive Land Protection	1
	2		Credit	High Priority Site	2
5			Credit	Surrounding Density and Diverse Uses	5
3	2		Credit	Access to Quality Transit	5
1			Credit	Bicycle Facilities	1
1			Credit	Reduced Parking Footprint	1
	1		Credit	Green Vehicles	1

4	4	2	Sustainable Sites		10
Y			Prereq	Construction Activity Pollution Prevention	Required
1			Credit	Site Assessment	1
	1	1	Credit	Site Development - Protect or Restore Habitat	2
		1	Credit	Open Space	1
1	2		Credit	Rainwater Management	3
2			Credit	Heat Island Reduction	2
	1		Credit	Light Pollution Reduction	1

6	3	2	Water Efficiency		11
Y			Prereq	Outdoor Water Use Reduction	Required
Y			Prereq	Indoor Water Use Reduction	Required
Y			Prereq	Building-Level Water Metering	Required
1	1		Credit	Outdoor Water Use Reduction	2
3	1	2	Credit	Indoor Water Use Reduction	6
1	1		Credit	Cooling Tower Water Use	2
1			Credit	Water Metering	1

11	10	12	Energy and Atmosphere		33
Y			Prereq	Fundamental Commissioning and Verification	Required
Y			Prereq	Minimum Energy Performance	Required
Y			Prereq	Building-Level Energy Metering	Required
Y			Prereq	Fundamental Refrigerant Management	Required
5	1		Credit	Enhanced Commissioning	6
6	4	8	Credit	Optimize Energy Performance	18
	1		Credit	Advanced Energy Metering	1
		2	Credit	Demand Response	2
	1	2	Credit	Renewable Energy Production	3
	1		Credit	Enhanced Refrigerant Management	1
	2		Credit	Green Power and Carbon Offsets	2

9	3	1	Materials and Resources		13
Y			Prereq	Storage and Collection of Recyclables	Required
Y			Prereq	Construction and Demolition Waste Management Planning	Required
4		1	Credit	Building Life-Cycle Impact Reduction	5
1	1		Credit	Building Product Disclosure and Optimization - Environmental Product Declarations	2
1	1		Credit	Building Product Disclosure and Optimization - Sourcing of Raw Materials	2
1	1		Credit	Building Product Disclosure and Optimization - Material Ingredients	2
2			Credit	Construction and Demolition Waste Management	2

8	5	3	Indoor Environmental Quality		16
Y			Prereq	Minimum Indoor Air Quality Performance	Required
Y			Prereq	Environmental Tobacco Smoke Control	Required
1	1		Credit	Enhanced Indoor Air Quality Strategies	2
2	1		Credit	Low-Emitting Materials	3
1			Credit	Construction Indoor Air Quality Management Plan	1
	2		Credit	Indoor Air Quality Assessment	2
1			Credit	Thermal Comfort	1
1	1		Credit	Interior Lighting	2
		3	Credit	Daylight	3
1			Credit	Quality Views	1
1			Credit	Acoustic Performance	1

6	0	0	Innovation		6
5			Credit	Innovation-Green Cleaning, Purchase of Mercury Free Lighting, Condensate Recover	5
1			Credit	LEED Accredited Professional	1

4	0	0	Regional Priority		4
1			Credit	Regional Priority: ‹ Optimize Energy Performance	1
1			Credit	Regional Priority: ‹ Rainwater Management	1
1			Credit	Regional Priority: ‹ Indoor Water Use Reduction	1
1			Credit	Regional Priority: Building Life Cycle Impact Reduction	1

60	30	20	TOTALS	Possible Points:	110

Certified: 40 to 49 points, **Silver:** 50 to 59 points, **Gold:** 60 to 79 points, **Platinum:** 80 to 110

4.3.3 Rain Events

As a result of climate change, the northeastern United States is expected to experience more frequent and intense storms. To mitigate this, the Proponent will take measures to minimize stormwater runoff and protect the Project's mechanical equipment, as necessary. The Project will be designed to reduce the existing peak rates and volumes of stormwater runoff from the site and promote runoff recharge to the greatest extent practicable.

4.3.4 Drought Conditions

Although more intense rain storms are predicted, extended periods of drought are also predicted due to climate change. Under the high emissions scenario, the occurrence of droughts lasting one to three months could go up by as much as 75%over existing conditions by the end of the century. To minimize the Project's susceptibility to drought conditions, the landscape design is anticipated to incorporate native and adaptive plant materials and high efficiency irrigation systems will be installed. Aeration fixtures and appliances will be chosen for water conservation qualities, conserving potable water supplies.

4.4 Urban Design

4.4.1 Evolution of Design

The site is located in a transitional area, between a smaller scale residential neighborhood to the east and a larger scale commercial development to the west and north, and this fact was significant to the formulation of the massing concept of 99 A Street (see Figure 4-1 at the end of this chapter for an aerial view of the Project on West Third Street). The site is bounded by South Boston Bypass Road and A Street on the east and west respectively and by West Second and West Third streets on the north and south. South Boston Bypass Road acts as both a divider and a buffer between the residential neighborhood to the east and larger scale developments to the west. See Figures 4-2 to 4-14 at the end of this chapter for the Landscape Study for Project.

The Project steps down from its full height in a series of terraces, to present a modest three-story façade towards the residential neighborhood and Flaherty Park to the east. The softening of this edge of the building is reinforced by the introduction of a landscaped buffer along South Boston Bypass Road, and greenery on the stepped terrace edges. The fanning of the terraces helps to resolve the change in orientation between West Second and West Third streets. The stepped massing concept also helps to minimize shadows on Flaherty Park and the residential neighborhood (see Figures 4-15 to 4-17). The view of the building from the park will be greatly enhanced by these elements of the massing.

In addition to the scale reduction to the east, the building mechanical penthouse is stepped down to the south, in deference to the new residential block across West Third Street. Taller mechanical components are located to the north, adjacent to the proposed commercial development. See Figure 4-18 for a view of the Project from A Street.

4.4.2 Materials

The selection of copper as an option for exterior cladding of the proposed building is rooted in the history of the site, which was occupied by a copper fabrication plant from 1894 well into the 20th century. Aside from the historical connection, copper is a warm material that will blend well with the surrounding context. At the street level, a more rugged material will be used in the service areas, and open, glassy facades will wrap both the entry lobby and the location of a possible café. On the lease floors above, generous windows will allow ample natural light into the deep interior spaces. See Figures 4-19 and 4-20 for the concept materials for the Project.

4.5 Historic and Archaeological Resources

This section describes the historic and archaeological resources within and in the vicinity of the Project site and describes the potential project-related impacts to these resources.

4.5.1 Historic Resources

4.5.1.1 Historic Resources on the Project Site

Trapezoidal in footprint, with its narrow end addressing A Street, to the northwest, the Project site is partially occupied by three masonry buildings whose unornamented appearance speaks to their industrial origins in the late 19th and early 20th centuries. All were constructed by the Dahlquist Manufacturing Company, which advertised itself as the largest producer of copper boilers in the United States. Following the demise of the Dahlquist enterprise about 1948, the buildings were acquired by the Gillette Safety Razor Company, headquartered nearby, for use as research facilities. The remainder of the Project site, located on the north side of Bolton Street, is now in use as a surface parking lot.

Completed in 1927, the largest of the buildings is 18-22 West Third Street; this is a flat-roofed structure whose exposed concrete framing encloses panels of fenestration and red-brick coursing. Two stories in height on a raised basement, it is freestanding on three sides, with secondary elevations on both A and West Second Street.

To the southwest of that building stand the contiguous 30-40 and 42-44 West Third Street, originally completed in 1894, whose two-story volumes are linked by a single-story hyphen of indeterminate age. Visible from West Second Street across a dead-end segment of Bolton Street, this feature's rear elevation is of brick while its front elevation, set back from West Third Street behind a tall plank fence, is metal-clad. The latter surface may once have been sheathed in brick-patterned, asphalt shingles, as permitted in 1946.

Like the hyphen, the West Third Street elevations of the 1894 buildings appear inconsistent with a late 19th century construction date. The soldier-brick detailing of their window lintels and flush belt courses suggests a second- or third-quarter 20th-century origin, possibly

reflecting alterations undertaken by Gillette. By contrast, only the segmental-arched window openings and stacked first- and second-floor loading docks at the rear elevation of the 30-40 West Third Street building appear to survive from the late 19th century.

4.5.1.2 Historic Resources in the Vicinity of the Project Site

Within a quarter-mile radius of the Project site are the National Register Fort Point Channel Historic District and the locally designated Fort Point Channel Landmark District. These are indicated in the Historic Resources Figure 4-21 at the end of this chapter.

4.5.1.3 Boston Landmarks Commission Article 85 Review

The proposed demolition of the site's existing buildings will be subject to review by the Boston Landmarks Commission under Article 85 of the Boston Zoning Code. An Article 85 application for the property will be submitted to the BLC at the appropriate time.

4.5.1.4 Massachusetts Historical Commission

The Proponent anticipates that the Project will require an Indirect Highway Access Permit from the Massachusetts Department of Transportation. Therefore, the Proponent plans to file a Project Notification Form with the Massachusetts Historical Commission ("MHC") to initiate review of the Project.

4.5.2 Impacts to Historic Resources

4.5.2.1 Demolition of Existing Buildings

The proposed Project will require the demolition of the buildings at 18-22, 30-40 and 42-44 West Third Street.

While all three are understood to be more than fifty years old, only 18-22 and 30-40 West Third Street are included in the Inventory (BOS.6815, identified as 87-97 A Street). The Boston Landmarks Commission ("BLC") will be afforded the opportunity to review the proposed demolition through the Article 85 Demolition Delay review process.

4.5.2.2 Urban Design

The Project steps down from its full height in a series of terraces, to present a modest three-story façade towards the residential neighborhood and Flaherty Park to the southeast. The softening of this edge of the building is reinforced by the introduction of a landscaped buffer along South Boston Bypass Road, and greenery on the stepped terrace edges. The fanning of the terraces helps to resolve the change in orientation between Second and Third Streets. The stepped massing concept also helps to minimize shadows on Flaherty Park and the residential neighborhood (see Figures 4-15 to 4-17). The view of the building from the park will be greatly enhanced by these adjustments to the massing. In addition to the scale reduction to the southeast, the building mechanical penthouse is stepped down to the southwest, in

deference to the residential block across West Third Street. Taller mechanical components are located to the northeast, adjacent to the existing and planned non-residential development across West Second Street. See Figure 4-18for a view of the Project from A Street.

The selection of copper as an option for exterior cladding of the proposed building is rooted in the history of the site, which was occupied by a copper fabrication plant from 1894 well into the 20th century. Aside from the historical connection, copper is a warm material that will blend well with the surrounding context. At the street level, a more rugged material will be used in the service areas, and open, glassy facades will wrap both the entry lobby and café. On the lease floors above, generous windows will allow ample natural light into the deep interior spaces. See Figures 4-19 and 4-20 for the concept materials for the Project.

4.5.3 Consistency with Other Historic Reviews

4.5.3.1 Boston Landmarks Commission Article 80 Review

The submission of this PNF initiates review of the Project by the BLC, under the City's Article 80 process.

4.5.4 Conclusion

The Project has been sensitively designed to be responsive to the contextual conditions of the site and harmonious with the diverse residential, commercial and industrial buildings that comprise this densely developed section of the City.

4.5.4.1 Archaeological Resources on the Project Site

The Project site is a previously developed urban parcel. There are no known archaeological resources listed in the State and National Registers of Historic Places or included in the Inventory within the Project site.

4.6 Infrastructure Systems

4.6.1 Water Supply

4.6.1.1 Existing Water Infrastructure

Potable water is supplied to the area via several 6-, 8-, 12- and 16-inch distribution lines owned and operated by the Boston Water and Sewer Commission.

The distribution lines include:

- 12-inch high service water (HSW) line and a 16- inch low service water ("LSW") line in A Street;
- 8-inch LSW line in West Third Street;

- 6-inch LSW line in Bolton Street; and
- 12-inch LSW line in West 2nd Street.

Several hydrants are located throughout the area, with two on West 3rd Street and one on West Second Street.

Currently, five separate water services feed the buildings located adjacent to West 2nd Street. Flow test and pressure information has been requested from the BWSC and the results should confirm that sufficient pressure is available from the 12-in HSW line in A Street.

4.6.1.2 Water Consumption

Water consumption for the Project has been estimated from the wastewater generation rates calculated in the Sanitary Sewer section. Water consumption is typically 110% of the estimated wastewater flows, which accounts for non-consumptive uses, such as irrigation. Therefore, the Project's water demand has been estimated at 21,100 gallons per day.

4.6.1.3 Proposed Water Connections

No new water mains are proposed for this Project. The water main currently in Bolton Street will be cut and capped in West Second Street and abandoned in-place.

The Proponent has met with the BWSC and they have indicated there are no known capacity issues with the 8- and 12-inch distribution lines and the lines have been upgraded as recently as 2014. The Proponent has requested pressure and flow information from the BWSC, but anticipates that adequate capacity is available to supply the proposed building. All proposed service connections for both domestic water and fire protection will be made from existing pipes. New service connections for the building will include 6- and 8-inch domestic and fire protection lines off of the 12-inch HSW line in A Street.

4.6.2 Wastewater

4.6.2.1 Existing Sanitary Sewer System

The existing sanitary sewer system is owned and operated by the BWSC. A 24-inch by 27-inch brick sewer is present in West Third Street and a 24-inch by 28-inch sewer is present in West Second Street. Both sewers drain to the South Boston Interceptor – North Branch. Sanitary sewerage from the Project ultimately flows to the Deer Island Treatment Plant. The Proponent has met with the BWSC to discuss whether capacity issues exist and based on a preliminary review of the Project and anticipated flows, no existing capacity issues exist.

Existing sewer flows from the buildings have been estimated at 4,050 gallons per day from the Coppersmith restaurant based on water usage bills for the prior 24 months and 2,050 gallons from the other commercial operations at the site using Title V generation rates. Therefore, the total existing sewer flow from the buildings is 6,100 gallons per day.

4.6.2.2 Wastewater Generation

Using wastewater generation rates from Title V of the Massachusetts State Environmental Code, the Project is estimated to generate a sanitary sewerage flow of approximately 19,200 gallons per day. Therefore, there is a net increase in flows of 13,100 gallons per day of sanitary sewerage. The majority of the building space will be life science and technical office space, with some ground-level commercial space possible. Currently, laboratory space generation rates are not included in Title V so the generation rates for office space (75 gallons per day), per 310 CMR 15.203, were used in the calculation. The Project will comply with all relevant regulations for life science uses in the City of Boston and the Commonwealth.

4.6.2.3 Proposed Sanitary Sewer Connection

As discussed above, the Proponent has met with the BWSC to discuss the Project, the anticipated flows, and the capacity of the existing sewer system. Based on preliminary review, the City has informed the Proponent that there are no capacity problems in the area and that either the 24-inch by 28-inch sewer on West Second Street or the 24-inch by 27-inch sewer on West Third Street are available for use. For the new building, two 6-inch sanitary sewer laterals will connect the building to the West Second Street sewer.

The Project will be served by separate sewer and storm drain systems.

4.6.2.4 Sewer System Mitigation

The Proponent is committed to working with the BWSC to reduce Infiltration/Inflow ("I/I") into the existing sewer system. Final sanitary sewer flows for the building will be calculated and if net new flows exceed 15,000 gallons per day, the Proponent will either:

- Remove the corresponding amount of flow (4:1 ratio of I/I removal to new wastewater flow added);
- Submit a 4:1 Infiltration and Inflow Reduction Compliance Letter of Agreement and Understanding ("LOAU") to BWSC and pay a fee; or
- Undertake a combination of removing flow and paying a fee.

4.6.3 Stormwater Management

4.6.3.1 Existing Conditions

Currently, all stormwater flowing from the Project site enters either the drain system or the sewer system unmitigated.

Paved Site Area and Bolton Street: Stormwater flowing from the paved sections of the Project site including Bolton Street, ultimately enter the 12-inch drain present beneath A Street. No drainage structures or piping are present beneath Bolton Street. Rainwater falling on Bolton Street and the 21-space parking lot sheet flows west to a catch basin at West Second Street.

The 12-inch RCP drain in West Second Street flows to the 12-inch PVC drain in A Street. Rainwater falling on the existing, 10-space parking lot southeasterly edge of the site flows to an on-site catch basin which is connected to the 12-inch PVC drain in West Third Street. The West Third Street drain flows west into the A Street drain system. The A Street drain system ultimately discharges to Fort Point Channel at an outfall identified as #22KCSO068.

Roof Areas: Stormwater falling on the roofs of the existing buildings is suspected of being discharged to the sanitary sewer. No roof leaders are visible, and all plumbing is internal to the building. Based on historic record drawings from the BWSC, each building has several sanitary sewer connections, some of which are suspected of being combined with roof drainage. Therefore, stormwater falling on the roofs of the buildings is discharged to the 24-inch by 27-inch sanitary sewer in West Third Street.

4.6.3.2 Proposed Conditions

The BWSC currently requires that new developments greater than 100,000 square feet be designed to mitigate and infiltrate the first 1.25 inches of rainfall. The Proponent anticipates that the Project will satisfy applicable regulations including the Massachusetts Stormwater Handbook. The entire existing Project area is developed, and is nearly 100% impervious, composed of buildings and paved areas. Therefore, under the Stormwater Standards, the Project is considered a "Redevelopment."

The stormwater design objectives for the Project include:

- Utilizing a blue roof for peak rate attenuation and water quality
- Infiltrating the first 1.25 inches of rainfall
- Complying with the 10 standards of the current Massachusetts Stormwater Handbook
- Meeting pathogen reduction requirements through infiltration

4.6.3.3 On Site Stormwater Management Features

Peak runoff rate attenuation will be achieved using rooftop detention. Flow control devices will be used at roof drains, so that, during a rain event, rain water on the roof is always draining but at a limited rate. Water quality enhancement features will include deep sumps in all catch basins and manholes for total suspended solids ("TSS") removal and in-line Vortex filters for roof drainage.

Groundwater recharge for the Project will be provided via underground infiltration chambers surrounded with washed, crushed stone and/or other types of infiltration methods, depending on the subsurface conditions of the site. After completion of the subsurface investigation, the Proponent will meet with the BWSC to discuss options and alternatives for infiltration.

4.6.3.4 MassDEP Stormwater Management Policy Standards

In March 1997, Massachusetts Department of Environmental Protection ("MassDEP") adopted a new Stormwater Management Policy to address non-point source pollution. In 1997, MassDEP published the Massachusetts Stormwater Handbook as guidance on the Stormwater Policy, which was revised in February 2008. The Policy prescribes specific stormwater management standards for development projects, including urban pollutant removal criteria for projects that may impact environmental resource areas. Compliance is achieved through the implementation of Best Management Practices ("BMPs") in the stormwater management design. The Policy is administered locally pursuant to MGL Ch. 131, s. 40.

The Project will comply with the Massachusetts Stormwater Handbook standards, as described below:

Standard #1 – No new stormwater conveyances (e.g. outfalls) may discharge untreated stormwater directly to or cause erosion in wetlands or waters of the Commonwealth:

Compliance: All stormwater discharges from the proposed Project will be treated per the BWSC and MassDEP requirements, nor will these conveyances cause erosion.

Standard #2 – Stormwater management systems shall be designed so that post-development peak discharge rates do not exceed pre-development peak discharge rates:

Compliance: The design criteria for new development in Boston require that the first 1.25 inches of rainfall are captured (detained) and infiltrated. This requirement will necessitate that peak discharge rates for smaller storms will be reduced. The peak discharge rates for larger rainfall events (10 and 25 year) will match preexisting rates.

Standard #3 - Ensure no loss of annual recharge:

Compliance: Per current Massachusetts Stormwater Standards, the Project would be required to meet this recharge standard "to the maximum extent practicable," because it is a redevelopment. The BWSC has a more stringent requirement that the first 1.25 inches of water be recharged (infiltrated) into the ground. Therefore, this standard will be met. As explained above, the infiltration system will likely be installed beneath the adjacent sidewalks.

Standard #4 - Provide TSS removal:

Compliance: The water quality volume for this standard will be calculated using 0.5 inch of rainfall over post-development impervious surfaces. The Project proposes to meet the 80 percent TSS removal rate for the water quality volume to the maximum extent practicable. This will be achieved by good housekeeping and maintenance, including regular inspection

and cleaning of stormwater collection sumps in catch basins and manholes for site runoff and Vortex filters for roof runoff. Where stormwater is being discharged to an infiltration system, pretreatment will be designed to achieve the maximum practicable TSS removal.

Standard #5 - Land uses with higher potential pollutant loads:

Compliance: The intended land use for this Project is laboratory and/or office building with small landscaped areas. Therefore, this standard does not apply to the Project.

Standard #6 - Stormwater discharges to critical areas:

Compliance: Stormwater from the Project will discharge to the BWSC owned system in either West Second Street or West Third streets. No direct discharges of stormwater will be made to a critical area or resource water.

Standard #7 - A redevelopment project is required to meet the Stormwater Management Standards only to the maximum extent practicable:

Compliance: The existing site is entirely developed and composed of buildings and parking lots. The proposed Project is considered a redevelopment and will therefore be subject to this standard. The proposed stormwater management design will meet the standards fully or to the maximum extent practicable. The Project will greatly improve stormwater management in terms of quantity, recharge, and water quality treatment.

Standard #8 - A plan to control construction-related impacts including erosion, sedimentation and other pollutant sources during construction and land disturbance activities (construction period erosion, sedimentation, and pollution prevention plan) shall be developed and implemented:

Compliance: Sedimentation and erosion control plans will be developed and submitted to the BWSC for approval prior to construction. This Project is also subject to a United States Environmental Protection Agency ("EPA") NPDES General Construction Permit, and, as part of that submittal, a Construction Stormwater Pollution Prevention Plan ("SWPPP") will be prepared.

Standard #9 - A long-term operation and maintenance plan shall be developed and implemented to ensure that stormwater management systems function as designed:

Compliance: As part of the proposed stormwater management design, an Operation and Maintenance Plan will be prepared detailing the inspection and maintenance requirements for each BMP or system element. In addition, a field check list will be prepared, which will list all inspections and maintenance duties, with approximate dates and frequencies, to be used by the property owner. The property owner will be responsible for the implementation of the O&M Plan.

Standard #10 - All illicit discharges to the stormwater management system are prohibited:

Compliance: The Project will involve eliminating any existing illicit discharges that may be present in the existing buildings. The Project will provide complete separation of building sanitary sewer from stormwater flows.

4.6.3.5 Stormwater Management Report

As part of the proposed design, a comprehensive Stormwater Management Report will be prepared to describe the objectives and methods used in the stormwater management system and to document compliance with BWSC requirements.

4.6.4 Telephone and Cable Systems

The building core and shell will include a central Main Distribution Frame ("MDF") room for the tenant telecommunications systems. Pathways will be provided from the street into the MDF room as part of the base building for tenant use.

4.6.5 Electricity and Natural Gas Systems

The building core and shell systems are designed to utilize high efficiency HVAC systems. The building will have high efficiency hot water and chilled water systems to meet the lab air requirements, and will utilize energy recovery on the exhaust air to precondition make-up air. The team will work with the utility companies to participate in the mass-save program. Lighting for the core and shell will be all LED.

The building will be heated with high efficiency condensing hot water boilers. The anticipated capacity for the heating system 25,000 MBH. Domestic hot water will be generated with high efficiency condensing hot water heaters.

The building electrical service will originate from an Eversource primary manhole located adjacent to the site on West Third Street. The primary service will be brought into the building to an Eversource compliant Transformer/Switch Vault (3 HR rated) located on Level 1 where the utility will locate oil filled transformers and primary switching line-up. Three utility transformers are planned. Power will be delivered from the vault as 277/480 Volt, 3 phase, 4 wire service via 4000A bus ducts over to 4000A service switchboards located in the adjacent main electrical room. The building electrical service, which includes base building power and tenant power, will be sized at 20 w/sf for lab/office, 30 w/sf for retail, 10 w/sf for core areas and 5 w/sf garage use.

Separate from the utility vault will be the main electrical service room. Three service entrance switchboards, each rated 4000A will distribute power throughout the building. Two of these switchboards will provide metered base building "house" power from Level 1 up to the Penthouse levels. The other service switchboard rated 4000A will provide unmetered power

to tenant spaces throughout the building. Metering will be installed by the tenants to serve their space and/or equipment. In addition, a separate and dedicated service will be installed to serve the fire pump controller.

4.6.6 Utility Protection During Construction

The Project construction contractor will notify utility companies and register with "Dig Safe" prior to excavation. During construction, infrastructure will be protected using sheeting and shoring, temporary relocations, and construction staging as required. The Project construction contractor will be required to coordinate all protection measures, temporary supports, and temporary shutdowns of all utilities with the appropriate utility owners and/or agencies.

The Project construction contractor will also be required to provide adequate notification to the utility owner prior to any work commencing on their utility. In addition, in the event a utility cannot be maintained in service during switch over to a temporary or permanent system, the Project construction contractor will be required to coordinate the shutdown with the utility owners and Project abutters to minimize impacts and inconveniences.

99 A Street Boston, Massachusetts

ELKUS MANFREDI ARCHITECTS

Figure 4-1
West Third Street Aerial View

99 A Street Boston, Massachusetts

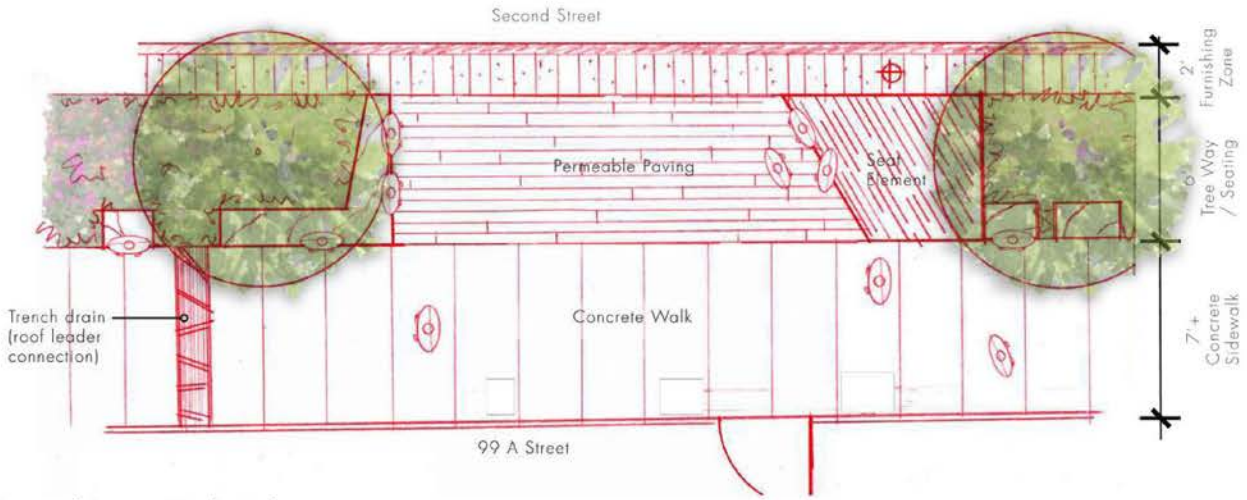
ELKUS MANFREDI ARCHITECTS

Figure 4-2
Landscape Study – Site Plan

99 A Street Boston, Massachusetts

ELKUS MANFREDI ARCHITECTS

Figure 4-3
Landscape Study Concept



Second Street Node Enlargement

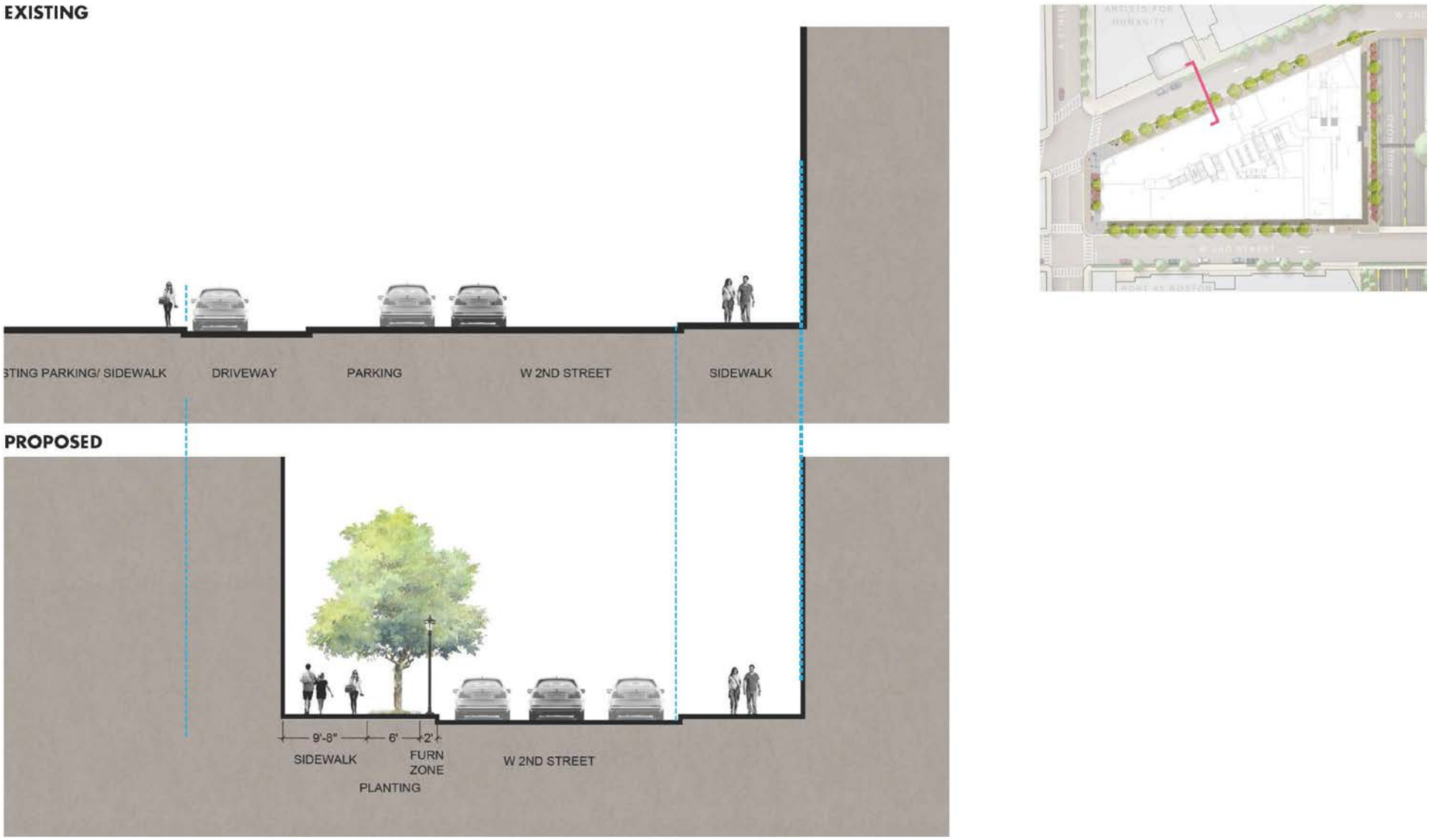
Overall Plan

99 A Street Boston, Massachusetts

ELKUS MANFREDI ARCHITECTS

Figure 4-4

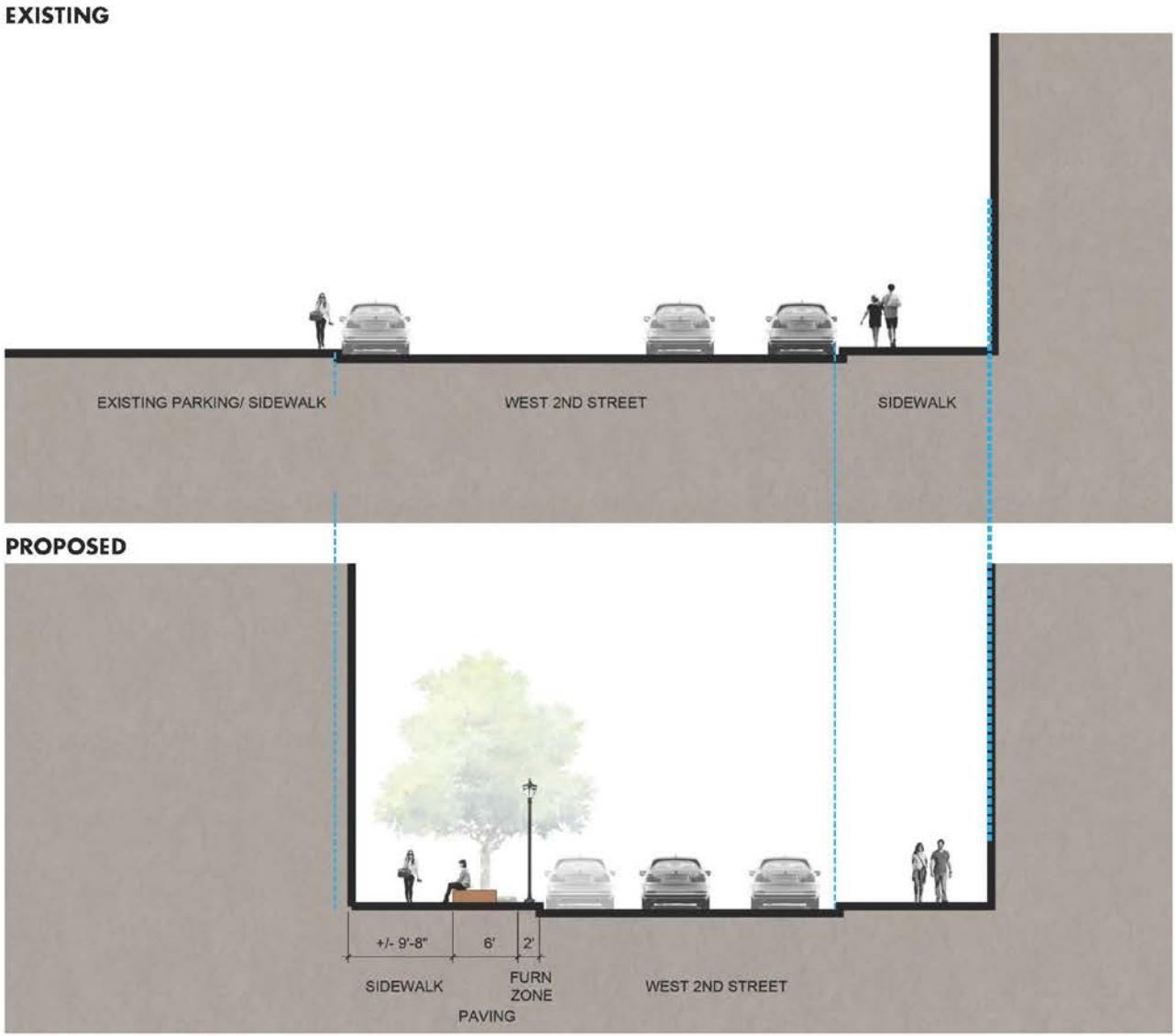
Landscape Study – Second Street Enlarged Plan



99 A Street Boston, Massachusetts

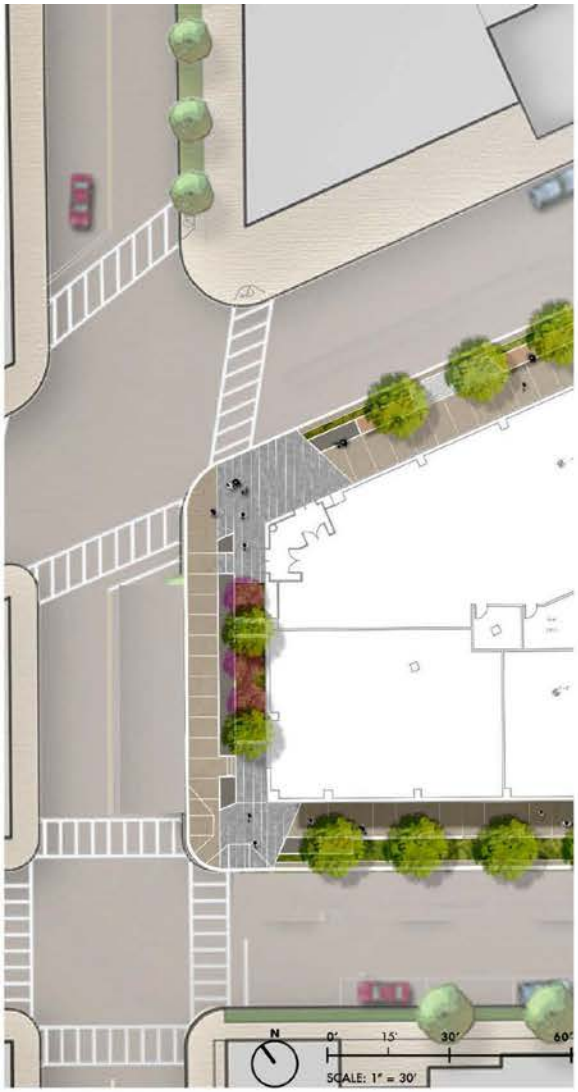
ELKUS MANFREDI ARCHITECTS

Figure 4-5
Landscape Study – Second Street Sections

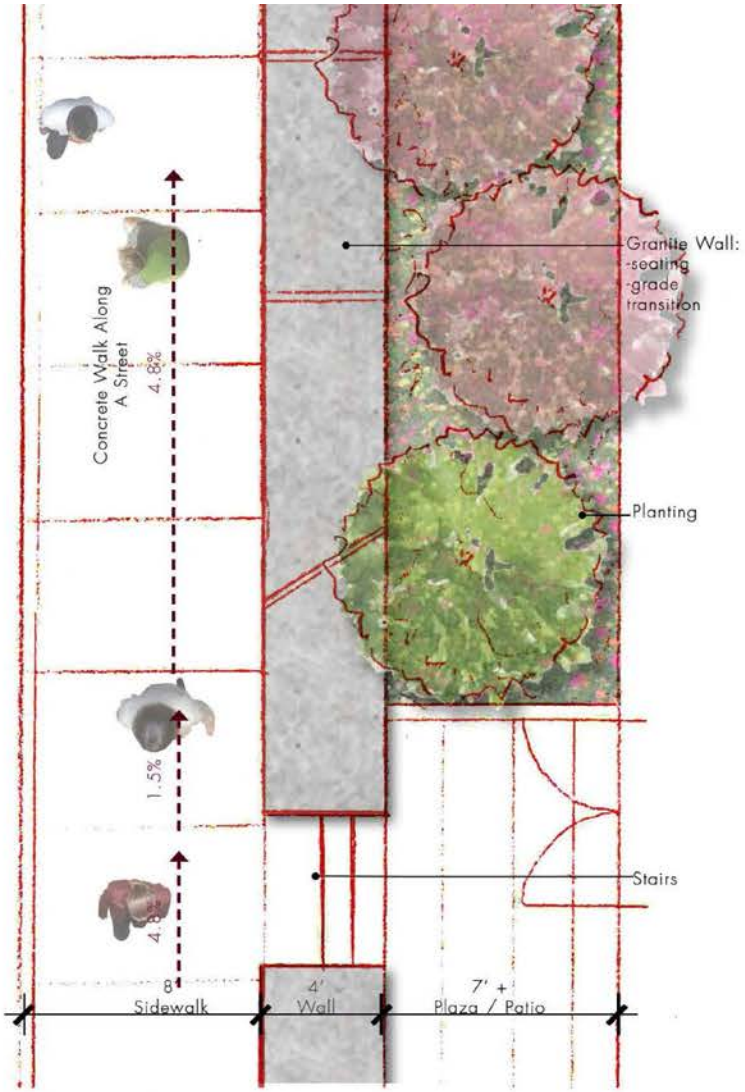


99 A Street Boston, Massachusetts

Figure 4-6
Landscape Study – Second Street Sections



Overall Plan



Cafe Plaza Enlargement

Grade Transition Solution

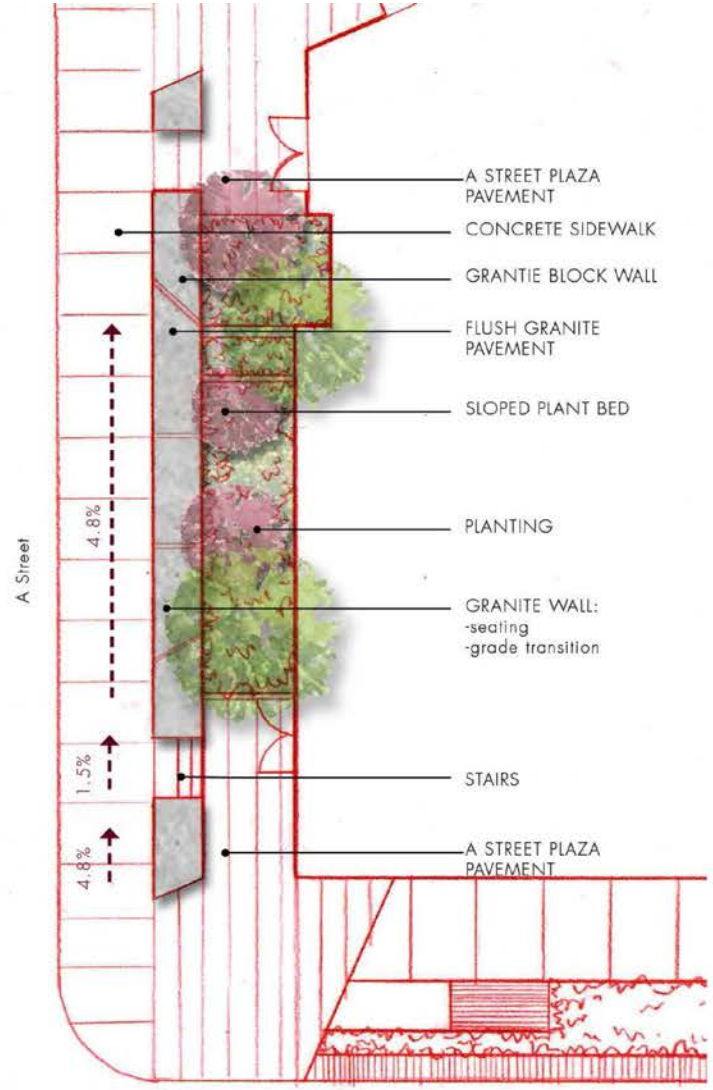
Planter

Stone with 'Copper' Accent

Figure 4-7

Landscape Study – Pedestrian Promenade Enlarged Plan

Overall Plan



Cafe Plaza Enlargement

Grade Transition Solution

Planter

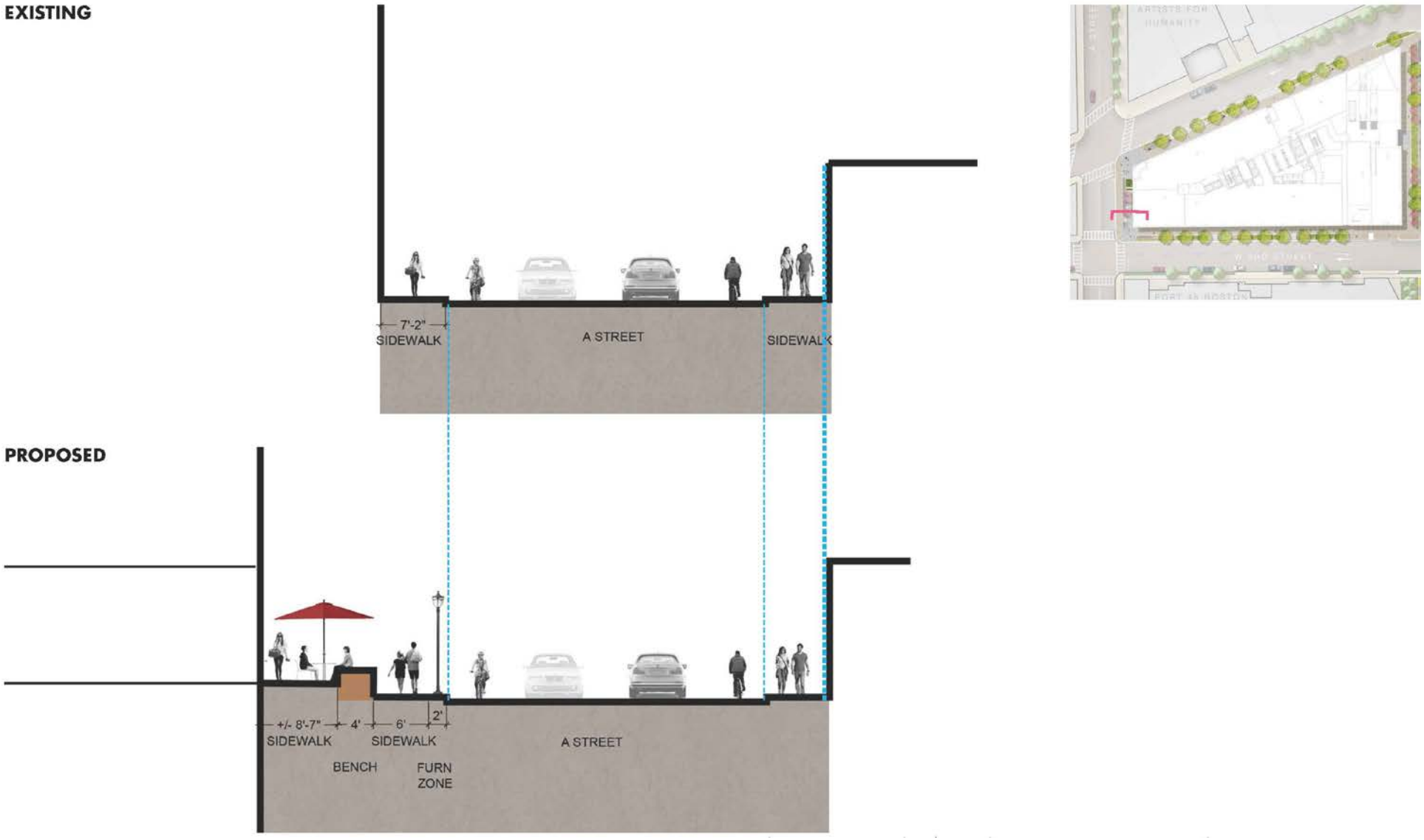
Stone with 'Copper' Accent

99 A Street Boston, Massachusetts

ELKUS MANFREDI ARCHITECTS

Figure 4-8

Landscape Study – Café Plaza Enlarged Plan



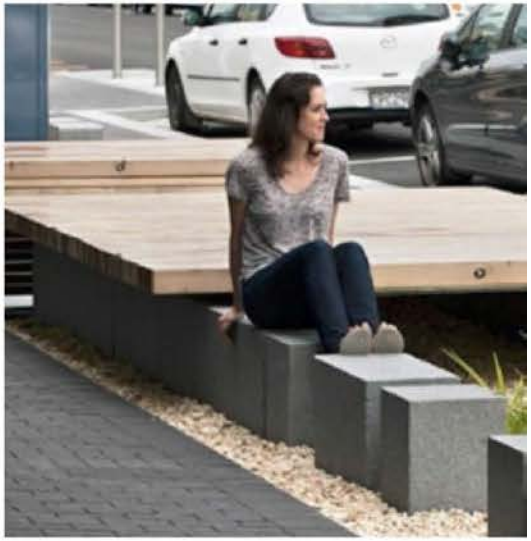
99 A Street Boston, Massachusetts

ELKUS MANFREDI ARCHITECTS

Figure 4-9
Landscape Study – Café Plaza Section

Third Street Enlargement

Overall Plan



99 A Street Boston, Massachusetts

ELKUS MANFREDI ARCHITECTS

Figure 4-10

Landscape Study – Third Street Enlarged Plan

Figure 4-11

Landscape Study – Third Street Sections

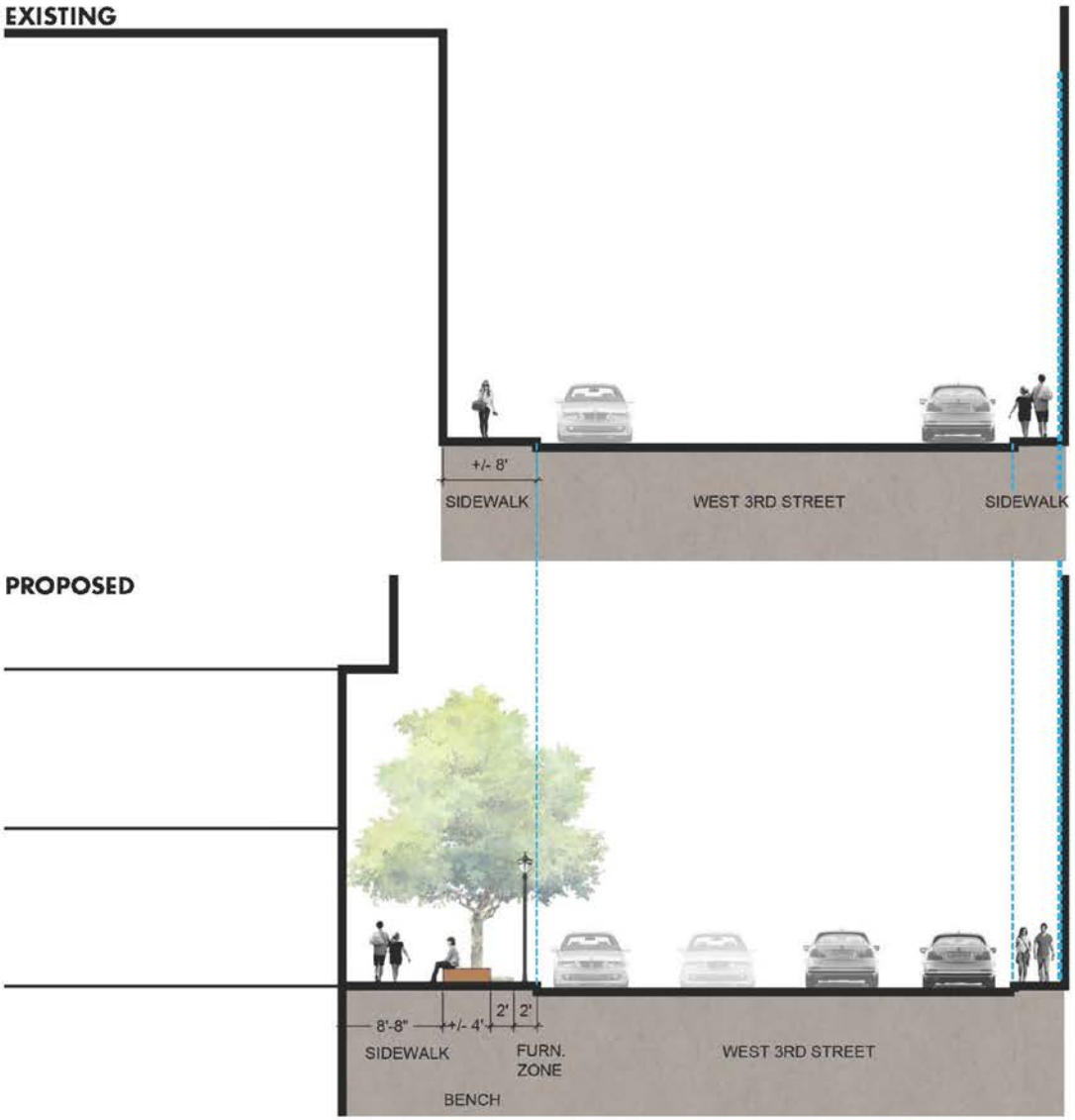
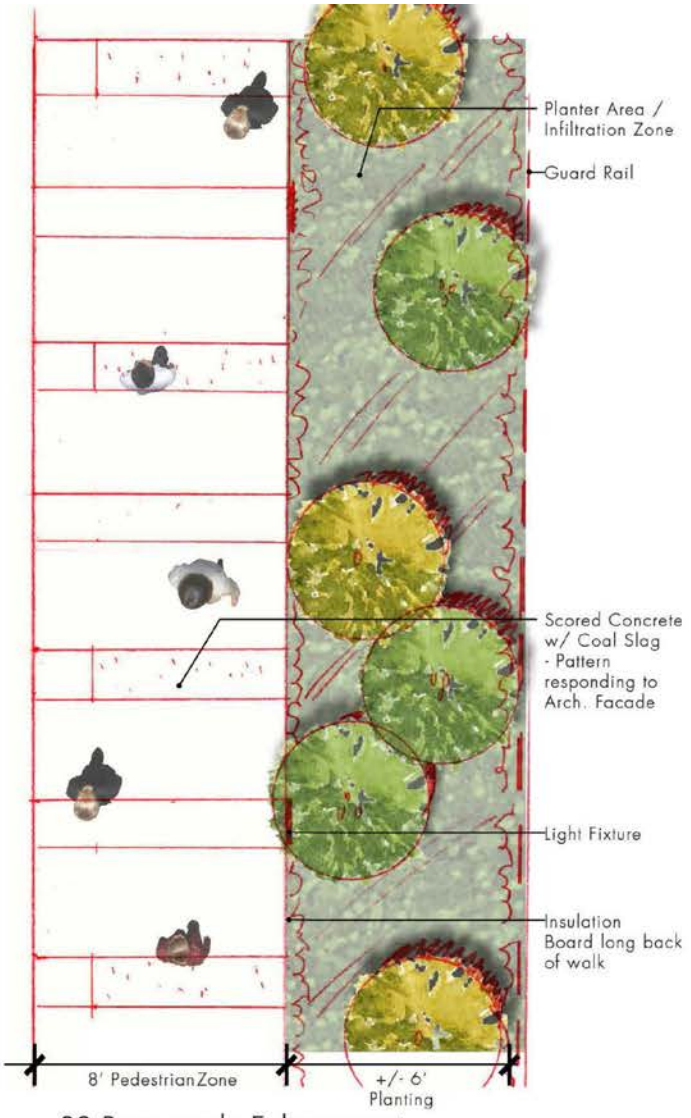


Figure 4-12
Landscape Study – Third Street Section

Overall Plan



99 Promenade Enlaraement

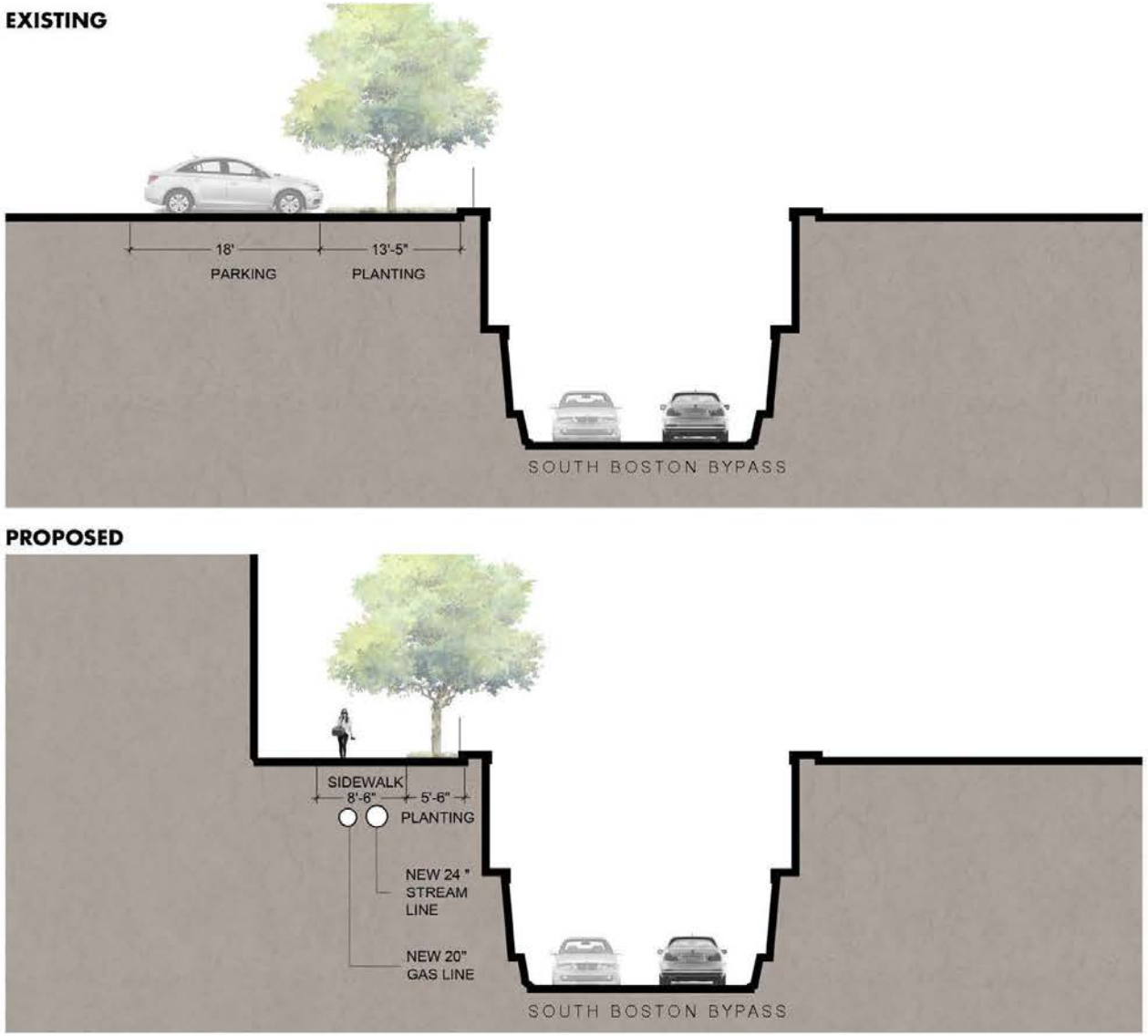
Rain Garden

Concrete Pattern Inspiration

99 A Street Boston, Massachusetts

Figure 4-13

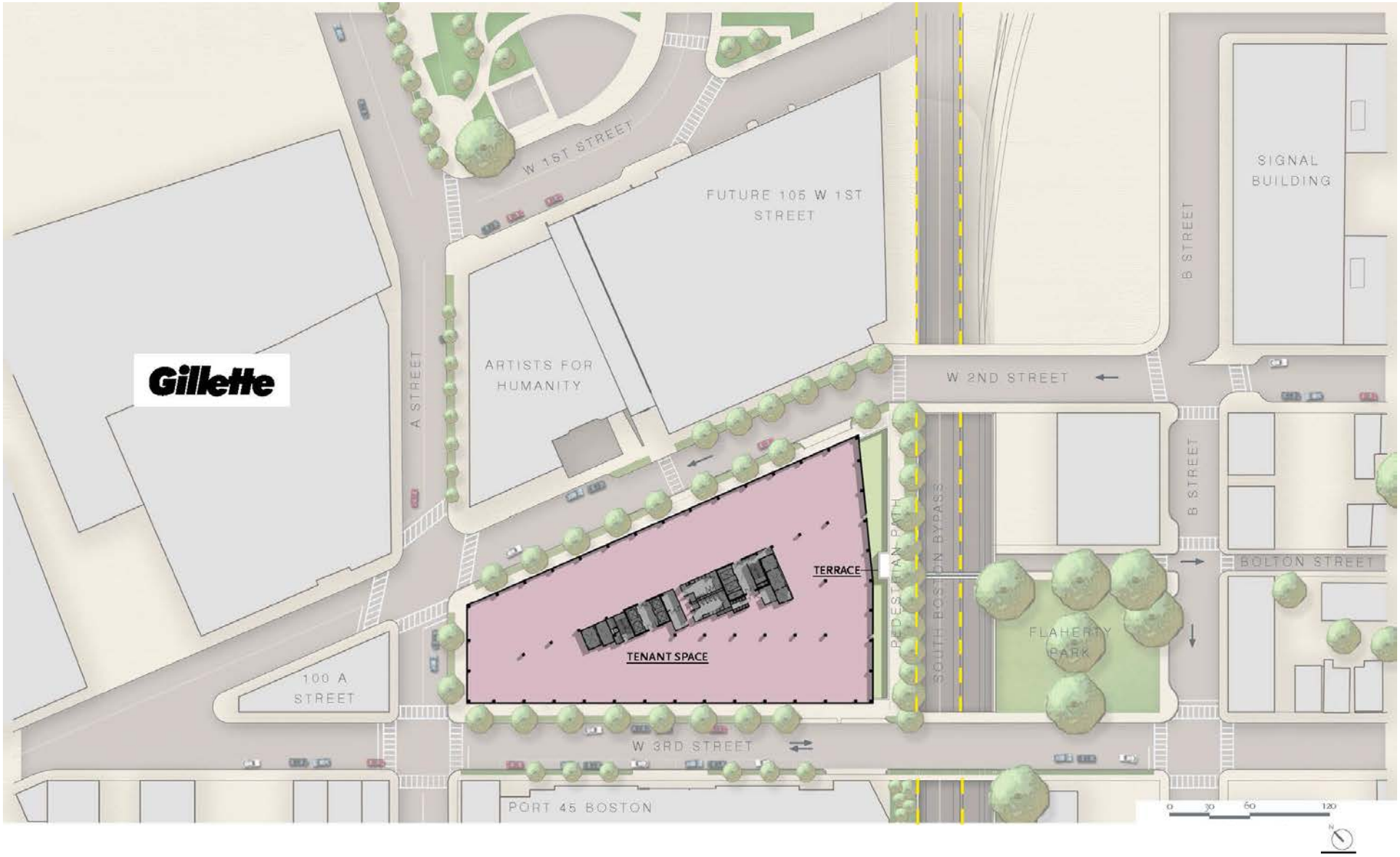
Landscape Study – South Boston Bypass Road Enlarged Plan



99 A Street Boston, Massachusetts

Figure 4-14

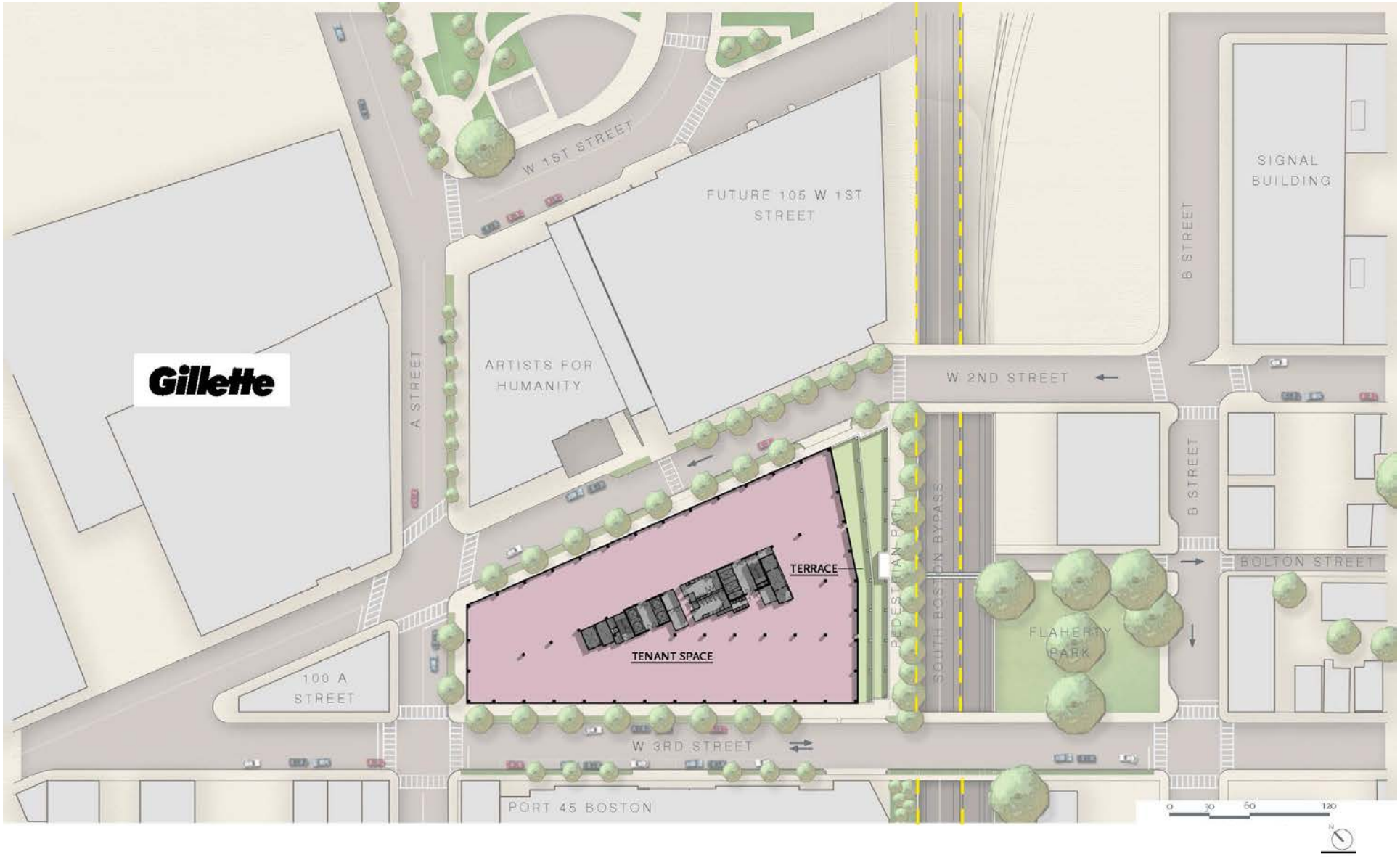
Landscape Study – South Boston Bypass Road Sections



99 A Street Boston, Massachusetts

ELKUS MANFREDI ARCHITECTS

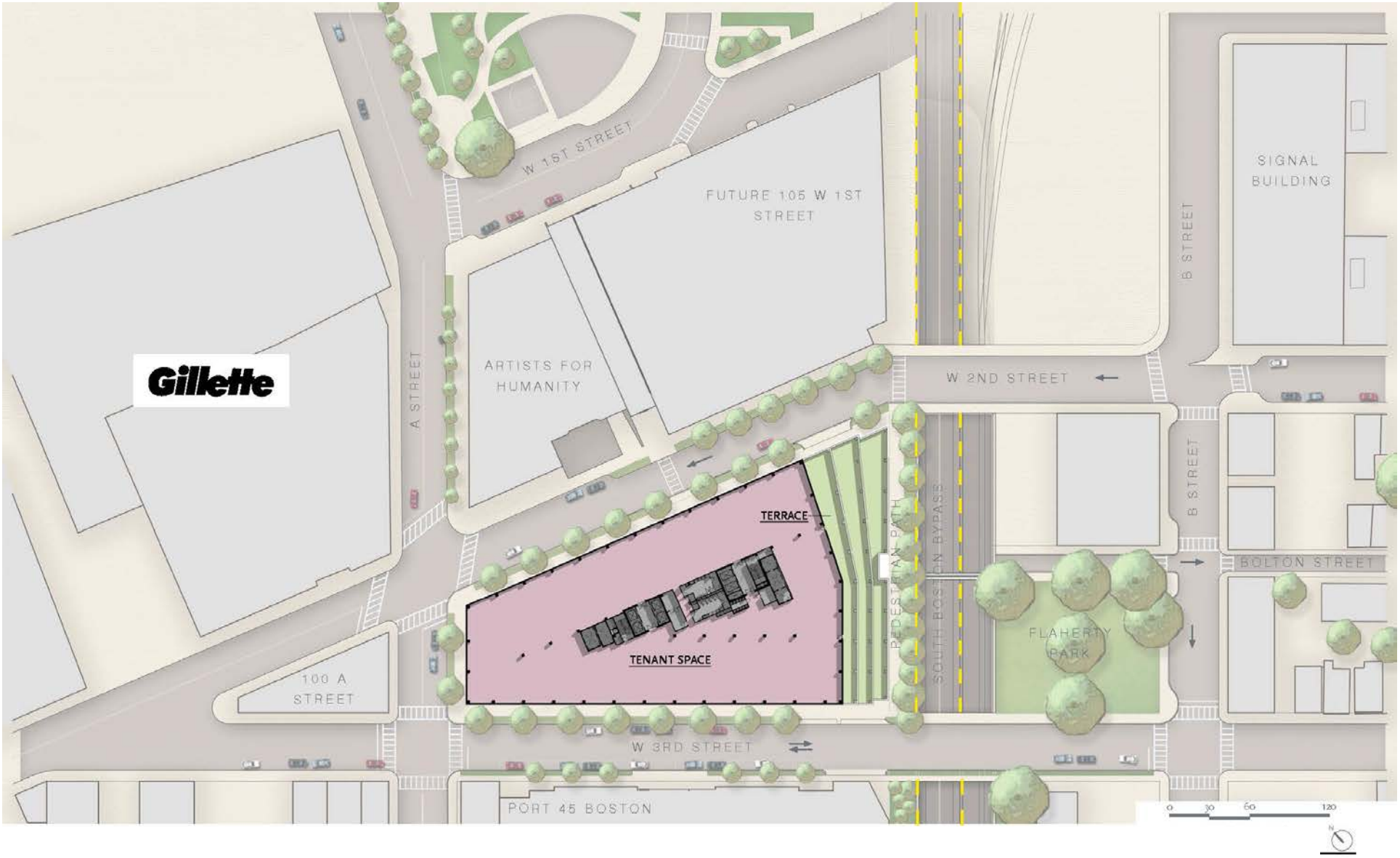
Figure 4-15
Level 4 Plan



99 A Street Boston, Massachusetts

ELKUS MANFREDI ARCHITECTS

Figure 4-16
Level 5 Plan



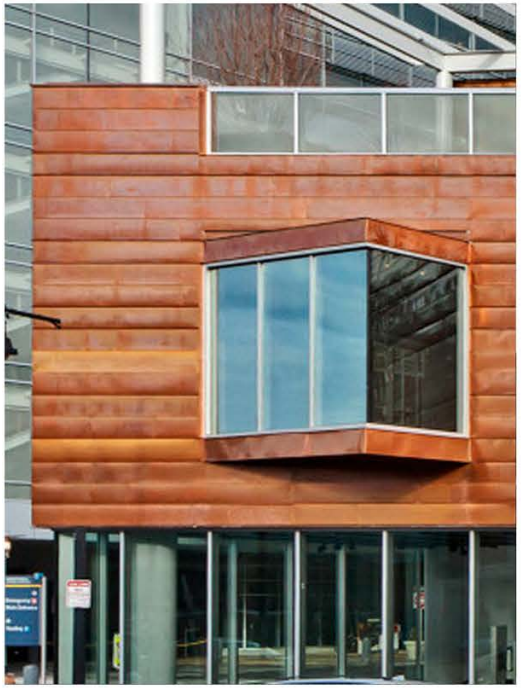
99 A Street Boston, Massachusetts

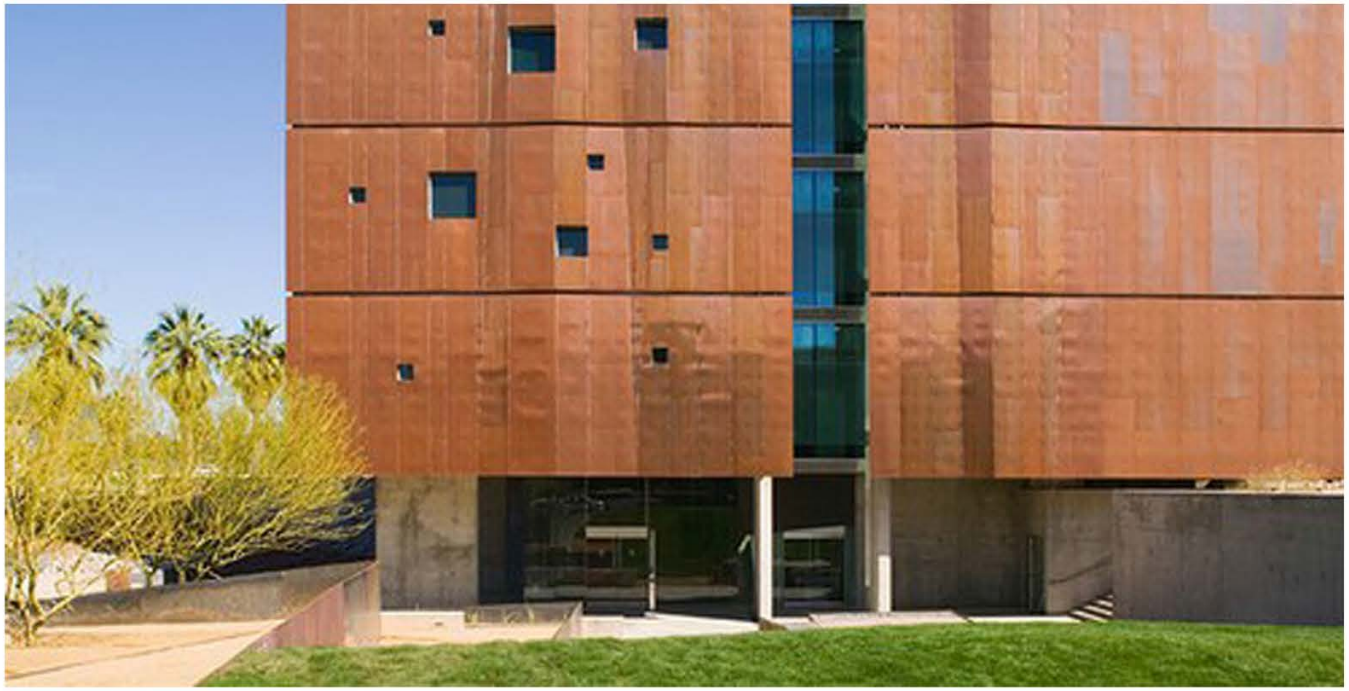
ELKUS MANFREDI ARCHITECTS

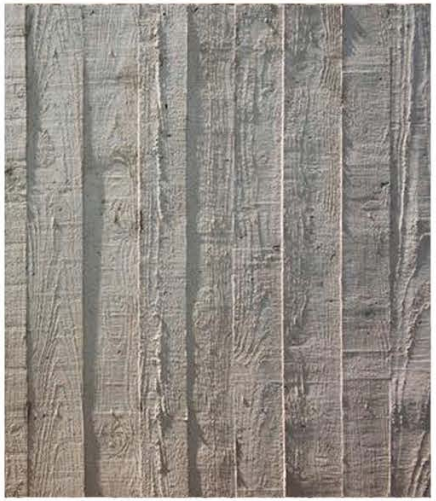
Figure 4-17
Level 6 Plan

99 A Street Boston, Massachusetts

Figure 4-18
A Street View







99 A Street Boston, Massachusetts

Figure 4-19
Concept Materials

Figure 4-20
Concept Materials

Data Source: Office of Geographic Information (MassGIS), Commonwealth of Massachusetts, Information Technology Division

99 A Street Boston, Massachusetts

Epsilon Associates Inc.

Figure 4-21
Historic Resources

Chapter 5

Coordination with Other Governmental Agencies

5.0 COORDINATION WITH OTHER GOVERNMENTAL AGENCIES

5.1 Architectural Access Board Requirements

The Project will comply with the requirements of the Massachusetts Architectural Access Board and will be designed to comply with the standards of the Americans with Disabilities Act. The Accessibility Checklist is included in Attachment F.

5.2 Massachusetts Environmental Policy Act (MEPA)

The Project will be subject to review in accordance with the requirements of the Massachusetts Environmental Policy Act, MGL c. 30, §§61-62H (MEPA), and the MEPA regulations at 301 CMR 11.00 (MEPA Regulations). MEPA applies to certain actions undertaken and certain permits granted by agencies, departments, boards, commissions, and authorities of the Commonwealth of Massachusetts and other authorities or political subdivisions of the Commonwealth. According to the MEPA Regulations, MEPA review is required if a project exceeds certain thresholds specified in the MEPA Regulations and the project involves a state agency transferring an interest in real property, providing financial assistance or issuing a permit approval. MEPA review is generally only required if a state agency approval is required and the project exceeds a MEPA threshold. Specifically, pursuant to 301 CMR 11.01(2)(b), the MEPA office only has jurisdiction when "the subject matter of the review threshold is conceptually or physically related to the subject matter of one or more required [permits from a state agency.]"

In this case, MEPA jurisdiction is likely through the Proponent's need to obtain an easement over non-State Highway Layout from the Massachusetts Department of Transportation ("MassDOT"), as well as the indirect highway access permit requirement listed in Section 1.7. The Proponent intends to submit an Environmental Notification Form ("ENF") document to the MEPA Office.

5.3 Massachusetts Historical Commission

The Proponent does not anticipate that the Project will require any state or federal licenses, permits or approvals that trigger review by the Massachusetts Historical Commission ("MHC"), and does not anticipate utilizing any state or federal funds. Therefore, review by the MHC under its regulations is not anticipated at this time. However, notice of the filing of the ENF under MEPA will be sent to MHC.

5.4 Boston Landmarks Commission

The Proponent will seek Boston Landmarks Commission approval for demolition of the existing buildings on the Project Site as part of the Project.

5.5 Boston Civic Design Commission

The Project will comply with the provisions of Article 28 of the Boston Zoning Code. This PNF will be submitted to the Boston Civic Design Commission by the BPDA as part of the Article 80 process.

5.6 Boston Parks and Recreation Commission

Because the new building proposed through the Project will be erected within a distance of 100 feet from Flaherty Park, the Proponent will seek permission in writing from the Boston Parks and Recreation Commission, under Boston Municipal Code 7-4.11.

5.7 Other Permits and Approvals

Section 1.7 provides a list of agencies from which it is anticipated that permits and approvals for the Project will be sought.

Attachment A

Site Survey

BOUNDARY DESCRIPTION PER SCHEDULE A OF FIRST AMERICAN TITLE INSURANCE COMPANY'S COMMITMENT FOR TITLE INSURANCE, COMMITMENT NO. NCS-916736-BOS1, HAVING AN EFFECTIVE DATE OF JUNE 20 16, 2018.

REAL PROPERTY IN THE CITY OF BOSTON CALLED SOUTH BOSTON, COUNTY OF SUFFOLK, COMMONWEALTH OF MASSACHUSETTS, DESCRIBED AS FOLLOWS:

TRACT I:

PARCEL ONE:

A CERTAIN PARCEL OF LAND DESCRIBED IN LAND COURT TRANSFER CERTIFICATE OF TITLE NO. 109202 AS FOLLOWS:

A CERTAIN PARCEL OF LAND SITUATED IN SAID SOUTH BOSTON ON WEST THIRD STREET, A STREET, WEST SECOND STREET, AND BOLTON STREET. SAID LAND IS DETERMINED BY THE COURT TO BE LOCATED AS SHOWN ON A PLAN DRAWN BY ROBERT B. BELLAMY, CIVIL ENGINEER, DATED MAY 12, 1925, AS MODIFIED AND

APPROVED BY THE COURT, FILED IN THE LAND REGISTRATION OFFICE AS PLAN NO. 10853-A, A COPY OF A PORTION OF WHICH IS FILED WITH CERTIFICATE OF TITLE NO. 19097.

PARCEL TWO:

A CERTAIN PARCEL OF LAND, DESCRIBED IN LAND COURT TRANSFER CERTIFICATE OF TITLE NO. 109202 AS FOLLOWS:

A CERTAIN PARCEL OF LAND SITUATED IN SAID SOUTH BOSTON, SUFFOLK COUNTY, MASSACHUSETTS ON WEST SECOND STREET AND BOLTON STREET. SAID LAND IS DETERMINED BY THE COURT TO BE LOCATED AS SHOWN ON A PLAN DRAWN BY WHITMAN & HOWARD, CIVIL ENGINEERS, DATED SEPTEMBER, 1958, AS MODIFIED AND APPROVED BY THE COURT, FILED IN THE LAND REGISTRATION OFFICE AS PLAN NO. 28658-A, A COPY OF A PORTION OF WHICH IS FILED WITH CERTIFICATE OF TITLE NO. 65328.

TRACT II:

REGISTERED LAND PARCEL 1:

NORTHEASTERLY BY THE SOUTHWESTERLY LINE OF BOLTON STREET, FIFTY-FOUR AND 74/100 (54.74) FEET;

SOUTHEASTERLY BY LAND NOW OR FORMERLY OF THE DAHLQUIST MANUFACTURING COMPANY, ONE HUNDRED AND 15/100 (100.15) FEET, THE LINE RUNNING THROUGH THE MIDDLE OF A TWELVE (12) INCH BRICK WALL;

SOUTHWESTERLY BY THE NORTHEASTERLY LINE OF WEST THIRD STREET, ONE HUNDRED FOUR AND 95/100 (104.95) FEET;

NORTHWESTERLY BY LAND NOW OR FORMERLY OF JOHN H. EATON, ET.AL. FIFTY AND 19/100 (50.19) FEET; AND NORTHEASTERLY FIFTY (50) FEET, AND NORTHWESTERLY FIFTY (50) FEET BY LAND NOW OR FORMERLY OF THEODORE W. DAHLQUIST.

ALL OF SAID BOUNDARIES ARE DETERMINED BY THE COURT TO BE LOCATED AS SHOWN ON A PLAN DRAWN BY WILLIAM S. CROCKER, CIVIL ENGINEER, DATED FEBRUARY 12, 1936, AS MODIFIED AND APPROVED BY THE COURT, FILED IN THE LAND REGISTRATION OFFICE, AS PLAN NO.16062-A, A COPY OF A PORTION OF WHICH IS FILED WITH CERTIFICATE OF TITLE NO. 36631.

THE ABOVE DESCRIBED LAND IS SUBJECT TO, AND HAS THE BENEFIT OF, SUCH EASEMENTS IF ANY, AS WERE IN FORCE AT DATE OF ORIGINAL DECREE BY REASON OF THE EXISTENCE OF THE PARTITION WALL ON THE SOUTHEASTERLY SIDE THEREOF AS SHOWN ON SAID PLAN.

PARCEL 2:

ALSO ANOTHER CERTAIN PARCEL OF LAND SITUATE IN THAT PART OF BOSTON CALLED SOUTH BOSTON, BOUNDED AND DESCRIBED AS FOLLOWS:

NORTHEASTERLY BY THE SOUTHWESTERLY LINE OF BOLTON STREET, TWENTY-EIGHT AND 92/100 (28.92) FEET[;]

SOUTHEASTERLY FORTY-NINE AND 92/100 (49.92) FEET;

NORTHEASTERLY TWENTY-SEVEN (27) FEET; AND

SOUTHEASTERLY FIFTY AND 20/100 (50.20) FEET BY LAND NOW OR FORMERLY OF JOHN F. HOPKINS;

SOUTHWESTERLY BY THE NORTHEASTERLY LINE OF WEST THIRD STREET FIFTY-FIVE AND 93/100 (55.93) FEET; AND

NORTHWESTERLY BY LAND NOW OR FORMERLY OF MARIE W. DAHLQUIST ET.AL., ONE HUNDRED AND 15/100 (100.15) FEET THE LINE RUNNING THROUGH THE MIDDLE OF A TWELVE (12) INCH BRICK WALL.

ALL OF SAID BOUNDARIES ARE DETERMINED BY THE COURT TO BE LOCATED AS SHOWN ON A PLAN DRAWN BY WILLIAM S. CROCKER, CIVIL ENGINEER, DATED FEBRUARY 12, 1936, AS MODIFIED AND APPROVED BY THE COURT, FILED IN THE LAND REGISTRATION OFFICE AS PLAN NO. 16061-A A COPY OF A PORTION OF WHICH IS FILED WITH CERTIFICATE OF TITLE NO. 36631.

THE ABOVE DESCRIBED LAND IS SUBJECT TO SLOPE RIGHTS ALONG SAID BOLTON STREET AS SET FORTH IN A DEED GIVEN BY HANNAH MCCARTHY ET.AL., TO THE CITY OF BOSTON, DATED JULY 18, 1881, DULY RECORDED IN BOOK 1662, PAGE 628.

THE ABOVE DESCRIBED LAND IS ALSO SUBJECT, TO, AND HAS THE BENEFIT OF, SUCH EASEMENTS, IF ANY, AS WERE IN FORCE AT DATE OF ORIGINAL DECREE BY REASON BY THE EXISTENCE OF THE PARTITION WALL ON THE NORTHWESTERLY SIDE THEREOF AS SHOWN ON SAID PLAN.

PARCEL 3:

ALSO ANOTHER CERTAIN PARCEL OF LAND SITUATE IN THAT PART OF BOSTON CALLED SOUTH BOSTON, BOUNDED AND DESCRIBED AS FOLLOWS:

NORTHEASTERLY BY THE SOUTHWESTERLY LINE OF BOLTON STREET, FIFTY (50) FEET; SOUTHEASTERLY BY LAND NOW OR FORMERLY OF JAMES M. WHITE, FIFTY (50) FEET; SOUTHWESTERLY BY LAND NOW OR FORMERLY OF WILLIAM J. SHEEHAN ET.AL., FIFTY (50) FEET; AND

NORTHWESTERLY BY LAND NOW OR FORMERLY OF THE BOSTON SAFE DEPOSIT AND TRUST COMPANY, TRUSTEE, FIFTY (50) FEET.

ESTIMATED TO CONTAIN 2500 SQUARE FEET OF LAND.

ALL OF SAID BOUNDARIES, EXCEPT THE STREET LINE, ARE DETERMINED BY THE COURT TO BE LOCATED AS SHOWN ON A PLAN DRAWN BY WILLIAM KELLY, C.E., DATED FEBRUARY 27, 1905, AS APPROVED BY THE COURT, FILED IN THE LAND REGISTRATION OFFICE AS PLAN NO. 1060-A, A COPY OF A PORTION OF WHICH IS FILED WITH CERTIFICATE OF TITLE NO. 1014.

PARCEL 4:

ALSO, THAT CERTAIN PARCEL OF LAND SITUATED IN THAT PART OF BOSTON CALLED SOUTH BOSTON, BOUNDED AND DESCRIBED AS FOLLOWS:

NORTHEASTERLY BY THE SOUTHWESTERLY LINE OF BOLTON STREET TWENTY-TWO AND 00/100 (22.00) FEET; SOUTHEASTERLY FORTY-NINE AND 93/100 [49.93] FEET, AND
SOUTHWESTERLY TWENTY-TWO AND 00/100 (22.00) FEET, BY LAND NOW OR FORMERLY OF DOMINIC BRAMANTE; AND

NORTHWESTERLY BY LAND NOW OR FORMERLY OF THEODORE S. DAHLQUIST ET AL, FORTY-NINE AND 93/100 (49.93) FEET.

ALL OF SAID BOUNDARIES ARE DETERMINED BY THE COURT TO BE LOCATED AS SHOWN ON A PLAN DRAWN BY DANA F. PERKINS & SONS INC., SURVEYORS, DATED NOVEMBER 6, 1962, AS MODIFIED AND APPROVED BY THE COURT, FILED IN THE LAND REGISTRATION OFFICE AS PLAN NO. 31996-A, A COPY OF A PORTION OF WHICH IS FILED WITH CERTIFICATE OF TITLE NO. 71446.

BEING THE SAME PREMISES DESCRIBED IN THE CERTIFICATE OF TITLE NO. 129796, SUFFOLK LAND REGISTRY, BOOK 644, PAGE 196.

RECORDED LAND PARCEL 5:

ALSO, UNREGISTERED LAND, WITH BUILDINGS THEREON, SITUATED IN THAT PART OF BOSTON, SUFFOLK COUNTY, CALLED SOUTH BOSTON, BOUNDED AND DESCRIBED AS FOLLOWS:

SOUTHWESTERLY BY WEST THIRD STREET, THIRTY-SEVEN AND 16/100 (37.16) FEET;

SOUTHEASTERLY BY THE NORTHWESTERLY LINE OF LOCATION OF THE NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY, ONE HUNDRED (100) FEET;

NORTHEASTERLY BY BOLTON STREET; FIFTEEN AND 16/100 (15.16) FEET;
NORTHWESTERLY BY LAND NOW OR FORMERLY OF WILLIAM CASHMAN, FIFTY (50) FEET;
NORTHEASTERLY BY SAID LAND NOW OR FORMERLY OF SAID CASHMAN, TWENTY-TWO (22) FEET; AND

NORTHWESTERLY AGAIN ON LAND NOW OR FORMERLY OF BENJAMIN ADAMS, FIFTY (50) FEET. CONTAINING 2,616 SQUARE FEET OF LAND.

PARCEL 6:

ALSO, UNREGISTERED LAND IN THAT PART OF BOSTON, SUFFOLK COUNTY, MASSACHUSETTS, KNOWN AS SOUTH BOSTON SITUATED ON THE SOUTHWESTERLY SIDE OF BOLTON STREET, AND BOUNDED AND DESCRIBED AS FOLLOWS:

NORTHEASTERLY BY BOLTON STREET;

SOUTHEASTERLY BY AN ESTATE NOW OR FORMERLY OF MARY C. HOPKINS; SOUTHWESTERLY AND
NORTHWESTERLY BY AN ESTATE NOW OR FORMERLY OF DAHLQUIST MANUFACTURING CO. CONTAINING ABOUT 1350 SQUARE FEET OF LAND.

[ ] INDICATES ERROR

NOTES:

1) THE PROPERTY SHOWN HEREON IS THE SAME PROPERTY DESCRIBED IN THE TITLE COMMITMENT.

2) BENCH MARK INFORMATION:

BENCH MARKS USED:

TBM-A: X-CUT IN RIGHT FRONT HYDRANT FLANGE BOLT LOCATED LOCATED ON NORTHWESTERLY SIDE OF "A" STREET, OPPOSITE IRON STREET.
ELEVATION=17.68. (JOB NO. 15336)

TBM-B: LEFT OUTER CORNER OF CONCRETE WALL AT ENTRANCE TO 10 CHANNEL CENTER.
ELEVATION=18.28.

TBM-3: X-CUT IN HYDRANT FLANGE BOLT CLOSER TO "0" LOCATED ON NORTHWESTERLY SIDE OF "A" STREET ACROSS FROM PROPOSED RICHARDS STREET.
ELEVATION=16.47.

TEMPORARY BENCHMARKS SET:

TBM-1: X-CUT IN HYDRANT FLANGE BOLT LOCATED ON NORTHEASTERLY SIDE OF WEST THIRD STREET.
ELEVATION=33.90

TBM-2: X-CUT IN HYDRANT BOLT LOCATED ON SOUTHEASTERLY SIDE OF WEST SECOND STREET AND A STREET.
ELEVATION=27.37

3) ELEVATIONS REFER TO BOSTON CITY BASE.

4) BY GRAPHIC PLOTTING ONLY, THE PARCEL SHOWN HEREON LIES WITHIN ZONE "X" (UNSHADED), AN AREA OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOOD, AS SHOWN ON THE FEDERAL EMERGENCY MANAGEMENT AGENCY F.E.M.A) FLOOD INSURANCE RATE MAP (F.I.R.M.) FOR SUFFOLK COUNTY, MASSACHUSETTS, MAP NUMBER 25025C0083J, CITY OF BOSTON COMMUNITY NO. 250286, PANEL NUMBER 0083J, HAVING AN EFFECTIVE DATE OF MARCH 16, 2016.

5) NO EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS WAS OBSERVED.

6) TO THE BEST OF OUR KNOWLEDGE, THERE ARE NO PROPOSED CHANGES IN STREET RIGHT OF WAY LINES.

7) NO EVIDENCE OF STREET OR SIDEWALK CONSTRUCTION OR REPAIRS WAS OBSERVED.

8) BUILDING HEIGHT SHOWN HEREON IS CALCULATED FROM THE AVERAGE GRADE PLANE AND THE TOP OF ROOF. BY CITY OF 'BOSTON ZONING CODE, THE DEFINITION OF BUILDING HEIGHT IS TO THE TOP OF THE HIGHEST ROOF BEAM; THIS WAS INACCESSIBLE AT TIME OF SURVEY. THEREFORE THE BUILDING HEIGHT BY DEFINITION WOULD BE LESS THAN THE HEIGHT SHOWN HEREON.

9) THIS DOCUMENT IS AN INSTRUMENT OF SERVICE OF FELDMAN LAND SURVEYORS ISSUED TO OUR CLIENT FOR PURPOSES RELATED DIRECTLY AND SOLELY TO FELDMAN LAND SURVEYORS' SCOPE OF SERVICES UNDER CONTRACT TO OUR CLIENT FOR THIS PROJECT. ANY USE OR REUSE OF THIS DOCUMENT FOR ANY REASON BY ANY PARTY FOR PURPOSES UNRELATED DIRECTLY AND SOLELY TO SAID CONTRACT SHALL BE AT THE USER'S SOLE AND EXCLUSIVE RISK AND LIABILITY, INCLUDING LIABILITY FOR VIOLATION OF COPYRIGHT LAWS, UNLESS WRITTEN CONSENT IS PROVIDED BY FELDMAN LAND SURVEYORS.

TITLE EXCEPTIONS PER SCHEDULE B, SECTION TWO OF FIRST AMERICAN TITLE INSURANCE COMPANY'S COMMITMENT FOR TITLE INSURANCE, COMMITMENT No. NCS-916736-BOS1, HAVING AN EFFECTIVE DATE OF JUNE 20 16, 2018.

(7) RIGHTS OF AFH EPICENTER, INC./ARTISTS FOR HUMANITY, UNDER AN ORAL LICENSE. (NOT PLOTTABLE)

(8) SEE SURVEY

(9) LIENS FOR TAXES AND MUNICIPAL CHARGES WHICH ARE NOT YET DUE AND PAYABLE. (BLANKET-NOT PLOTTABLE)

(10) EASEMENT FOR ELECTRIC SERVICE FROM THE GILLETTE COMPANY TO NSTAR ELECTRIC COMPANY DATED JUNE 24, 2011 FILED AS DOCUMENT NO. 800210. (AS SHOWN HEREON)

(11) UTILITIES RELOCATION AGREEMENT BETWEEN THE GILLETTE COMPANY, LLC AND AFH EPICENTER, INC. DATED SEPTEMBER 20, 2017 FILED AS DOCUMENT NO. 874691, AS AFFECTED BY TERM OF UTILITIES RELOCATION AGREEMENT, DATED APRIL 2, 2018, FILED AS DOCUMENT NO. 881540. (AS SHOWN HEREON)

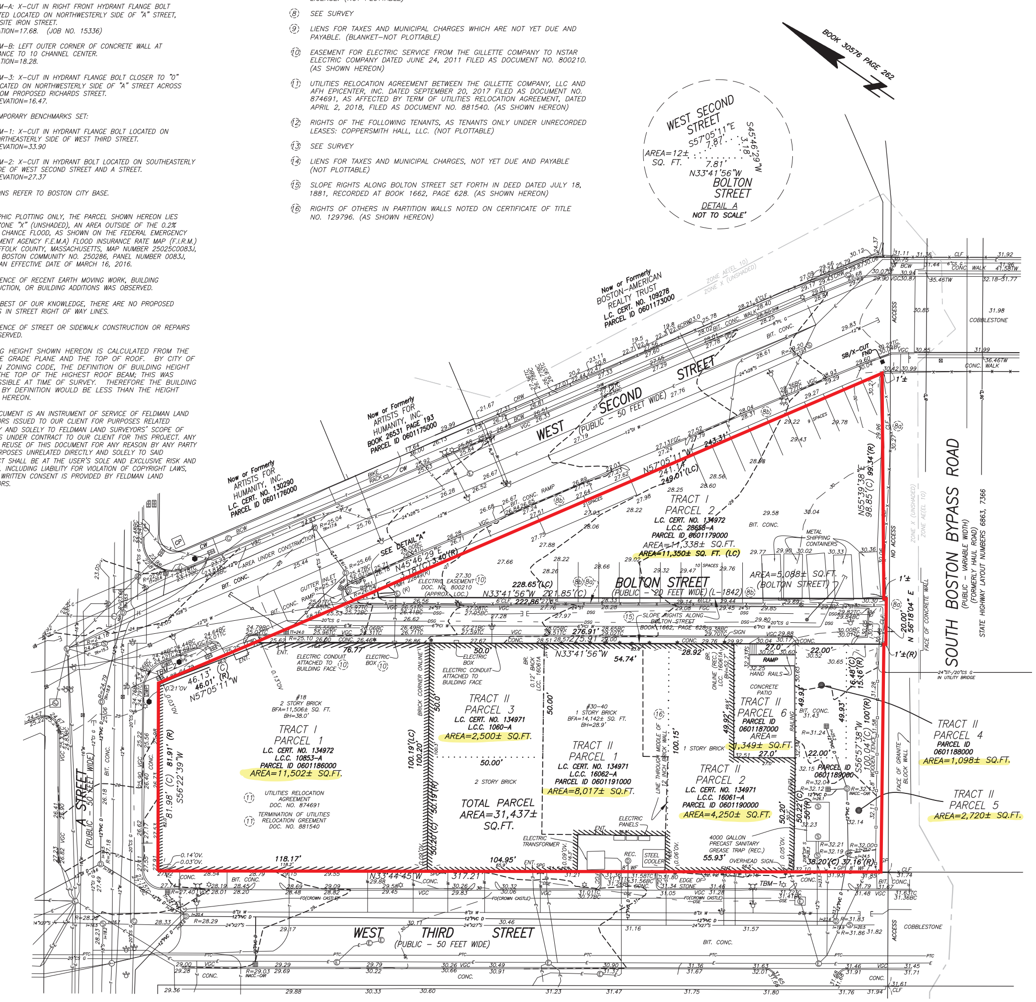
(12) RIGHTS OF THE FOLLOWING TENANTS, AS TENANTS ONLY UNDER UNRECORDED LEASES: COPPERSMITH HALL, LLC. (NOT PLOTTABLE)

(13) SEE SURVEY

(14) LIENS FOR TAXES AND MUNICIPAL CHARGES, NOT YET DUE AND PAYABLE (NOT PLOTTABLE)

(15) SLOPE RIGHTS ALONG BOLTON STREET SET FORTH IN DEED DATED JULY 18, 1881, RECORDED AT BOOK 1662, PAGE 628. (AS SHOWN HEREON)

(16) RIGHTS OF OTHERS IN PARTITION WALLS NOTED ON CERTIFICATE OF TITLE NO. 129796. (AS SHOWN HEREON)



PLAN REFERENCES

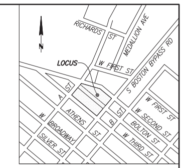
SUFFOLK COUNTY REGISTRY OF DEEDS
BOOK

PLANS 307 OF 2017

MASSACHUSETTS LAND COURT
L.C. PLAN NO. 1060-A
L.C. PLAN NO. 10853-A
L.C. PLAN NO. 10661/62-A
L.C. PLAN NO. 28658-A
L.C. PLAN NO. 31996-A

CITY OF BOSTON ENGINEERING DEPARTMENT
BOOK 521 PAGES 80-83
BOOK 667 PAGES 102-105
BOOK 765 PAGES 66-69
BOOK 1280 PAGES 86-87
PLAN L-160
PLAN L-1842

MASSACHUSETTS HIGHWAY DEPARTMENT
S.H.L.O. NO. 6863



LOCUS MAP - NOT TO SCALE

LEGEND

(S)	SEWER MANHOLE
(D)	DRAIN MANHOLE
(E)	ELECTRIC MANHOLE
(T)	TELEPHONE MANHOLE
(C)	CABLE TV MANHOLE
(MH)	MANHOLE
	HYDRANT
	WATER SHUT OFF/WATER GATE
	GAS SHUT OFF/GAS GATE
	CATCH BASIN
	D-FRAME CATCH BASIN
	SIGN
SP	STAND PIPE/SIAMESE CONNECTION
	CURB RETURN
	TRAFFIC SIGNAL
	GUY POLE
	UTILITY POLE
	LIGHT POLE
HH	ELECTRIC HANDHOLE
BCW	BITUMINOUS CONCRETE WALK
BIT	BITUMINOUS
BC	BOTTOM OF CURB
BK	BACK
BOT	BOTTOM
CLF	CHAINLINK FENCE
CONC	CONCRETE
CP	CONCRETE PAD
CW	CONCRETE WALK
ENT	ENTRANCE
LCC/LC	LAND COURT CASE
L.C. CERT.	LAND COURT CERTIFICATE
M&S	MULCH & SHRUBS
NVP	NO VISIBLE PIPE
OV	OVER
PTC	PIPE TYPE CABLE
R=	RIM ELEVATION
SB	STONE BOUND
EP/LP	ESCUTCHEON PIN WITH LEAD PLUG
S.H.L.O.	STATE HIGHWAY LAYOUT
SQ. FT.	SQUARE FEET
TC	TOP OF CURB
TR	CENTER OF THROUGH
TS	TOP STEP
TT	TOP OF TRAP
TW	TOP OF WALL
VGC	VERTICAL GRANITE CURB
——C——	CABLE TELEVISION
——D——	DRAIN
——E——	ELECTRIC
——FO——	FIBER OPTIC
——G——	GAS
——OHW——	OVERHEAD WIRES
——S——	SEWER
——ST——	STEAM
——T——	TELEPHONE
——W——	WATER
——12"D(CI)——	PIPE SIZE AND MATERIAL
——CI——	CAST IRON
——PVC——	POLYVINYL CHLORIDE
——RCP——	REINFORCED CONCRETE PIPE
——VCP——	VITRIFIED CLAY PIPE
—X—X—	METAL FENCE
	WOOD FENCE
	GUARD RAIL
——DSC——	DIGSAFE CABLE
——DSE——	DIGSAFE ELECTRIC
——DSG——	DIGSAFE GAS
	WALK LIGHT
WF	WOOD FENCE
BH	BUILDING HEIGHT
(C)	CALCULATED
DWP	DUCTILE WARNING PAD
(7)	TITLE EXCEPTION NUMBER

VISIBLE ENCROACHMENTS:

WEST THIRD STREET BOUNDARY
FLOOD LIGHTS CROSS THE BOUNDARY LINE.
BUILDING CROSSES BOUNDARY
OVERHEAD SIGN CROSSES BOUNDARY.

A STREET BOUNDARY
BUILDING CROSSES BOUNDARY

BOLTON STREET BOUNDARYS
FLOOD LIGHTS CROSS THE BOUNDARY LINE
OVERHEAD SIGN CROSSES BOUNDARY
FENCE AND PARKING STRIPES CROSS BOUNDARY

WEST SECOND STREET BOUNDARYS
PARKING STRIPES CROSS BOUNDARY

EASTERLY BOUNDARY
GAS AND STEAM LINES CROSS THE BOUNDARY LINE

TO: FIRST AMERICAN TITLE INSURANCE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 5, 7(a), 7(b)(1), 7(c), 8, 9, 11, 13, 14, 16, 17, 19, AND 20 OF TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON AUGUST 28, 2018.

FELDMAN LAND SURVEYORS

DAMIEN J. RAFFLE, PLS (MA# 49629) DATE
djr@feldmansurveyors.com

OWNERS OF RECORD

AL SOUTH BOSTON OWNER 1, LLC.
LCC CERTIFICATE NO. 134972

AL SOUTH BOSTON OWNER 1, LLC.
LCC CERTIFICATE NO. 134971/
BOOK 59757 PAGE 146

ALTA/NSPS LAND TITLE SURVEY
40 WEST THIRD STREET
BOSTON, MASS.

FELDMAN LAND SURVEYORS
152 HAMPDEN STREET
BOSTON, MASS. 02119

AUGUST 28, 2018
PHONE: (617)357-9740
www.feldmansurveyors.com

FELDMAN
LAND
SURVEYORS

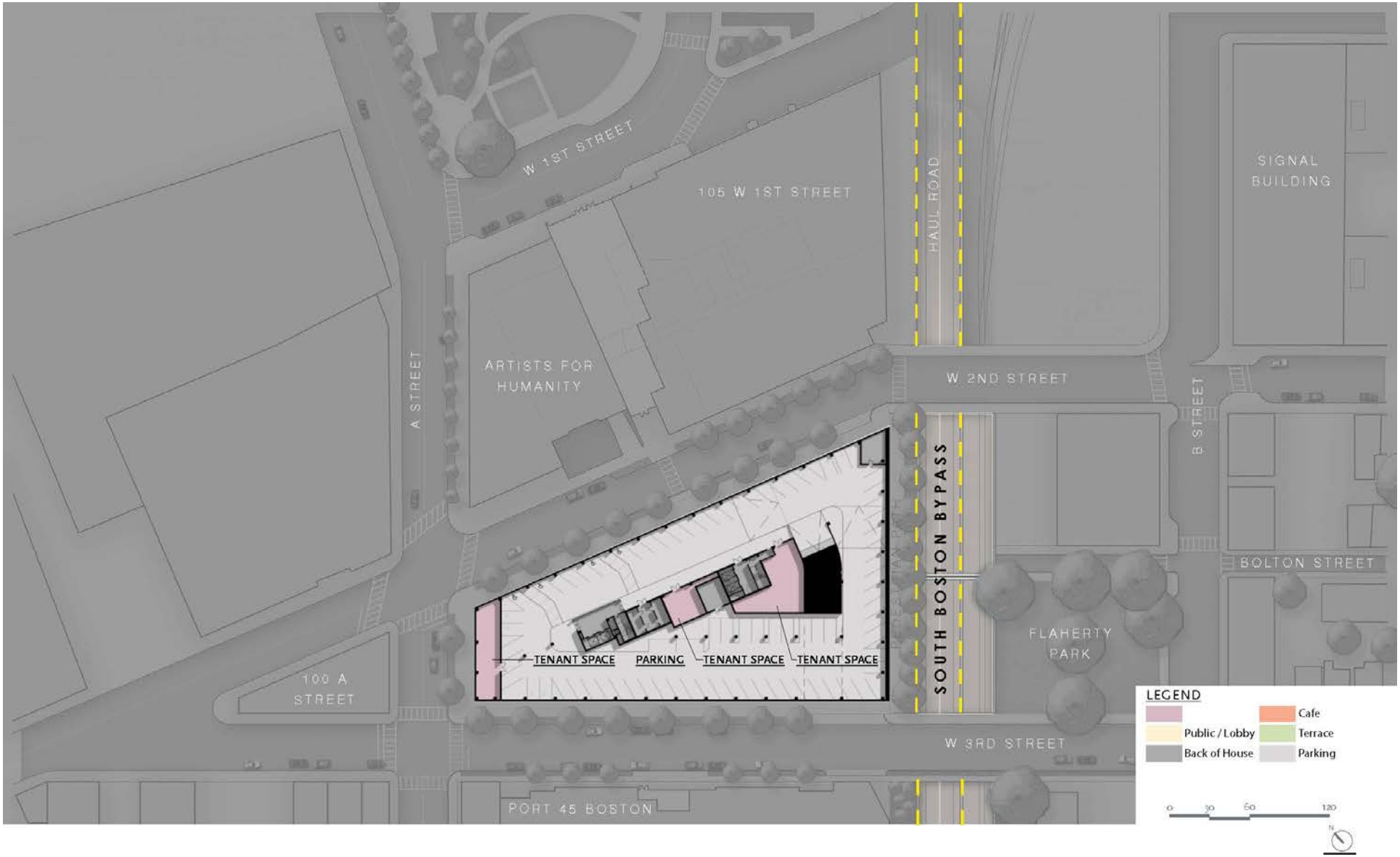
20 0 10 20 40 80

SCALE: 1"=20'

RESEARCH MN	FIELD CHIEF JN	PROJ MGR DJR	APPROVED	SHEET NO. 1 OF 1
CALC MN	CADD MN	FIELD CHECKED	CRD FILE 16307	JOB NO. 16307
FILENAME:				

Attachment B

Floor Plans



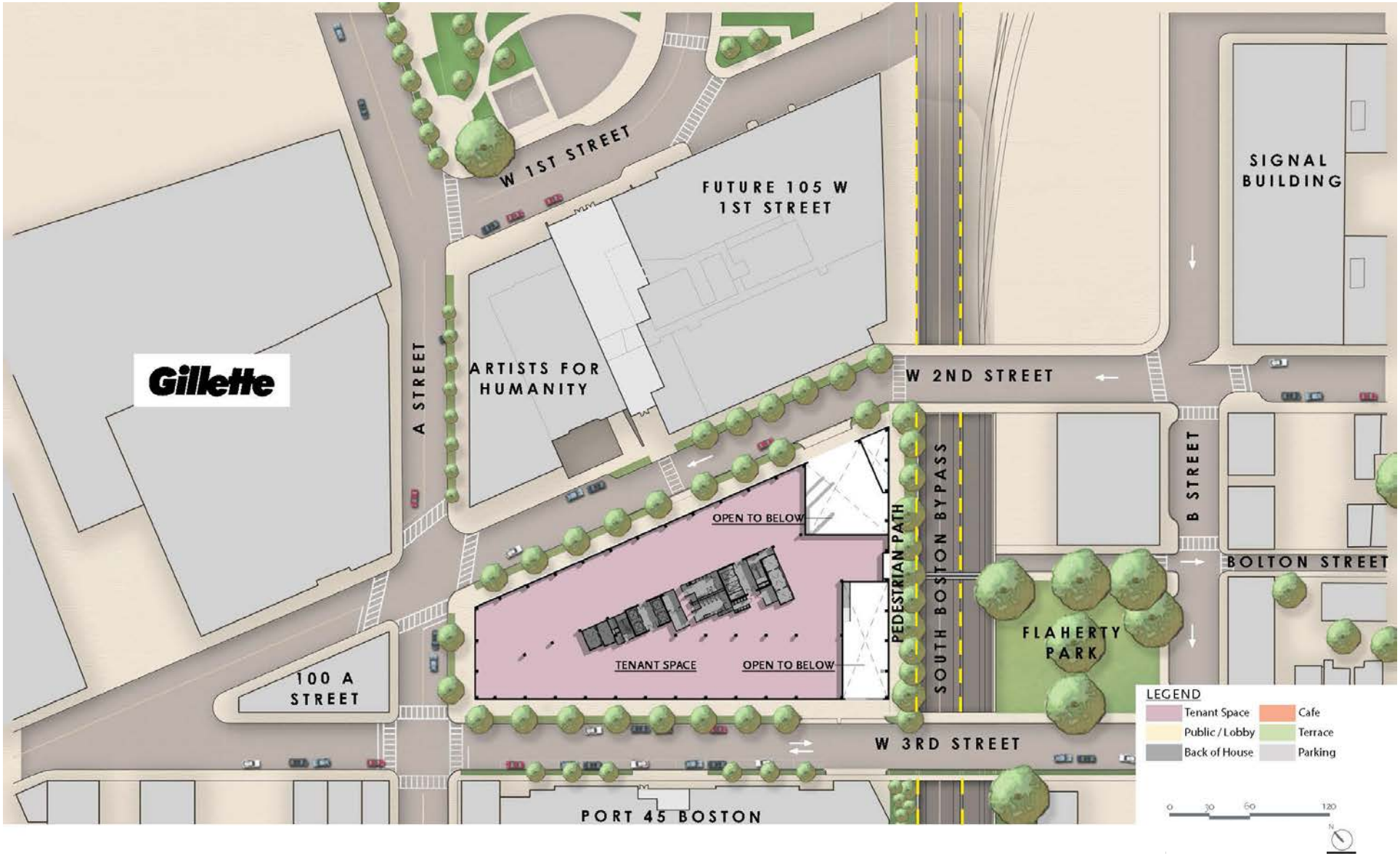
99 A Street Boston, Massachusetts

ELKUS MANFREDI ARCHITECTS

Figure B-1
Level B1 Plan

99 A Street Boston, Massachusetts

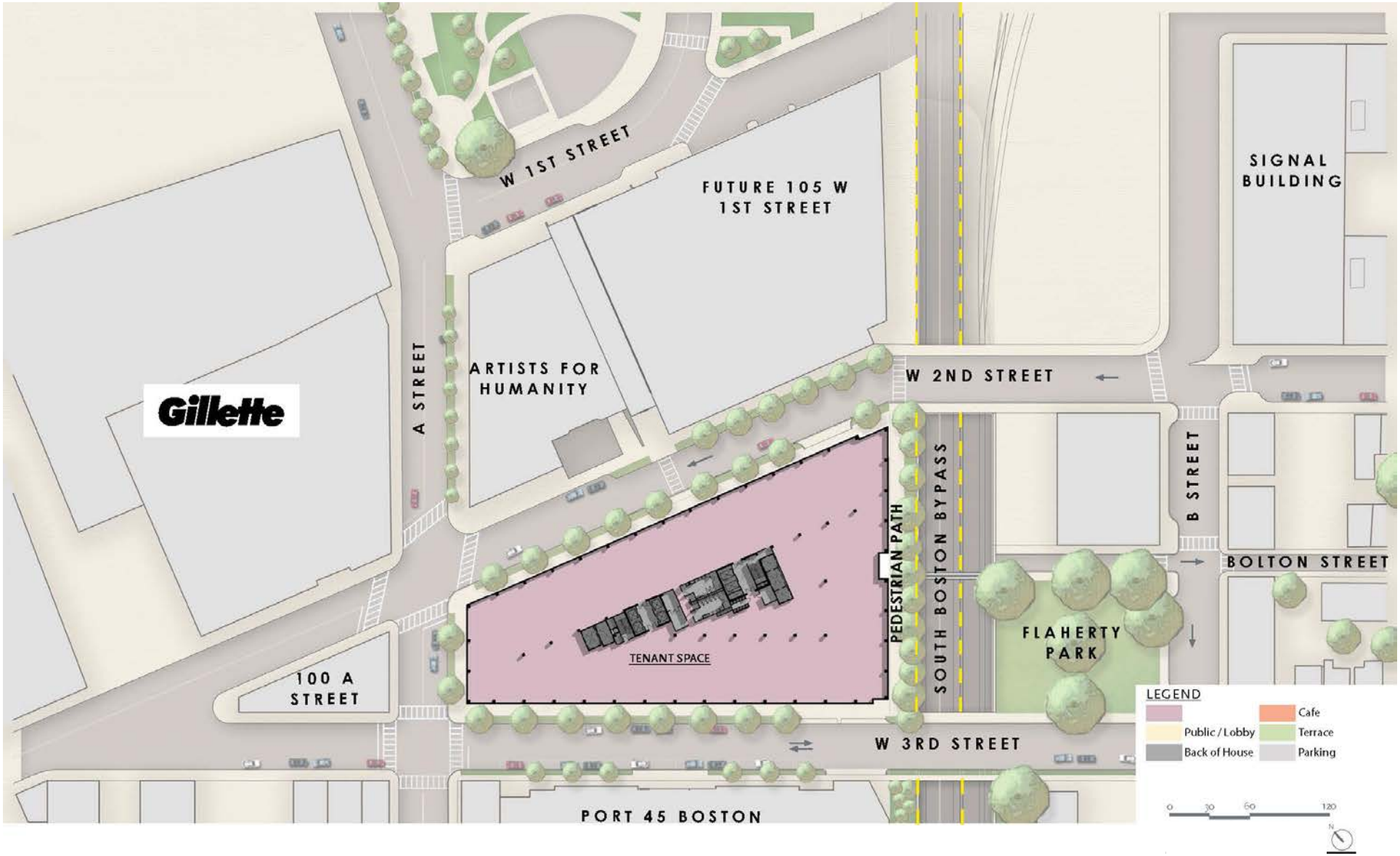
Figure B-2
Level 1 Plan



99 A Street Boston, Massachusetts

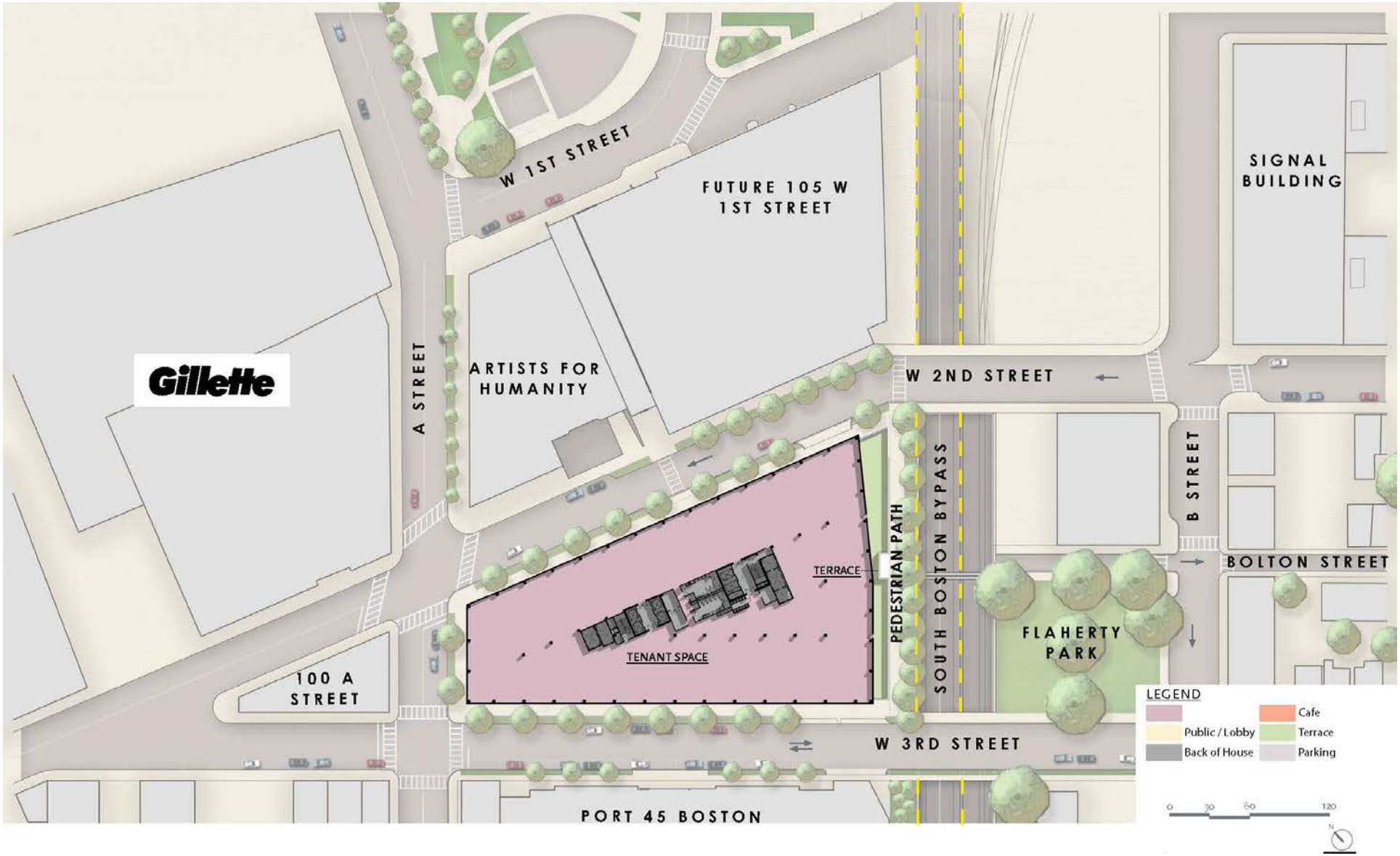
ELKUS MANFREDI ARCHITECTS

Figure B-3
Level 2 Plan



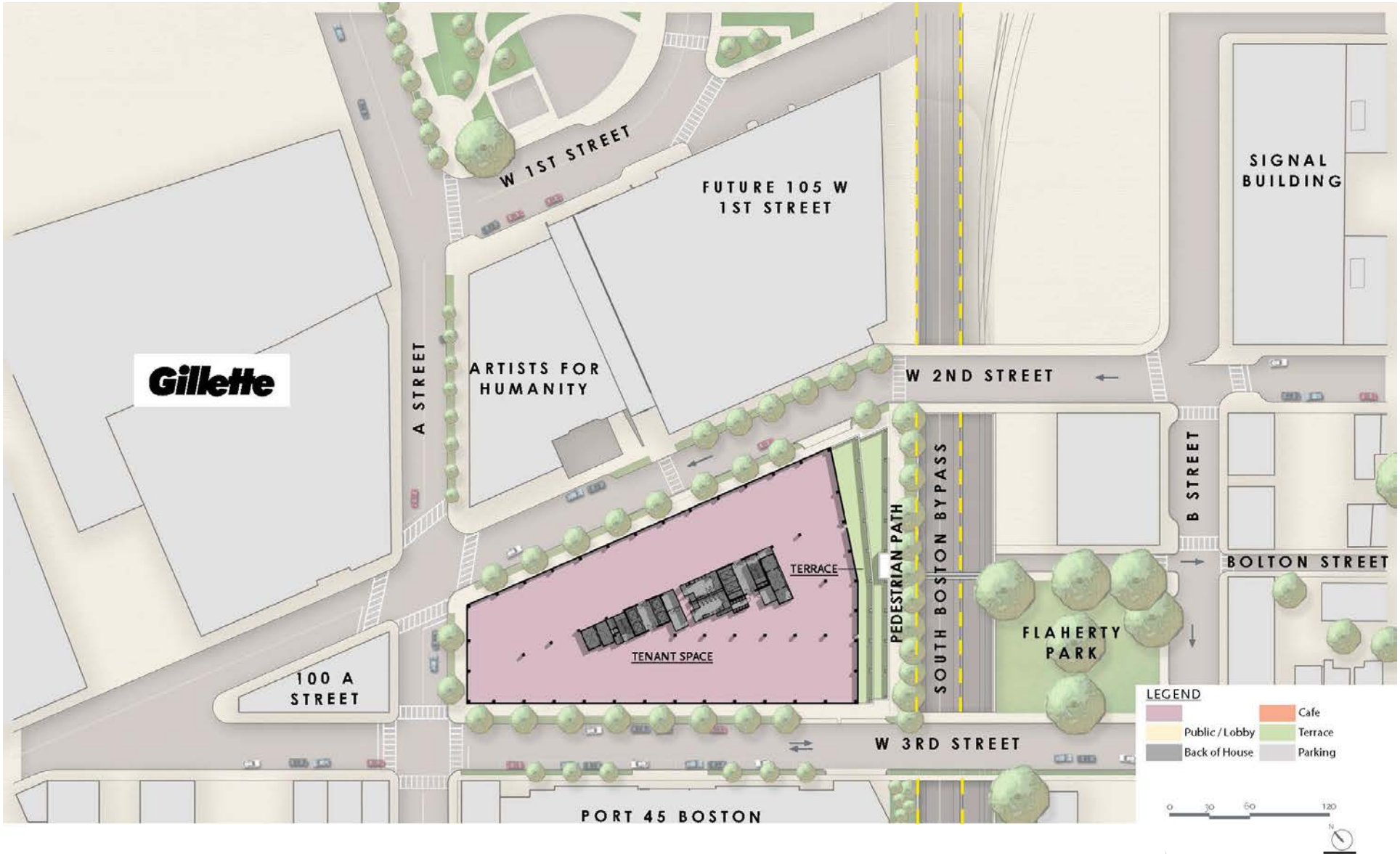
99 A Street Boston, Massachusetts

Figure B-4
Level 3 Plan



99 A Street Boston, Massachusetts

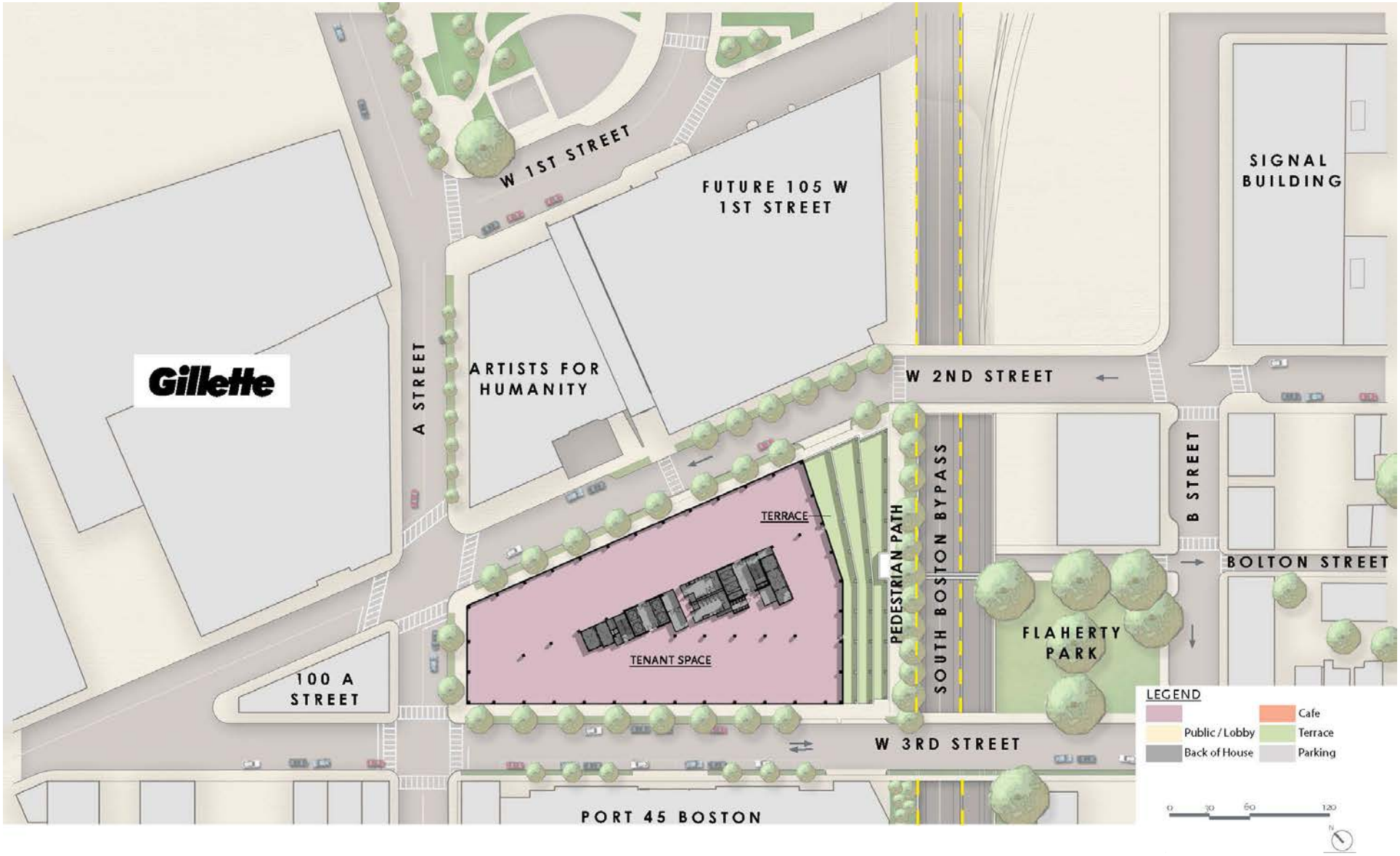
Figure B-5
Level 4 Plan



99 A Street Boston, Massachusetts

ELKUS MANFREDI ARCHITECTS

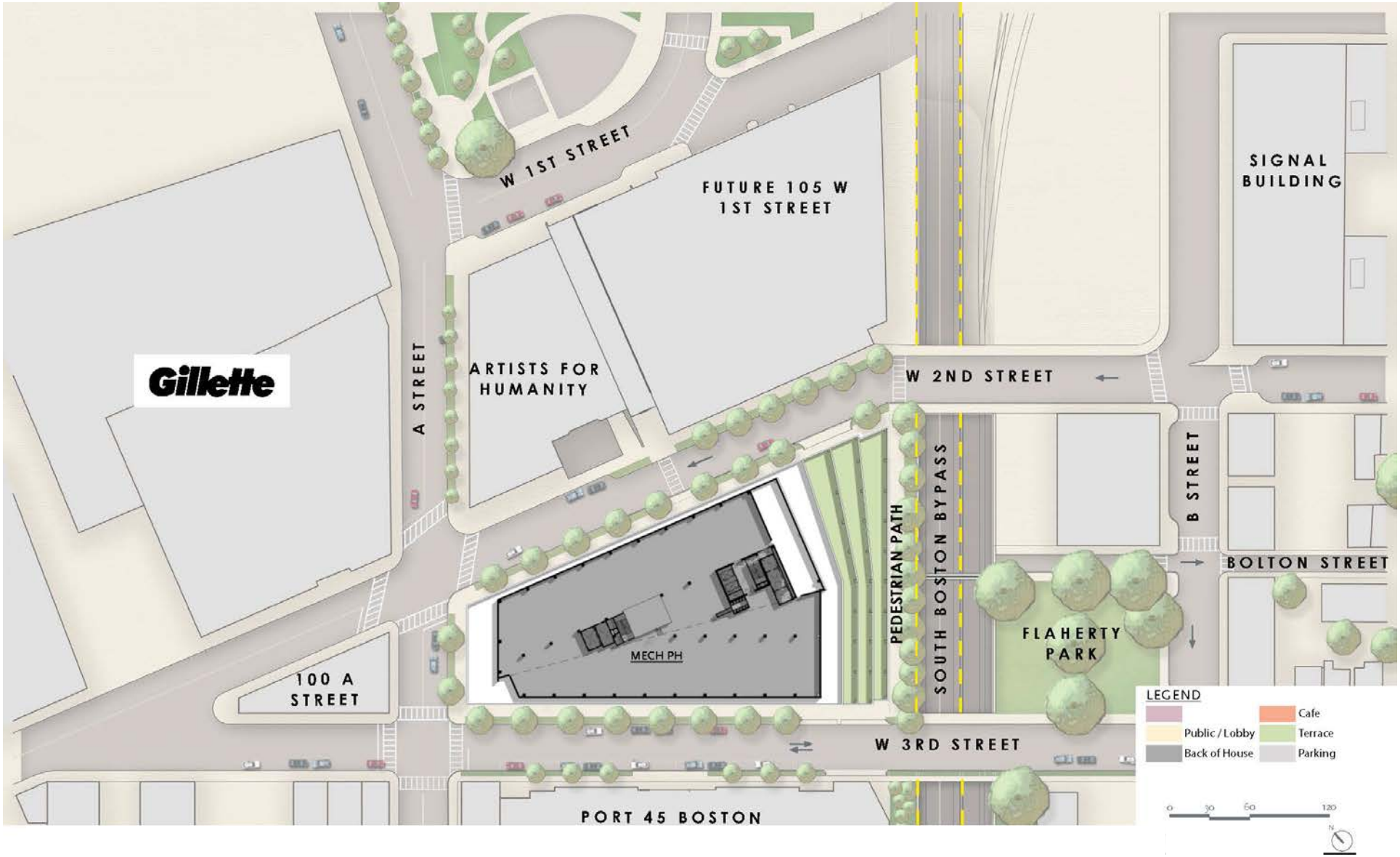
Figure B-6
Level 5 Plan



99 A Street Boston, Massachusetts

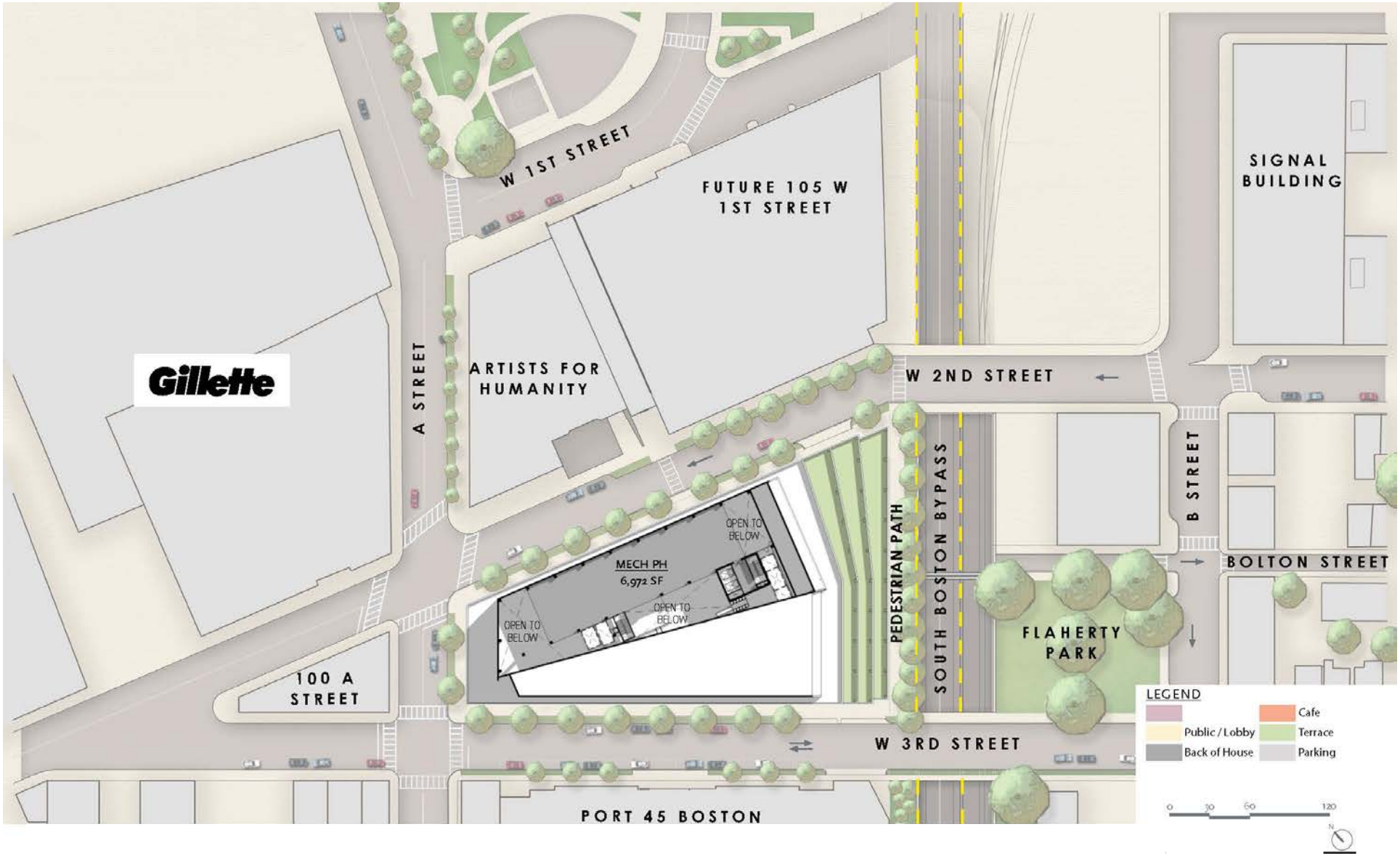
ELKUS MANFREDI ARCHITECTS

Figure B-7
Level 6 Plan



99 A Street Boston, Massachusetts

Figure B-8
Penthouse Plan



99 A Street Boston, Massachusetts

Figure B-9
Penthouse Mezzanine Plan

Attachment C

Transportation

99 A Street

Boston, Massachusetts

Technical Appendix

PREPARED FOR

AL South Boston Owner 1, LLC
AL South Boston Owner 2, LLC
c/o Alexandria Real Estate Equities, Inc.
400 Technology Square, Suite 101
Cambridge, MA 02139

PREPARED BY

99 High Street
Boston, MA 02110
617.728.7777

March 8, 2019

99 A Street

Project Notification Form

Technical Appendix

Traffic Counts

Synchro Results:

- 2019 Existing Conditions
- 2024 No Build Conditions
- 2024 Build Conditions
- 2024 Build Mitigated Conditions

99 A Street

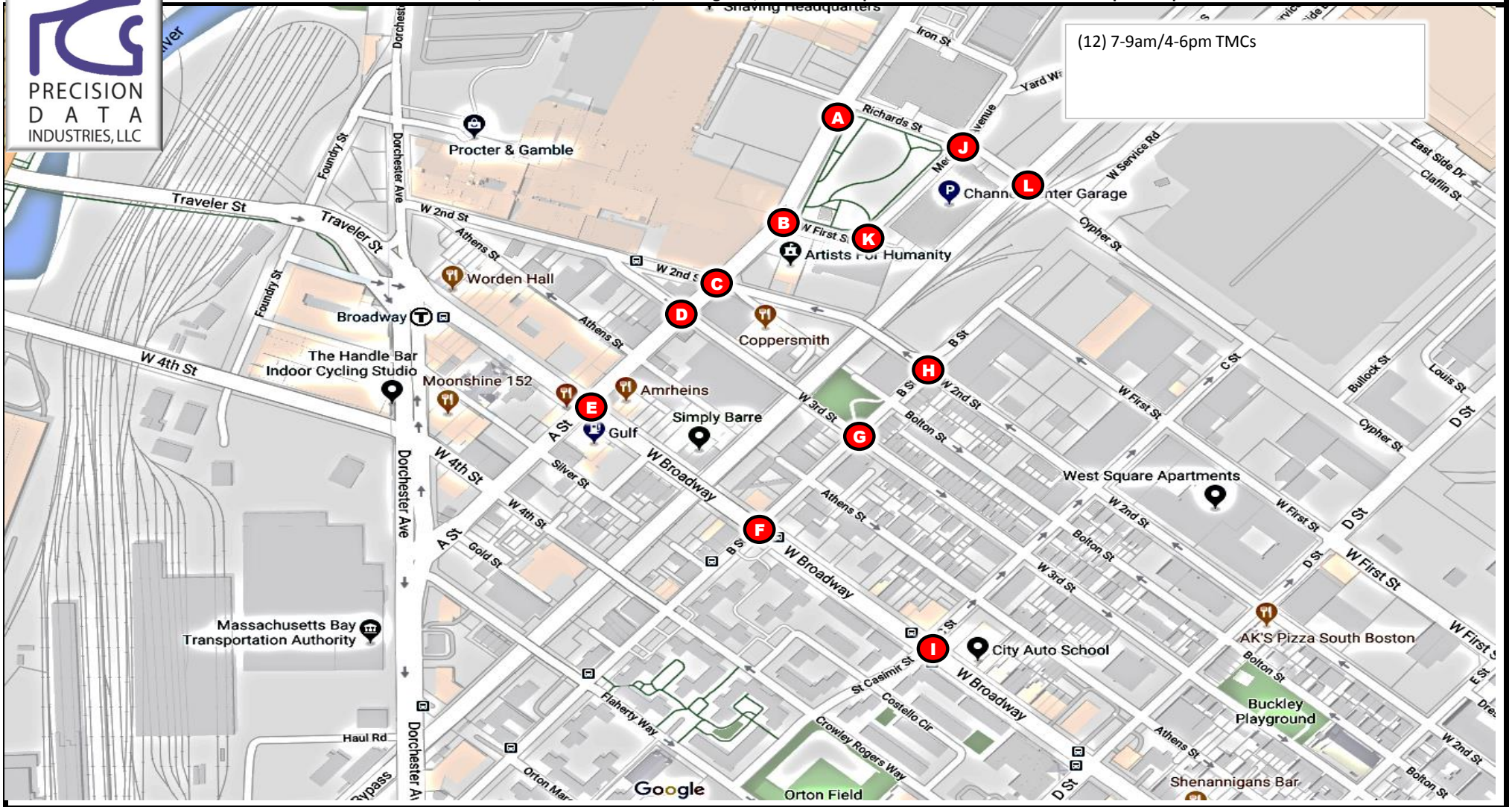
Project Notification Form

Technical Appendix

Traffic Counts

Location Map: 186566 South Boston, MA

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



Client:	Engineer:	Site Code:	Date:	PDI Job #	City, State:
VHB	R. White	14375.00	Thursday 10/18/2018	186566	South Boston, MA

PDI File #: **186566 A**
Location: **N: A Street S: A Street**
Location: **E: Richards Street W: Richards Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

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

Cars and Heavy Vehicles (Combined)

	A Street from North					Richards Street from East					A Street from South					Richards Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	75	15	0	90	22	1	36	0	59	28	47	1	0	76	1	0	0	0	1	226
7:15 AM	4	63	13	0	80	19	2	28	0	49	30	47	0	0	77	2	1	1	0	4	210
7:30 AM	2	72	9	0	83	19	1	24	0	44	25	61	1	0	87	1	0	2	0	3	217
7:45 AM	0	65	14	0	79	27	0	41	0	68	32	81	0	0	113	0	1	0	0	1	261
Total	6	275	51	0	332	87	4	129	0	220	115	236	2	0	353	4	2	3	0	9	914
8:00 AM	0	86	14	0	100	22	2	43	0	67	26	84	0	0	110	0	0	0	0	0	277
8:15 AM	0	80	10	0	90	34	0	43	0	77	32	102	1	0	135	0	0	0	0	0	302
8:30 AM	0	93	11	0	104	30	0	41	0	71	42	99	1	0	142	2	0	0	0	2	319
8:45 AM	0	87	13	0	100	35	1	35	0	71	45	100	1	0	146	1	0	0	0	1	318
Total	0	346	48	0	394	121	3	162	0	286	145	385	3	0	533	3	0	0	0	3	1216
Grand Total	6	621	99	0	726	208	7	291	0	506	260	621	5	0	886	7	2	3	0	12	2130
Approach %	0.8	85.5	13.6	0.0		41.1	1.4	57.5	0.0		29.3	70.1	0.6	0.0		58.3	16.7	25.0	0.0		
Total %	0.3	29.2	4.6	0.0	34.1	9.8	0.3	13.7	0.0	23.8	12.2	29.2	0.2	0.0	41.6	0.3	0.1	0.1	0.0	0.6	
Exiting Leg Total					832					361					919					18	2130
Cars	5	582	92	0	679	187	4	251	0	442	220	580	5	0	805	5	0	1	0	6	1932
% Cars	83.3	93.7	92.9	0.0	93.5	89.9	57.1	86.3	0.0	87.4	84.6	93.4	100.0	0.0	90.9	71.4	0.0	33.3	0.0	50.0	90.7
Exiting Leg Total					768					312					838					14	1932
Heavy Vehicles	1	39	7	0	47	21	3	40	0	64	40	41	0	0	81	2	2	2	0	6	198
% Heavy Vehicles	16.7	6.3	7.1	0.0	6.5	10.1	42.9	13.7	0.0	12.6	15.4	6.6	0.0	0.0	9.1	28.6	100.0	66.7	0.0	50.0	9.3
Exiting Leg Total					64					49					81					4	198

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

8:00 AM	A Street from North					Richards Street from East					A Street from South					Richards Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	86	14	0	100	22	2	43	0	67	26	84	0	0	110	0	0	0	0	0	277
8:15 AM	0	80	10	0	90	34	0	43	0	77	32	102	1	0	135	0	0	0	0	0	302
8:30 AM	0	93	11	0	104	30	0	41	0	71	42	99	1	0	142	2	0	0	0	2	319
8:45 AM	0	87	13	0	100	35	1	35	0	71	45	100	1	0	146	1	0	0	0	1	318
Total Volume	0	346	48	0	394	121	3	162	0	286	145	385	3	0	533	3	0	0	0	3	1216
% Approach Total	0.0	87.8	12.2	0.0		42.3	1.0	56.6	0.0		27.2	72.2	0.6	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.930	0.857	0.000	0.947	0.864	0.375	0.942	0.000	0.929	0.806	0.944	0.750	0.000	0.913	0.375	0.000	0.000	0.000	0.375	0.953
Cars	0	328	45	0	373	114	2	138	0	254	118	354	3	0	475	2	0	0	0	2	1104
Cars %	0.0	94.8	93.8	0.0	94.7	94.2	66.7	85.2	0.0	88.8	81.4	91.9	100.0	0.0	89.1	66.7	0.0	0.0	0.0	66.7	90.8
Heavy Vehicles	0	18	3	0	21	7	1	24	0	32	27	31	0	0	58	1	0	0	0	1	112
Heavy Vehicles %	0.0	5.2	6.3	0.0	5.3	5.8	33.3	14.8	0.0	11.2	18.6	8.1	0.0	0.0	10.9	33.3	0.0	0.0	0.0	33.3	9.2
Cars Enter Leg	0	328	45	0	373	114	2	138	0	254	118	354	3	0	475	2	0	0	0	2	1104
Heavy Enter Leg	0	18	3	0	21	7	1	24	0	32	27	31	0	0	58	1	0	0	0	1	112
Total Entering Leg	0	346	48	0	394	121	3	162	0	286	145	385	3	0	533	3	0	0	0	3	1216
Cars Exiting Leg					468					163					468					5	1104
Heavy Exiting Leg					38					30					43					1	112
Total Exiting Leg					506					193					511					6	1216

PDI File #: **186566 A**
Location: **N: A Street S: A Street**
Location: **E: Richards Street W: Richards Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

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

Cars-Combined (Motorcycles, Cars, Light Goods)

	A Street from North					Richards Street from East					A Street from South					Richards Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	65	14	0	79	20	1	30	0	51	25	46	1	0	72	1	0	0	0	1	203
7:15 AM	3	58	12	0	73	11	1	26	0	38	29	44	0	0	73	1	0	1	0	2	186
7:30 AM	2	69	9	0	80	19	0	22	0	41	21	59	1	0	81	1	0	0	0	1	203
7:45 AM	0	62	12	0	74	23	0	35	0	58	27	77	0	0	104	0	0	0	0	0	236
Total	5	254	47	0	306	73	2	113	0	188	102	226	2	0	330	3	0	1	0	4	828
8:00 AM	0	81	12	0	93	20	1	37	0	58	15	78	0	0	93	0	0	0	0	0	244
8:15 AM	0	77	10	0	87	32	0	35	0	67	27	93	1	0	121	0	0	0	0	0	275
8:30 AM	0	88	11	0	99	29	0	37	0	66	35	90	1	0	126	2	0	0	0	2	293
8:45 AM	0	82	12	0	94	33	1	29	0	63	41	93	1	0	135	0	0	0	0	0	292
Total	0	328	45	0	373	114	2	138	0	254	118	354	3	0	475	2	0	0	0	2	1104
Grand Total	5	582	92	0	679	187	4	251	0	442	220	580	5	0	805	5	0	1	0	6	1932
Approach %	0.7	85.7	13.5	0.0		42.3	0.9	56.8	0.0		27.3	72.0	0.6	0.0		83.3	0.0	16.7	0.0		
Total %	0.3	30.1	4.8	0.0	35.1	9.7	0.2	13.0	0.0	22.9	11.4	30.0	0.3	0.0	41.7	0.3	0.0	0.1	0.0	0.3	
Exiting Leg Total					768					312					838					14	1932

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

8:00 AM	A Street from North					Richards Street from East					A Street from South					Richards Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	81	12	0	93	20	1	37	0	58	15	78	0	0	93	0	0	0	0	0	244
8:15 AM	0	77	10	0	87	32	0	35	0	67	27	93	1	0	121	0	0	0	0	0	275
8:30 AM	0	88	11	0	99	29	0	37	0	66	35	90	1	0	126	2	0	0	0	2	293
8:45 AM	0	82	12	0	94	33	1	29	0	63	41	93	1	0	135	0	0	0	0	0	292
Total Volume	0	328	45	0	373	114	2	138	0	254	118	354	3	0	475	2	0	0	0	2	1104
% Approach Total	0.0	87.9	12.1	0.0		44.9	0.8	54.3	0.0		24.8	74.5	0.6	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.932	0.938	0.000	0.942	0.864	0.500	0.932	0.000	0.948	0.720	0.952	0.750	0.000	0.880	0.250	0.000	0.000	0.000	0.250	0.942
Entering Leg	0	328	45	0	373	114	2	138	0	254	118	354	3	0	475	2	0	0	0	2	1104
Exiting Leg					468					163					468					5	1104
Total					841					417					943					7	2208

PDI File #: **186566 A**
Location: **N: A Street S: A Street**
Location: **E: Richards Street W: Richards Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

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

	A Street from North					Richards Street from East					A Street from South					Richards Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	10	1	0	11	2	0	6	0	8	3	1	0	0	4	0	0	0	0	0	23
7:15 AM	1	5	1	0	7	8	1	2	0	11	1	3	0	0	4	1	1	0	0	2	24
7:30 AM	0	3	0	0	3	0	1	2	0	3	4	2	0	0	6	0	0	2	0	2	14
7:45 AM	0	3	2	0	5	4	0	6	0	10	5	4	0	0	9	0	1	0	0	1	25
Total	1	21	4	0	26	14	2	16	0	32	13	10	0	0	23	1	2	2	0	5	86
8:00 AM	0	5	2	0	7	2	1	6	0	9	11	6	0	0	17	0	0	0	0	0	33
8:15 AM	0	3	0	0	3	2	0	8	0	10	5	9	0	0	14	0	0	0	0	0	27
8:30 AM	0	5	0	0	5	1	0	4	0	5	7	9	0	0	16	0	0	0	0	0	26
8:45 AM	0	5	1	0	6	2	0	6	0	8	4	7	0	0	11	1	0	0	0	1	26
Total	0	18	3	0	21	7	1	24	0	32	27	31	0	0	58	1	0	0	0	1	112
Grand Total	1	39	7	0	47	21	3	40	0	64	40	41	0	0	81	2	2	2	0	6	198
Approach %	2.1	83.0	14.9	0.0		32.8	4.7	62.5	0.0		49.4	50.6	0.0	0.0		33.3	33.3	33.3	0.0		
Total %	0.5	19.7	3.5	0.0	23.7	10.6	1.5	20.2	0.0	32.3	20.2	20.7	0.0	0.0	40.9	1.0	1.0	1.0	0.0	3.0	
Exiting Leg Total					64					49					81					4	198
Buses	0	13	0	0	13	11	0	1	0	12	8	14	0	0	22	0	0	0	0	0	47
% Buses	0.0	33.3	0.0	0.0	27.7	52.4	0.0	2.5	0.0	18.8	20.0	34.1	0.0	0.0	27.2	0.0	0.0	0.0	0.0	0.0	23.7
Exiting Leg Total					25					8					14					0	47
Single-Unit Trucks	1	25	6	0	32	9	3	31	0	43	29	25	0	0	54	2	2	2	0	6	135
% Single-Unit	100.0	64.1	85.7	0.0	68.1	42.9	100.0	77.5	0.0	67.2	72.5	61.0	0.0	0.0	66.7	100.0	100.0	100.0	0.0	100.0	68.2
Exiting Leg Total					36					37					58					4	135
Articulated Trucks	0	1	1	0	2	1	0	8	0	9	3	2	0	0	5	0	0	0	0	0	16
% Articulated	0.0	2.6	14.3	0.0	4.3	4.8	0.0	20.0	0.0	14.1	7.5	4.9	0.0	0.0	6.2	0.0	0.0	0.0	0.0	0.0	8.1
Exiting Leg Total					3					4					9					0	16

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

8:00 AM	A Street from North					Richards Street from East					A Street from South					Richards Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	5	2	0	7	2	1	6	0	9	11	6	0	0	17	0	0	0	0	0	33
8:15 AM	0	3	0	0	3	2	0	8	0	10	5	9	0	0	14	0	0	0	0	0	27
8:30 AM	0	5	0	0	5	1	0	4	0	5	7	9	0	0	16	0	0	0	0	0	26
8:45 AM	0	5	1	0	6	2	0	6	0	8	4	7	0	0	11	1	0	0	0	1	26
Total Volume	0	18	3	0	21	7	1	24	0	32	27	31	0	0	58	1	0	0	0	1	112
% Approach Total	0.0	85.7	14.3	0.0		21.9	3.1	75.0	0.0		46.6	53.4	0.0	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.900	0.375	0.000	0.750	0.875	0.250	0.750	0.000	0.800	0.614	0.861	0.000	0.000	0.853	0.250	0.000	0.000	0.000	0.250	0.848
Buses	0	6	0	0	6	5	0	0	0	5	4	11	0	0	15	0	0	0	0	0	26
Buses %	0.0	33.3	0.0	0.0	28.6	71.4	0.0	0.0	0.0	15.6	14.8	35.5	0.0	0.0	25.9	0.0	0.0	0.0	0.0	0.0	23.2
Single-Unit Trucks	0	11	2	0	13	2	1	17	0	20	20	19	0	0	39	1	0	0	0	1	73
Single-Unit %	0.0	61.1	66.7	0.0	61.9	28.6	100.0	70.8	0.0	62.5	74.1	61.3	0.0	0.0	67.2	100.0	0.0	0.0	0.0	100.0	65.2
Articulated Trucks	0	1	1	0	2	0	0	7	0	7	3	1	0	0	4	0	0	0	0	0	13
Articulated %	0.0	5.6	33.3	0.0	9.5	0.0	0.0	29.2	0.0	21.9	11.1	3.2	0.0	0.0	6.9	0.0	0.0	0.0	0.0	0.0	11.6
Buses	0	6	0	0	6	5	0	0	0	5	4	11	0	0	15	0	0	0	0	0	26
Single-Unit Trucks	0	11	2	0	13	2	1	17	0	20	20	19	0	0	39	1	0	0	0	1	73
Articulated Trucks	0	1	1	0	2	0	0	7	0	7	3	1	0	0	4	0	0	0	0	0	13
Total Entering Leg	0	18	3	0	21	7	1	24	0	32	27	31	0	0	58	1	0	0	0	1	112
Buses					16					4					6					0	26
Single-Unit Trucks					21					22					29					1	73
Articulated Trucks					1					4					8					0	13
Total Exiting Leg					38					30					43					1	112

PDI File #: **186566 A**
Location: **N: A Street S: A Street**
Location: **E: Richards Street W: Richards Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class:

Cars

	A Street					Richards Street					A Street					Richards Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	55	14	0	69	17	1	24	0	42	19	38	1	0	58	1	0	0	0	1	170
7:15 AM	3	52	11	0	66	11	1	24	0	36	26	35	0	0	61	1	0	1	0	2	165
7:30 AM	2	60	9	0	71	15	0	16	0	31	19	51	1	0	71	1	0	0	0	1	174
7:45 AM	0	56	11	0	67	20	0	32	0	52	20	69	0	0	89	0	0	0	0	0	208
Total	5	223	45	0	273	63	2	96	0	161	84	193	2	0	279	3	0	1	0	4	717
8:00 AM	0	76	12	0	88	18	1	35	0	54	15	69	0	0	84	0	0	0	0	0	226
8:15 AM	0	76	10	0	86	29	0	33	0	62	26	84	1	0	111	0	0	0	0	0	259
8:30 AM	0	79	9	0	88	27	0	34	0	61	32	83	1	0	116	2	0	0	0	2	267
8:45 AM	0	73	10	0	83	33	0	24	0	57	39	87	1	0	127	0	0	0	0	0	267
Total	0	304	41	0	345	107	1	126	0	234	112	323	3	0	438	2	0	0	0	2	1019
Grand Total	5	527	86	0	618	170	3	222	0	395	196	516	5	0	717	5	0	1	0	6	1736
Approach %	0.8	85.3	13.9	0.0		43.0	0.8	56.2	0.0		27.3	72.0	0.7	0.0		83.3	0.0	16.7	0.0		
Total %	0.3	30.4	5.0	0.0	35.6	9.8	0.2	12.8	0.0	22.8	11.3	29.7	0.3	0.0	41.3	0.3	0.0	0.1	0.0	0.3	
Exiting Leg Total					687					282					754					13	1736

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

8:00 AM	A Street					Richards Street					A Street					Richards Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	76	12	0	88	18	1	35	0	54	15	69	0	0	84	0	0	0	0	0	226
8:15 AM	0	76	10	0	86	29	0	33	0	62	26	84	1	0	111	0	0	0	0	0	259
8:30 AM	0	79	9	0	88	27	0	34	0	61	32	83	1	0	116	2	0	0	0	2	267
8:45 AM	0	73	10	0	83	33	0	24	0	57	39	87	1	0	127	0	0	0	0	0	267
Total Volume	0	304	41	0	345	107	1	126	0	234	112	323	3	0	438	2	0	0	0	2	1019
% Approach Total	0.0	88.1	11.9	0.0		45.7	0.4	53.8	0.0		25.6	73.7	0.7	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.962	0.854	0.000	0.980	0.811	0.250	0.900	0.000	0.944	0.718	0.928	0.750	0.000	0.862	0.250	0.000	0.000	0.000	0.250	0.954
Entering Leg	0	304	41	0	345	107	1	126	0	234	112	323	3	0	438	2	0	0	0	2	1019
Exiting Leg					430					153					432					4	1019
Total					775					387					870					6	2038

PDI File #: **186566 A**
Location: **N: A Street S: A Street**
Location: **E: Richards Street W: Richards Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class: **Light Goods Vehicle**

	A Street from North					Richards Street from East					A Street from South					Richards Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	10	0	0	10	3	0	6	0	9	6	8	0	0	14	0	0	0	0	0	33
7:15 AM	0	6	1	0	7	0	0	2	0	2	3	9	0	0	12	0	0	0	0	0	21
7:30 AM	0	9	0	0	9	4	0	6	0	10	2	6	0	0	8	0	0	0	0	0	27
7:45 AM	0	6	0	0	6	3	0	3	0	6	7	8	0	0	15	0	0	0	0	0	27
Total	0	31	1	0	32	10	0	17	0	27	18	31	0	0	49	0	0	0	0	0	108
8:00 AM	0	5	0	0	5	2	0	2	0	4	0	8	0	0	8	0	0	0	0	0	17
8:15 AM	0	1	0	0	1	2	0	2	0	4	1	8	0	0	9	0	0	0	0	0	14
8:30 AM	0	9	2	0	11	2	0	3	0	5	3	7	0	0	10	0	0	0	0	0	26
8:45 AM	0	9	1	0	10	0	1	5	0	6	2	4	0	0	6	0	0	0	0	0	22
Total	0	24	3	0	27	6	1	12	0	19	6	27	0	0	33	0	0	0	0	0	79
Grand Total	0	55	4	0	59	16	1	29	0	46	24	58	0	0	82	0	0	0	0	0	187
Approach %	0.0	93.2	6.8	0.0		34.8	2.2	63.0	0.0		29.3	70.7	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	29.4	2.1	0.0	31.6	8.6	0.5	15.5	0.0	24.6	12.8	31.0	0.0	0.0	43.9	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					74					28					84					1	187

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

7:00 AM	A Street from North					Richards Street from East					A Street from South					Richards Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	10	0	0	10	3	0	6	0	9	6	8	0	0	14	0	0	0	0	0	33
7:15 AM	0	6	1	0	7	0	0	2	0	2	3	9	0	0	12	0	0	0	0	0	21
7:30 AM	0	9	0	0	9	4	0	6	0	10	2	6	0	0	8	0	0	0	0	0	27
7:45 AM	0	6	0	0	6	3	0	3	0	6	7	8	0	0	15	0	0	0	0	0	27
Total Volume	0	31	1	0	32	10	0	17	0	27	18	31	0	0	49	0	0	0	0	0	108
% Approach Total	0.0	96.9	3.1	0.0		37.0	0.0	63.0	0.0		36.7	63.3	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.775	0.250	0.000	0.800	0.625	0.000	0.708	0.000	0.675	0.643	0.861	0.000	0.000	0.817	0.000	0.000	0.000	0.000	0.000	0.818
Entering Leg	0	31	1	0	32	10	0	17	0	27	18	31	0	0	49	0	0	0	0	0	108
Exiting Leg					41					19					48					0	108
Total					73					46					97					0	216

PDI File #: **186566 A**
Location: **N: A Street S: A Street**
Location: **E: Richards Street W: Richards Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class: **Buses**

	A Street from North					Richards Street from East					A Street from South					Richards Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
7:15 AM	0	2	0	0	2	3	0	0	0	3	0	1	0	0	1	0	0	0	0	0	6
7:30 AM	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
7:45 AM	0	1	0	0	1	2	0	1	0	3	3	2	0	0	5	0	0	0	0	0	9
Total	0	7	0	0	7	6	0	1	0	7	4	3	0	0	7	0	0	0	0	0	21
8:00 AM	0	2	0	0	2	1	0	0	0	1	1	2	0	0	3	0	0	0	0	0	6
8:15 AM	0	1	0	0	1	2	0	0	0	2	1	3	0	0	4	0	0	0	0	0	7
8:30 AM	0	2	0	0	2	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	7
8:45 AM	0	1	0	0	1	2	0	0	0	2	0	3	0	0	3	0	0	0	0	0	6
Total	0	6	0	0	6	5	0	0	0	5	4	11	0	0	15	0	0	0	0	0	26
Grand Total	0	13	0	0	13	11	0	1	0	12	8	14	0	0	22	0	0	0	0	0	47
Approach %	0.0	100.0	0.0	0.0		91.7	0.0	8.3	0.0		36.4	63.6	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	27.7	0.0	0.0	27.7	23.4	0.0	2.1	0.0	25.5	17.0	29.8	0.0	0.0	46.8	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					25					8					14					0	47

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

7:45 AM	A Street from North					Richards Street from East					A Street from South					Richards Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:45 AM	0	1	0	0	1	2	0	1	0	3	3	2	0	0	5	0	0	0	0	0	9
8:00 AM	0	2	0	0	2	1	0	0	0	1	1	2	0	0	3	0	0	0	0	0	6
8:15 AM	0	1	0	0	1	2	0	0	0	2	1	3	0	0	4	0	0	0	0	0	7
8:30 AM	0	2	0	0	2	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	7
Total Volume	0	6	0	0	6	5	0	1	0	6	7	10	0	0	17	0	0	0	0	0	29
% Approach Total	0.0	100.0	0.0	0.0		83.3	0.0	16.7	0.0		41.2	58.8	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.750	0.000	0.000	0.750	0.625	0.000	0.250	0.000	0.500	0.583	0.833	0.000	0.000	0.850	0.000	0.000	0.000	0.000	0.000	0.806
Entering Leg	0	6	0	0	6	5	0	1	0	6	7	10	0	0	17	0	0	0	0	0	29
Exiting Leg					15					7					7					0	29
Total					21					13					24					0	58

PDI File #: **186566 A**
Location: **N: A Street S: A Street**
Location: **E: Richards Street W: Richards Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class: **Single-Unit Trucks**

	A Street from North					Richards Street from East					A Street from South					Richards Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	8	1	0	9	1	0	6	0	7	3	1	0	0	4	0	0	0	0	0	20
7:15 AM	1	3	1	0	5	5	1	2	0	8	1	2	0	0	3	1	1	0	0	2	18
7:30 AM	0	1	0	0	1	0	1	2	0	3	3	2	0	0	5	0	0	2	0	2	11
7:45 AM	0	2	2	0	4	1	0	4	0	5	2	1	0	0	3	0	1	0	0	1	13
Total	1	14	4	0	19	7	2	14	0	23	9	6	0	0	15	1	2	2	0	5	62
8:00 AM	0	3	1	0	4	1	1	4	0	6	9	3	0	0	12	0	0	0	0	0	22
8:15 AM	0	2	0	0	2	0	0	4	0	4	4	6	0	0	10	0	0	0	0	0	16
8:30 AM	0	2	0	0	2	1	0	4	0	5	3	6	0	0	9	0	0	0	0	0	16
8:45 AM	0	4	1	0	5	0	0	5	0	5	4	4	0	0	8	1	0	0	0	1	19
Total	0	11	2	0	13	2	1	17	0	20	20	19	0	0	39	1	0	0	0	1	73
Grand Total	1	25	6	0	32	9	3	31	0	43	29	25	0	0	54	2	2	2	0	6	135
Approach %	3.1	78.1	18.8	0.0		20.9	7.0	72.1	0.0		53.7	46.3	0.0	0.0		33.3	33.3	33.3	0.0		
Total %	0.7	18.5	4.4	0.0	23.7	6.7	2.2	23.0	0.0	31.9	21.5	18.5	0.0	0.0	40.0	1.5	1.5	1.5	0.0	4.4	
Exiting Leg Total					36					37					58					4	135

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

8:00 AM	A Street from North					Richards Street from East					A Street from South					Richards Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	3	1	0	4	1	1	4	0	6	9	3	0	0	12	0	0	0	0	0	22
8:15 AM	0	2	0	0	2	0	0	4	0	4	4	6	0	0	10	0	0	0	0	0	16
8:30 AM	0	2	0	0	2	1	0	4	0	5	3	6	0	0	9	0	0	0	0	0	16
8:45 AM	0	4	1	0	5	0	0	5	0	5	4	4	0	0	8	1	0	0	0	1	19
Total Volume	0	11	2	0	13	2	1	17	0	20	20	19	0	0	39	1	0	0	0	1	73
% Approach Total	0.0	84.6	15.4	0.0		10.0	5.0	85.0	0.0		51.3	48.7	0.0	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.688	0.500	0.000	0.650	0.500	0.250	0.850	0.000	0.833	0.556	0.792	0.000	0.000	0.813	0.250	0.000	0.000	0.000	0.250	0.830
Entering Leg	0	11	2	0	13	2	1	17	0	20	20	19	0	0	39	1	0	0	0	1	73
Exiting Leg					21					22					29					1	73
Total					34					42					68					2	146

PDI File #: **186566 A**
Location: **N: A Street S: A Street**
Location: **E: Richards Street W: Richards Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

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

Articulated Trucks

	A Street from North					Richards Street from East					A Street from South					Richards Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	3
Total	0	0	0	0	0	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	3
8:00 AM	0	0	1	0	1	0	0	2	0	2	1	1	0	0	2	0	0	0	0	0	5
8:15 AM	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	4
8:30 AM	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
8:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	1	0	2	0	0	7	0	7	3	1	0	0	4	0	0	0	0	0	13
Grand Total	0	1	1	0	2	1	0	8	0	9	3	2	0	0	5	0	0	0	0	0	16
Approach %	0.0	50.0	50.0	0.0		11.1	0.0	88.9	0.0		60.0	40.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	6.3	6.3	0.0	12.5	6.3	0.0	50.0	0.0	56.3	18.8	12.5	0.0	0.0	31.3	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					3					4					9					0	16

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

7:45 AM	A Street from North					Richards Street from East					A Street from South					Richards Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:45 AM	0	0	0	0	0	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	3
8:00 AM	0	0	1	0	1	0	0	2	0	2	1	1	0	0	2	0	0	0	0	0	5
8:15 AM	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	4
8:30 AM	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
Total Volume	0	1	1	0	2	1	0	7	0	8	3	2	0	0	5	0	0	0	0	0	15
% Approach Total	0.0	50.0	50.0	0.0		12.5	0.0	87.5	0.0		60.0	40.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.250	0.000	0.500	0.250	0.000	0.438	0.000	0.500	0.375	0.500	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.750
Entering Leg	0	1	1	0	2	1	0	7	0	8	3	2	0	0	5	0	0	0	0	0	15
Exiting Leg					3					4					8					0	15
Total					5					12					13					0	30

PDI File #: **186566 A**
Location: **N: A Street S: A Street**
Location: **E: Richards Street W: Richards Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

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

Bicycles (on Roadway and Crosswalks)

	A Street from North							Richards Street from East							A Street from South							Richards Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	10
7:15 AM	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	10
7:30 AM	0	1	1	0	0	0	2	0	0	0	0	0	1	1	0	14	0	0	0	0	14	0	0	0	0	0	0	0	17
7:45 AM	0	2	1	0	0	0	3	1	0	0	0	1	0	2	1	10	0	0	0	0	11	0	0	0	0	0	0	0	16
Total	0	7	2	0	0	0	9	1	0	0	0	1	1	3	1	40	0	0	0	0	41	0	0	0	0	0	0	0	53
8:00 AM	0	1	0	0	0	0	1	0	0	0	0	1	1	2	1	27	0	0	0	0	28	0	0	0	0	0	1	1	32
8:15 AM	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	24	0	0	0	0	24	0	0	0	0	0	0	0	27
8:30 AM	0	2	0	0	0	0	2	0	0	0	0	0	3	3	0	13	0	0	0	1	14	0	0	0	0	0	0	0	19
8:45 AM	0	2	1	0	1	0	4	1	0	0	0	1	0	2	3	22	0	0	0	0	25	0	0	0	0	1	0	1	32
Total	0	7	2	0	1	0	10	1	0	0	0	2	4	7	4	86	0	0	0	1	91	0	0	0	0	1	1	2	110
Grand Total	0	14	4	0	1	0	19	2	0	0	0	3	5	10	5	126	0	0	0	1	132	0	0	0	0	1	1	2	163
Approach %	0.0	73.7	21.1	0.0	5.3	0.0		20.0	0.0	0.0	0.0	30.0	50.0		3.8	95.5	0.0	0.0	0.0	0.8		0.0	0.0	0.0	0.0	50.0	50.0		
Total %	0.0	8.6	2.5	0.0	0.6	0.0	11.7	1.2	0.0	0.0	0.0	1.8	3.1	6.1	3.1	77.3	0.0	0.0	0.0	0.6	81.0	0.0	0.0	0.0	0.0	0.6	0.6	1.2	
Exiting Leg Total							129							17							15							2	163

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

8:00 AM	A Street from North							Richards Street from East							A Street from South							Richards Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
8:00 AM	0	1	0	0	0	0	1	0	0	0	0	1	1	2	1	27	0	0	0	0	28	0	0	0	0	0	1	1	32
8:15 AM	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	24	0	0	0	0	24	0	0	0	0	0	0	0	27
8:30 AM	0	2	0	0	0	0	2	0	0	0	0	0	3	3	0	13	0	0	0	1	14	0	0	0	0	0	0	0	19
8:45 AM	0	2	1	0	1	0	4	1	0	0	0	1	0	2	3	22	0	0	0	0	25	0	0	0	0	1	0	1	32
Total Volume	0	7	2	0	1	0	10	1	0	0	0	2	4	7	4	86	0	0	0	1	91	0	0	0	0	1	1	2	110
% Approach Total	0.0	70.0	20.0	0.0	10.0	0.0		14.3	0.0	0.0	0.0	28.6	57.1		4.4	94.5	0.0	0.0	0.0	1.1		0.0	0.0	0.0	0.0	50.0	50.0		
PHF	0.000	0.875	0.500	0.000	0.250	0.000	0.625	0.250	0.000	0.000	0.000	0.500	0.333	0.583	0.333	0.796	0.000	0.000	0.000	0.250	0.813	0.000	0.000	0.000	0.000	0.250	0.250	0.500	0.859
Entering Leg	0	7	2	0	1	0	10	1	0	0	0	2	4	7	4	86	0	0	0	1	91	0	0	0	0	1	1	2	110
Exiting Leg							88							12							8							2	110
Total							98							19							99							4	220

PDI File #: **186566 A**
Location: **N: A Street S: A Street**
Location: **E: Richards Street W: Richards Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

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

Pedestrians

	A Street from North							Richards Street from East							A Street from South							Richards Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	1	1	0	0	0	0	3	8	11	0	0	0	0	0	1	1	0	0	0	0	6	2	8	21
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	4	2	6	20
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	3	29	32	0	0	0	0	0	1	1	0	0	0	0	7	2	9	42
7:45 AM	0	0	0	0	1	0	1	0	0	0	0	6	25	31	0	0	0	0	0	0	0	0	0	0	0	9	1	10	42
Total	0	0	0	0	1	1	2	0	0	0	0	12	76	88	0	0	0	0	0	2	2	0	0	0	0	26	7	33	125
8:00 AM	0	0	0	0	2	1	3	0	0	0	0	6	49	55	0	0	0	0	0	0	0	0	0	0	0	15	0	15	73
8:15 AM	0	0	0	0	1	0	1	0	0	0	0	1	88	89	0	0	0	0	1	0	1	0	0	0	0	11	1	12	103
8:30 AM	0	0	0	0	3	2	5	0	0	0	0	1	80	81	0	0	0	0	1	0	1	0	0	0	0	16	1	17	104
8:45 AM	0	0	0	0	3	0	3	0	0	0	0	0	80	80	0	0	0	0	1	1	2	0	0	0	0	17	1	18	103
Total	0	0	0	0	9	3	12	0	0	0	0	8	297	305	0	0	0	0	3	1	4	0	0	0	0	59	3	62	383
Grand Total	0	0	0	0	10	4	14	0	0	0	0	20	373	393	0	0	0	0	3	3	6	0	0	0	0	85	10	95	508
Approach %	0	0	0	0	71.4	28.6		0	0	0	0	5.09	94.9		0	0	0	0	50	50		0	0	0	0	89.5	10.5		
Total %	0	0	0	0	1.97	0.79	2.76	0	0	0	0	3.94	73.4	77.4	0	0	0	0	0.59	0.59	1.18	0	0	0	0	16.7	1.97	18.7	
Exiting Leg Total							14							393							6							95	508

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

8:00 AM	A Street from North							Richards Street from East							A Street from South							Richards Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
8:00 AM	0	0	0	0	2	1	3	0	0	0	0	6	49	55	0	0	0	0	0	0	0	0	0	0	0	15	0	15	73
8:15 AM	0	0	0	0	1	0	1	0	0	0	0	1	88	89	0	0	0	0	1	0	1	0	0	0	0	11	1	12	103
8:30 AM	0	0	0	0	3	2	5	0	0	0	0	1	80	81	0	0	0	0	1	0	1	0	0	0	0	16	1	17	104
8:45 AM	0	0	0	0	3	0	3	0	0	0	0	0	80	80	0	0	0	0	1	1	2	0	0	0	0	17	1	18	103
Total Volume	0	0	0	0	9	3	12	0	0	0	0	8	297	305	0	0	0	0	3	1	4	0	0	0	0	59	3	62	383
% Approach Total	0.0	0.0	0.0	0.0	75.0	25.0		0.0	0.0	0.0	0.0	2.6	97.4		0.0	0.0	0.0	0.0	75.0	25.0		0.0	0.0	0.0	0.0	95.2	4.8		
PHF	0.000	0.000	0.000	0.000	0.750	0.375	0.600	0.000	0.000	0.000	0.000	0.333	0.844	0.857	0.000	0.000	0.000	0.000	0.750	0.250	0.500	0.000	0.000	0.000	0.000	0.868	0.750	0.861	0.921
Entering Leg	0	0	0	0	9	3	12	0	0	0	0	8	297	305	0	0	0	0	3	1	4	0	0	0	0	59	3	62	383
Exiting Leg							12							305							4							62	383
Total							24							610							8							124	766

PDI File #: **186566 AA**
Location: **N: A Street S: A Street**
Location: **E: Richards Street W: Richards Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

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

Cars and Heavy Vehicles (Combined)

	A Street from North					Richards Street from East					A Street from South					Richards Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	111	17	0	128	13	0	49	0	62	58	75	1	0	134	1	1	0	0	2	326
4:15 PM	0	124	7	0	131	28	0	38	0	66	38	69	2	0	109	3	0	0	0	3	309
4:30 PM	0	102	8	0	110	32	0	47	0	79	26	100	1	0	127	0	1	1	0	2	318
4:45 PM	1	81	2	0	84	28	0	58	0	86	25	81	0	0	106	1	0	0	0	1	277
Total	1	418	34	0	453	101	0	192	0	293	147	325	4	0	476	5	2	1	0	8	1230
5:00 PM	0	93	3	0	96	32	0	55	0	87	32	88	3	0	123	1	0	0	0	1	307
5:15 PM	1	75	1	0	77	14	1	48	0	63	34	61	3	0	98	1	0	0	0	1	239
5:30 PM	0	79	2	0	81	16	1	62	0	79	29	72	4	0	105	1	1	0	0	2	267
5:45 PM	0	76	5	0	81	17	4	63	0	84	22	84	10	0	116	1	1	0	0	2	283
Total	1	323	11	0	335	79	6	228	0	313	117	305	20	0	442	4	2	0	0	6	1096
Grand Total	2	741	45	0	788	180	6	420	0	606	264	630	24	0	918	9	4	1	0	14	2326
Approach %	0.3	94.0	5.7	0.0		29.7	1.0	69.3	0.0		28.8	68.6	2.6	0.0		64.3	28.6	7.1	0.0		
Total %	0.1	31.9	1.9	0.0	33.9	7.7	0.3	18.1	0.0	26.1	11.3	27.1	1.0	0.0	39.5	0.4	0.2	0.0	0.0	0.6	
Exiting Leg Total					811					313					1170					32	2326
Cars	2	712	45	0	759	168	6	400	0	574	251	617	24	0	892	9	2	1	0	12	2237
% Cars	100.0	96.1	100.0	0.0	96.3	93.3	100.0	95.2	0.0	94.7	95.1	97.9	100.0	0.0	97.2	100.0	50.0	100.0	0.0	85.7	96.2
Exiting Leg Total					786					298					1121					32	2237
Heavy Vehicles	0	29	0	0	29	12	0	20	0	32	13	13	0	0	26	0	2	0	0	2	89
% Heavy Vehicles	0.0	3.9	0.0	0.0	3.7	6.7	0.0	4.8	0.0	5.3	4.9	2.1	0.0	0.0	2.8	0.0	50.0	0.0	0.0	14.3	3.8
Exiting Leg Total					25					15					49					0	89

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

4:00 PM	A Street from North					Richards Street from East					A Street from South					Richards Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	111	17	0	128	13	0	49	0	62	58	75	1	0	134	1	1	0	0	2	326
4:15 PM	0	124	7	0	131	28	0	38	0	66	38	69	2	0	109	3	0	0	0	3	309
4:30 PM	0	102	8	0	110	32	0	47	0	79	26	100	1	0	127	0	1	1	0	2	318
4:45 PM	1	81	2	0	84	28	0	58	0	86	25	81	0	0	106	1	0	0	0	1	277
Total Volume	1	418	34	0	453	101	0	192	0	293	147	325	4	0	476	5	2	1	0	8	1230
% Approach Total	0.2	92.3	7.5	0.0		34.5	0.0	65.5	0.0		30.9	68.3	0.8	0.0		62.5	25.0	12.5	0.0		
PHF	0.250	0.843	0.500	0.000	0.865	0.789	0.000	0.828	0.000	0.852	0.634	0.813	0.500	0.000	0.888	0.417	0.500	0.250	0.000	0.667	0.943
Cars	1	405	34	0	440	94	0	179	0	273	136	315	4	0	455	5	1	1	0	7	1175
Cars %	100.0	96.9	100.0	0.0	97.1	93.1	0.0	93.2	0.0	93.2	92.5	96.9	100.0	0.0	95.6	100.0	50.0	100.0	0.0	87.5	95.5
Heavy Vehicles	0	13	0	0	13	7	0	13	0	20	11	10	0	0	21	0	1	0	0	1	55
Heavy Vehicles %	0.0	3.1	0.0	0.0	2.9	6.9	0.0	6.8	0.0	6.8	7.5	3.1	0.0	0.0	4.4	0.0	50.0	0.0	0.0	12.5	4.5
Cars Enter Leg	1	405	34	0	440	94	0	179	0	273	136	315	4	0	455	5	1	1	0	7	1175
Heavy Enter Leg	0	13	0	0	13	7	0	13	0	20	11	10	0	0	21	0	1	0	0	1	55
Total Entering Leg	1	418	34	0	453	101	0	192	0	293	147	325	4	0	476	5	2	1	0	8	1230
Cars Exiting Leg					410					171					589					5	1175
Heavy Exiting Leg					17					12					26					0	55
Total Exiting Leg					427					183					615					5	1230

PDI File #: **186566 AA**
Location: **N: A Street S: A Street**
Location: **E: Richards Street W: Richards Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

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

Class: **Cars-Combined (Motorcycles, Cars, Light Goods)**

	A Street from North					Richards Street from East					A Street from South					Richards Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	108	17	0	125	10	0	46	0	56	53	73	1	0	127	1	0	0	0	1	309
4:15 PM	0	120	7	0	127	28	0	37	0	65	34	64	2	0	100	3	0	0	0	3	295
4:30 PM	0	101	8	0	109	30	0	41	0	71	24	98	1	0	123	0	1	1	0	2	305
4:45 PM	1	76	2	0	79	26	0	55	0	81	25	80	0	0	105	1	0	0	0	1	266
Total	1	405	34	0	440	94	0	179	0	273	136	315	4	0	455	5	1	1	0	7	1175
5:00 PM	0	91	3	0	94	29	0	54	0	83	32	88	3	0	123	1	0	0	0	1	301
5:15 PM	1	69	1	0	71	14	1	46	0	61	34	60	3	0	97	1	0	0	0	1	230
5:30 PM	0	76	2	0	78	14	1	60	0	75	28	72	4	0	104	1	1	0	0	2	259
5:45 PM	0	71	5	0	76	17	4	61	0	82	21	82	10	0	113	1	0	0	0	1	272
Total	1	307	11	0	319	74	6	221	0	301	115	302	20	0	437	4	1	0	0	5	1062
Grand Total	2	712	45	0	759	168	6	400	0	574	251	617	24	0	892	9	2	1	0	12	2237
Approach %	0.3	93.8	5.9	0.0		29.3	1.0	69.7	0.0		28.1	69.2	2.7	0.0		75.0	16.7	8.3	0.0		
Total %	0.1	31.8	2.0	0.0	33.9	7.5	0.3	17.9	0.0	25.7	11.2	27.6	1.1	0.0	39.9	0.4	0.1	0.0	0.0	0.5	
Exiting Leg Total					786					298					1121					32	2237

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

4:00 PM	A Street from North					Richards Street from East					A Street from South					Richards Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	108	17	0	125	10	0	46	0	56	53	73	1	0	127	1	0	0	0	1	309
4:15 PM	0	120	7	0	127	28	0	37	0	65	34	64	2	0	100	3	0	0	0	3	295
4:30 PM	0	101	8	0	109	30	0	41	0	71	24	98	1	0	123	0	1	1	0	2	305
4:45 PM	1	76	2	0	79	26	0	55	0	81	25	80	0	0	105	1	0	0	0	1	266
Total Volume	1	405	34	0	440	94	0	179	0	273	136	315	4	0	455	5	1	1	0	7	1175
% Approach Total	0.2	92.0	7.7	0.0		34.4	0.0	65.6	0.0		29.9	69.2	0.9	0.0		71.4	14.3	14.3	0.0		
PHF	0.250	0.844	0.500	0.000	0.866	0.783	0.000	0.814	0.000	0.843	0.642	0.804	0.500	0.000	0.896	0.417	0.250	0.250	0.000	0.583	0.951
Entering Leg	1	405	34	0	440	94	0	179	0	273	136	315	4	0	455	5	1	1	0	7	1175
Exiting Leg					410					171					589					5	1175
Total					850					444					1044					12	2350

PDI File #: **186566 AA**
Location: **N: A Street S: A Street**
Location: **E: Richards Street W: Richards Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

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

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

	A Street from North					Richards Street from East					A Street from South					Richards Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	3	0	0	3	3	0	3	0	6	5	2	0	0	7	0	1	0	0	1	17
4:15 PM	0	4	0	0	4	0	0	1	0	1	4	5	0	0	9	0	0	0	0	0	14
4:30 PM	0	1	0	0	1	2	0	6	0	8	2	2	0	0	4	0	0	0	0	0	13
4:45 PM	0	5	0	0	5	2	0	3	0	5	0	1	0	0	1	0	0	0	0	0	11
Total	0	13	0	0	13	7	0	13	0	20	11	10	0	0	21	0	1	0	0	1	55
5:00 PM	0	2	0	0	2	3	0	1	0	4	0	0	0	0	0	0	0	0	0	0	6
5:15 PM	0	6	0	0	6	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	9
5:30 PM	0	3	0	0	3	2	0	2	0	4	1	0	0	0	1	0	0	0	0	0	8
5:45 PM	0	5	0	0	5	0	0	2	0	2	1	2	0	0	3	0	1	0	0	1	11
Total	0	16	0	0	16	5	0	7	0	12	2	3	0	0	5	0	1	0	0	1	34
Grand Total	0	29	0	0	29	12	0	20	0	32	13	13	0	0	26	0	2	0	0	2	89
Approach %	0.0	100.0	0.0	0.0		37.5	0.0	62.5	0.0		50.0	50.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	32.6	0.0	0.0	32.6	13.5	0.0	22.5	0.0	36.0	14.6	14.6	0.0	0.0	29.2	0.0	2.2	0.0	0.0	2.2	
Exiting Leg Total					25					15					49					0	89
Buses	0	19	0	0	19	8	0	5	0	13	2	3	0	0	5	0	0	0	0	0	37
% Buses	0.0	65.5	0.0	0.0	65.5	66.7	0.0	25.0	0.0	40.6	15.4	23.1	0.0	0.0	19.2	0.0	0.0	0.0	0.0	0.0	41.6
Exiting Leg Total					11					2					24					0	37
Single-Unit Trucks	0	8	0	0	8	3	0	12	0	15	7	8	0	0	15	0	1	0	0	1	39
% Single-Unit	0.0	27.6	0.0	0.0	27.6	25.0	0.0	60.0	0.0	46.9	53.8	61.5	0.0	0.0	57.7	0.0	50.0	0.0	0.0	50.0	43.8
Exiting Leg Total					11					8					20					0	39
Articulated Trucks	0	2	0	0	2	1	0	3	0	4	4	2	0	0	6	0	1	0	0	1	13
% Articulated	0.0	6.9	0.0	0.0	6.9	8.3	0.0	15.0	0.0	12.5	30.8	15.4	0.0	0.0	23.1	0.0	50.0	0.0	0.0	50.0	14.6
Exiting Leg Total					3					5					5					0	13

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

4:00 PM	A Street from North					Richards Street from East					A Street from South					Richards Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	3	0	0	3	3	0	3	0	6	5	2	0	0	7	0	1	0	0	1	17
4:15 PM	0	4	0	0	4	0	0	1	0	1	4	5	0	0	9	0	0	0	0	0	14
4:30 PM	0	1	0	0	1	2	0	6	0	8	2	2	0	0	4	0	0	0	0	0	13
4:45 PM	0	5	0	0	5	2	0	3	0	5	0	1	0	0	1	0	0	0	0	0	11
Total Volume	0	13	0	0	13	7	0	13	0	20	11	10	0	0	21	0	1	0	0	1	55
% Approach Total	0.0	100.0	0.0	0.0		35.0	0.0	65.0	0.0		52.4	47.6	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.650	0.000	0.000	0.650	0.583	0.000	0.542	0.000	0.625	0.550	0.500	0.000	0.000	0.583	0.000	0.250	0.000	0.000	0.250	0.809
Buses	0	8	0	0	8	4	0	3	0	7	1	3	0	0	4	0	0	0	0	0	19
Buses %	0.0	61.5	0.0	0.0	61.5	57.1	0.0	23.1	0.0	35.0	9.1	30.0	0.0	0.0	19.0	0.0	0.0	0.0	0.0	0.0	34.5
Single-Unit Trucks	0	3	0	0	3	2	0	7	0	9	7	5	0	0	12	0	1	0	0	1	25
Single-Unit %	0.0	23.1	0.0	0.0	23.1	28.6	0.0	53.8	0.0	45.0	63.6	50.0	0.0	0.0	57.1	0.0	100.0	0.0	0.0	100.0	45.5
Articulated Trucks	0	2	0	0	2	1	0	3	0	4	3	2	0	0	5	0	0	0	0	0	11
Articulated %	0.0	15.4	0.0	0.0	15.4	14.3	0.0	23.1	0.0	20.0	27.3	20.0	0.0	0.0	23.8	0.0	0.0	0.0	0.0	0.0	20.0
Buses	0	8	0	0	8	4	0	3	0	7	1	3	0	0	4	0	0	0	0	0	19
Single-Unit Trucks	0	3	0	0	3	2	0	7	0	9	7	5	0	0	12	0	1	0	0	1	25
Articulated Trucks	0	2	0	0	2	1	0	3	0	4	3	2	0	0	5	0	0	0	0	0	11
Total Entering Leg	0	13	0	0	13	7	0	13	0	20	11	10	0	0	21	0	1	0	0	1	55
Buses					7					1					11					0	19
Single-Unit Trucks					7					8					10					0	25
Articulated Trucks					3					3					5					0	11
Total Exiting Leg					17					12					26					0	55

PDI File #: **186566 AA**
Location: **N: A Street S: A Street**
Location: **E: Richards Street W: Richards Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

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

Cars

	A Street from North					Richards Street from East					A Street from South					Richards Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	101	17	0	118	8	0	42	0	50	46	69	1	0	116	1	0	0	0	1	285
4:15 PM	0	106	6	0	112	26	0	36	0	62	28	59	2	0	89	3	0	0	0	3	266
4:30 PM	0	91	7	0	98	27	0	38	0	65	21	93	1	0	115	0	1	1	0	2	280
4:45 PM	1	71	2	0	74	25	0	51	0	76	24	72	0	0	96	1	0	0	0	1	247
Total	1	369	32	0	402	86	0	167	0	253	119	293	4	0	416	5	1	1	0	7	1078
5:00 PM	0	83	2	0	85	27	0	51	0	78	29	85	3	0	117	1	0	0	0	1	281
5:15 PM	1	61	1	0	63	13	1	43	0	57	30	60	3	0	93	1	0	0	0	1	214
5:30 PM	0	74	2	0	76	14	1	57	0	72	24	72	2	0	98	1	1	0	0	2	248
5:45 PM	0	65	4	0	69	15	3	58	0	76	20	74	8	0	102	1	0	0	0	1	248
Total	1	283	9	0	293	69	5	209	0	283	103	291	16	0	410	4	1	0	0	5	991
Grand Total	2	652	41	0	695	155	5	376	0	536	222	584	20	0	826	9	2	1	0	12	2069
Approach %	0.3	93.8	5.9	0.0		28.9	0.9	70.1	0.0		26.9	70.7	2.4	0.0		75.0	16.7	8.3	0.0		
Total %	0.1	31.5	2.0	0.0	33.6	7.5	0.2	18.2	0.0	25.9	10.7	28.2	1.0	0.0	39.9	0.4	0.1	0.0	0.0	0.6	
Exiting Leg Total					740					265					1037					27	2069

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

4:00 PM	A Street from North					Richards Street from East					A Street from South					Richards Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	101	17	0	118	8	0	42	0	50	46	69	1	0	116	1	0	0	0	1	285
4:15 PM	0	106	6	0	112	26	0	36	0	62	28	59	2	0	89	3	0	0	0	3	266
4:30 PM	0	91	7	0	98	27	0	38	0	65	21	93	1	0	115	0	1	1	0	2	280
4:45 PM	1	71	2	0	74	25	0	51	0	76	24	72	0	0	96	1	0	0	0	1	247
Total Volume	1	369	32	0	402	86	0	167	0	253	119	293	4	0	416	5	1	1	0	7	1078
% Approach Total	0.2	91.8	8.0	0.0		34.0	0.0	66.0	0.0		28.6	70.4	1.0	0.0		71.4	14.3	14.3	0.0		
PHF	0.250	0.870	0.471	0.000	0.852	0.796	0.000	0.819	0.000	0.832	0.647	0.788	0.500	0.000	0.897	0.417	0.250	0.250	0.000	0.583	0.946
Entering Leg	1	369	32	0	402	86	0	167	0	253	119	293	4	0	416	5	1	1	0	7	1078
Exiting Leg					380					152					541					5	1078
Total					782					405					957					12	2156

PDI File #: **186566 AA**
Location: **N: A Street S: A Street**
Location: **E: Richards Street W: Richards Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

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

Class: **Light Goods Vehicle**

	A Street from North					Richards Street from East					A Street from South					Richards Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	4	0	0	4	2	0	3	0	5	7	4	0	0	11	0	0	0	0	0	20
4:15 PM	0	13	1	0	14	2	0	1	0	3	6	5	0	0	11	0	0	0	0	0	28
4:30 PM	0	10	0	0	10	3	0	3	0	6	3	5	0	0	8	0	0	0	0	0	24
4:45 PM	0	5	0	0	5	1	0	4	0	5	1	8	0	0	9	0	0	0	0	0	19
Total	0	32	1	0	33	8	0	11	0	19	17	22	0	0	39	0	0	0	0	0	91
5:00 PM	0	8	1	0	9	1	0	2	0	3	3	3	0	0	6	0	0	0	0	0	18
5:15 PM	0	7	0	0	7	1	0	3	0	4	4	0	0	0	4	0	0	0	0	0	15
5:30 PM	0	2	0	0	2	0	0	3	0	3	4	0	2	0	6	0	0	0	0	0	11
5:45 PM	0	5	1	0	6	2	1	3	0	6	1	6	2	0	9	0	0	0	0	0	21
Total	0	22	2	0	24	4	1	11	0	16	12	9	4	0	25	0	0	0	0	0	65
Grand Total	0	54	3	0	57	12	1	22	0	35	29	31	4	0	64	0	0	0	0	0	156
Approach %	0.0	94.7	5.3	0.0		34.3	2.9	62.9	0.0		45.3	48.4	6.3	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	34.6	1.9	0.0	36.5	7.7	0.6	14.1	0.0	22.4	18.6	19.9	2.6	0.0	41.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					43					32					76					5	156

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

4:00 PM	A Street from North					Richards Street from East					A Street from South					Richards Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	4	0	0	4	2	0	3	0	5	7	4	0	0	11	0	0	0	0	0	20
4:15 PM	0	13	1	0	14	2	0	1	0	3	6	5	0	0	11	0	0	0	0	0	28
4:30 PM	0	10	0	0	10	3	0	3	0	6	3	5	0	0	8	0	0	0	0	0	24
4:45 PM	0	5	0	0	5	1	0	4	0	5	1	8	0	0	9	0	0	0	0	0	19
Total Volume	0	32	1	0	33	8	0	11	0	19	17	22	0	0	39	0	0	0	0	0	91
% Approach Total	0.0	97.0	3.0	0.0		42.1	0.0	57.9	0.0		43.6	56.4	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.615	0.250	0.000	0.589	0.667	0.000	0.688	0.000	0.792	0.607	0.688	0.000	0.000	0.886	0.000	0.000	0.000	0.000	0.000	0.813
Entering Leg	0	32	1	0	33	8	0	11	0	19	17	22	0	0	39	0	0	0	0	0	91
Exiting Leg					30					18					43					0	91
Total					63					37					82					0	182

PDI File #: **186566 AA**
Location: **N: A Street S: A Street**
Location: **E: Richards Street W: Richards Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

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

Class: **Buses**

	A Street					Richards Street					A Street					Richards Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	2	0	0	2	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	4
4:15 PM	0	3	0	0	3	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	6
4:30 PM	0	0	0	0	0	2	0	1	0	3	0	1	0	0	1	0	0	0	0	0	4
4:45 PM	0	3	0	0	3	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	5
Total	0	8	0	0	8	4	0	3	0	7	1	3	0	0	4	0	0	0	0	0	19
5:00 PM	0	2	0	0	2	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
5:15 PM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:30 PM	0	1	0	0	1	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	4
5:45 PM	0	3	0	0	3	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	5
Total	0	11	0	0	11	4	0	2	0	6	1	0	0	0	1	0	0	0	0	0	18
Grand Total	0	19	0	0	19	8	0	5	0	13	2	3	0	0	5	0	0	0	0	0	37
Approach %	0.0	100.0	0.0	0.0		61.5	0.0	38.5	0.0		40.0	60.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	51.4	0.0	0.0	51.4	21.6	0.0	13.5	0.0	35.1	5.4	8.1	0.0	0.0	13.5	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					11					2					24					0	37

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

4:00 PM	A Street					Richards Street					A Street					Richards Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	2	0	0	2	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	4
4:15 PM	0	3	0	0	3	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	6
4:30 PM	0	0	0	0	0	2	0	1	0	3	0	1	0	0	1	0	0	0	0	0	4
4:45 PM	0	3	0	0	3	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	5
Total Volume	0	8	0	0	8	4	0	3	0	7	1	3	0	0	4	0	0	0	0	0	19
% Approach Total	0.0	100.0	0.0	0.0		57.1	0.0	42.9	0.0		25.0	75.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.667	0.000	0.000	0.667	0.500	0.000	0.750	0.000	0.583	0.250	0.375	0.000	0.000	0.333	0.000	0.000	0.000	0.000	0.000	0.792
Entering Leg	0	8	0	0	8	4	0	3	0	7	1	3	0	0	4	0	0	0	0	0	19
Exiting Leg					7					1					11					0	19
Total					15					8					15					0	38

PDI File #: **186566 AA**
Location: **N: A Street S: A Street**
Location: **E: Richards Street W: Richards Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

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

Class: **Single-Unit Trucks**

	A Street from North					Richards Street from East					A Street from South					Richards Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	1	0	2	0	3	4	0	0	0	4	0	1	0	0	1	8
4:15 PM	0	1	0	0	1	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	5
4:30 PM	0	0	0	0	0	0	0	3	0	3	2	1	0	0	3	0	0	0	0	0	6
4:45 PM	0	2	0	0	2	1	0	2	0	3	0	1	0	0	1	0	0	0	0	0	6
Total	0	3	0	0	3	2	0	7	0	9	7	5	0	0	12	0	1	0	0	1	25
5:00 PM	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	1	0	0	1	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	4
5:30 PM	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
5:45 PM	0	2	0	0	2	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	5
Total	0	5	0	0	5	1	0	5	0	6	0	3	0	0	3	0	0	0	0	0	14
Grand Total	0	8	0	0	8	3	0	12	0	15	7	8	0	0	15	0	1	0	0	1	39
Approach %	0.0	100.0	0.0	0.0		20.0	0.0	80.0	0.0		46.7	53.3	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	20.5	0.0	0.0	20.5	7.7	0.0	30.8	0.0	38.5	17.9	20.5	0.0	0.0	38.5	0.0	2.6	0.0	0.0	2.6	
Exiting Leg Total					11					8					20					0	39

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

4:00 PM	A Street from North					Richards Street from East					A Street from South					Richards Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	1	0	2	0	3	4	0	0	0	4	0	1	0	0	1	8
4:15 PM	0	1	0	0	1	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	5
4:30 PM	0	0	0	0	0	0	0	3	0	3	2	1	0	0	3	0	0	0	0	0	6
4:45 PM	0	2	0	0	2	1	0	2	0	3	0	1	0	0	1	0	0	0	0	0	6
Total Volume	0	3	0	0	3	2	0	7	0	9	7	5	0	0	12	0	1	0	0	1	25
% Approach Total	0.0	100.0	0.0	0.0		22.2	0.0	77.8	0.0		58.3	41.7	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.375	0.000	0.000	0.375	0.500	0.000	0.583	0.000	0.750	0.438	0.417	0.000	0.000	0.750	0.000	0.250	0.000	0.000	0.250	0.781
Entering Leg	0	3	0	0	3	2	0	7	0	9	7	5	0	0	12	0	1	0	0	1	25
Exiting Leg					7					8					10					0	25
Total					10					17					22					1	50

PDI File #: **186566 AA**
Location: **N: A Street S: A Street**
Location: **E: Richards Street W: Richards Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

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

Articulated Trucks

	A Street from North					Richards Street from East					A Street from South					Richards Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	1	0	0	1	1	0	0	0	1	1	2	0	0	3	0	0	0	0	0	5
4:15 PM	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	3
4:30 PM	0	1	0	0	1	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	1	0	3	0	4	3	2	0	0	5	0	0	0	0	0	11
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
Grand Total	0	2	0	0	2	1	0	3	0	4	4	2	0	0	6	0	1	0	0	1	13
Approach %	0.0	100.0	0.0	0.0		25.0	0.0	75.0	0.0		66.7	33.3	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	15.4	0.0	0.0	15.4	7.7	0.0	23.1	0.0	30.8	30.8	15.4	0.0	0.0	46.2	0.0	7.7	0.0	0.0	7.7	
Exiting Leg Total					3					5					5					0	13

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

4:00 PM	A Street from North					Richards Street from East					A Street from South					Richards Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	1	0	0	1	1	0	0	0	1	1	2	0	0	3	0	0	0	0	0	5
4:15 PM	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	3
4:30 PM	0	1	0	0	1	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	0	2	1	0	3	0	4	3	2	0	0	5	0	0	0	0	0	11
% Approach Total	0.0	100.0	0.0	0.0		25.0	0.0	75.0	0.0		60.0	40.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.500	0.250	0.000	0.375	0.000	0.500	0.375	0.250	0.000	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.550
Entering Leg	0	2	0	0	2	1	0	3	0	4	3	2	0	0	5	0	0	0	0	0	11
Exiting Leg					3					3					5					0	11
Total					5					7					10					0	22

PDI File #: **186566 AA**
Location: **N: A Street S: A Street**
Location: **E: Richards Street W: Richards Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

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

Bicycles (on Roadway and Crosswalks)

	A Street from North							Richards Street from East							A Street from South							Richards Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	1	4
4:15 PM	0	5	0	0	0	0	5	0	0	1	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	2	2	9
4:30 PM	0	6	0	0	0	0	6	1	0	0	0	0	0	1	1	5	0	0	0	0	6	0	0	0	0	0	3	3	16
4:45 PM	0	7	0	0	0	0	7	2	0	0	0	0	0	2	0	2	0	0	0	0	2	0	0	0	0	0	3	3	14
Total	0	20	0	0	0	0	20	3	0	1	0	0	0	4	1	9	0	0	0	0	10	0	0	0	0	0	9	9	43
5:00 PM	0	19	0	0	0	0	19	4	0	0	0	1	2	7	0	2	0	0	0	1	3	0	0	0	0	0	0	0	29
5:15 PM	0	21	0	0	0	0	21	2	0	0	0	0	2	4	0	1	0	0	0	0	1	0	0	0	0	0	0	0	26
5:30 PM	0	21	1	0	1	0	23	1	0	1	0	0	2	4	0	2	0	0	0	0	2	0	0	0	0	0	0	0	29
5:45 PM	0	26	1	0	0	0	27	0	0	1	0	0	0	1	0	3	0	0	0	0	3	0	0	0	0	0	0	0	31
Total	0	87	2	0	1	0	90	7	0	2	0	1	6	16	0	8	0	0	0	1	9	0	0	0	0	0	0	0	115
Grand Total	0	107	2	0	1	0	110	10	0	3	0	1	6	20	1	17	0	0	0	1	19	0	0	0	0	0	9	9	158
Approach %	0.0	97.3	1.8	0.0	0.9	0.0		50.0	0.0	15.0	0.0	5.0	30.0		5.3	89.5	0.0	0.0	0.0	5.3		0.0	0.0	0.0	0.0	0.0	100.0		
Total %	0.0	67.7	1.3	0.0	0.6	0.0	69.6	6.3	0.0	1.9	0.0	0.6	3.8	12.7	0.6	10.8	0.0	0.0	0.0	0.6	12.0	0.0	0.0	0.0	0.0	0.0	5.7	5.7	
Exiting Leg Total							28							10							111							9	158

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

5:00 PM	A Street from North							Richards Street from East							A Street from South							Richards Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
5:00 PM	0	19	0	0	0	0	19	4	0	0	0	1	2	7	0	2	0	0	0	1	3	0	0	0	0	0	0	0	29
5:15 PM	0	21	0	0	0	0	21	2	0	0	0	0	2	4	0	1	0	0	0	0	1	0	0	0	0	0	0	0	26
5:30 PM	0	21	1	0	1	0	23	1	0	1	0	0	2	4	0	2	0	0	0	0	2	0	0	0	0	0	0	0	29
5:45 PM	0	26	1	0	0	0	27	0	0	1	0	0	0	1	0	3	0	0	0	0	3	0	0	0	0	0	0	0	31
Total Volume	0	87	2	0	1	0	90	7	0	2	0	1	6	16	0	8	0	0	0	1	9	0	0	0	0	0	0	0	115
% Approach Total	0.0	96.7	2.2	0.0	1.1	0.0		43.8	0.0	12.5	0.0	6.3	37.5		0.0	88.9	0.0	0.0	0.0	11.1		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.837	0.500	0.000	0.250	0.000	0.833	0.438	0.000	0.500	0.000	0.250	0.750	0.571	0.000	0.667	0.000	0.000	0.000	0.250	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.927
Entering Leg	0	87	2	0	1	0	90	7	0	2	0	1	6	16	0	8	0	0	0	1	9	0	0	0	0	0	0	0	115
Exiting Leg							16							9							90							0	115
Total							106							25							99							0	230

PDI File #: **186566 AA**
Location: **N: A Street S: A Street**
Location: **E: Richards Street W: Richards Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

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

Pedestrians

	A Street from North							Richards Street from East							A Street from South							Richards Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	21	10	31	0	0	0	0	0	2	2	0	0	0	0	1	6	7	40
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	13	5	18	0	0	0	0	1	1	2	0	0	0	0	2	11	13	33
4:30 PM	0	0	0	0	0	1	1	0	0	0	0	30	7	37	0	0	0	0	0	1	1	0	0	0	0	6	8	14	53
4:45 PM	0	0	0	0	1	0	1	0	0	0	0	30	8	38	0	0	0	0	1	0	1	0	0	0	0	1	7	8	48
Total	0	0	0	0	1	1	2	0	0	0	0	94	30	124	0	0	0	0	2	4	6	0	0	0	0	10	32	42	174
5:00 PM	0	0	0	0	2	4	6	0	0	0	0	72	2	74	0	0	0	0	2	0	2	0	0	0	0	1	15	16	98
5:15 PM	0	0	0	0	4	2	6	0	0	0	0	62	7	69	0	0	0	0	1	3	4	0	0	0	0	3	30	33	112
5:30 PM	0	0	0	0	1	1	2	0	0	0	0	51	6	57	0	0	0	0	1	1	2	0	0	0	0	1	31	32	93
5:45 PM	0	0	0	0	1	1	2	0	0	0	0	48	5	53	0	0	0	0	2	3	5	0	0	0	0	4	28	32	92
Total	0	0	0	0	8	8	16	0	0	0	0	233	20	253	0	0	0	0	6	7	13	0	0	0	0	9	104	113	395
Grand Total	0	0	0	0	9	9	18	0	0	0	0	327	50	377	0	0	0	0	8	11	19	0	0	0	0	19	136	155	569
Approach %	0	0	0	0	50	50		0	0	0	0	86.7	13.3		0	0	0	0	42.1	57.9		0	0	0	0	12.3	87.7		
Total %	0	0	0	0	1.58	1.58	3.16	0	0	0	0	57.5	8.79	66.3	0	0	0	0	1.41	1.93	3.34	0	0	0	0	3.34	23.9	27.2	
Exiting Leg Total							18							377							19							155	569

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

5:00 PM	A Street from North							Richards Street from East							A Street from South							Richards Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
5:00 PM	0	0	0	0	2	4	6	0	0	0	0	72	2	74	0	0	0	0	2	0	2	0	0	0	0	1	15	16	98
5:15 PM	0	0	0	0	4	2	6	0	0	0	0	62	7	69	0	0	0	0	1	3	4	0	0	0	0	3	30	33	112
5:30 PM	0	0	0	0	1	1	2	0	0	0	0	51	6	57	0	0	0	0	1	1	2	0	0	0	0	1	31	32	93
5:45 PM	0	0	0	0	1	1	2	0	0	0	0	48	5	53	0	0	0	0	2	3	5	0	0	0	0	4	28	32	92
Total Volume	0	0	0	0	8	8	16	0	0	0	0	233	20	253	0	0	0	0	6	7	13	0	0	0	0	9	104	113	395
% Approach Total	0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	92.1	7.9		0.0	0.0	0.0	0.0	46.2	53.8		0.0	0.0	0.0	0.0	8.0	92.0		
PHF	0.000	0.000	0.000	0.000	0.500	0.500	0.667	0.000	0.000	0.000	0.000	0.809	0.714	0.855	0.000	0.000	0.000	0.000	0.750	0.583	0.650	0.000	0.000	0.000	0.000	0.563	0.839	0.856	0.882
Entering Leg	0	0	0	0	8	8	16	0	0	0	0	233	20	253	0	0	0	0	6	7	13	0	0	0	0	9	104	113	395
Exiting Leg							16							253							13							113	395
Total							32							506							26							226	790

PDI File #: **186566 B**
Location: **N: A Street S: A Street**
Location: **E: West 1st Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

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

Cars and Heavy Vehicles (Combined)

	A Street from North				West 1st Street from East				A Street from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	110	1	0	111	2	18	0	20	7	74	0	81	212
7:15 AM	88	0	0	88	0	12	0	12	3	77	0	80	180
7:30 AM	100	1	0	101	0	9	0	9	2	89	0	91	201
7:45 AM	102	1	0	103	0	16	0	16	2	114	0	116	235
Total	400	3	0	403	2	55	0	57	14	354	0	368	828
8:00 AM	128	0	0	128	3	22	0	25	1	108	0	109	262
8:15 AM	125	1	0	126	2	14	0	16	2	132	0	134	276
8:30 AM	135	1	0	136	0	8	0	8	1	140	0	141	285
8:45 AM	118	0	0	118	1	10	0	11	2	144	0	146	275
Total	506	2	0	508	6	54	0	60	6	524	0	530	1098
Grand Total	906	5	0	911	8	109	0	117	20	878	0	898	1926
Approach %	99.5	0.5	0.0		6.8	93.2	0.0		2.2	97.8	0.0		
Total %	47.0	0.3	0.0	47.3	0.4	5.7	0.0	6.1	1.0	45.6	0.0	46.6	
Exiting Leg Total				886				25				1015	1926
Cars	827	5	0	832	7	106	0	113	20	794	0	814	1759
% Cars	91.3	100.0	0.0	91.3	87.5	97.2	0.0	96.6	100.0	90.4	0.0	90.6	91.3
Exiting Leg Total				801				25				933	1759
Heavy Vehicles	79	0	0	79	1	3	0	4	0	84	0	84	167
% Heavy Vehicles	8.7	0.0	0.0	8.7	12.5	2.8	0.0	3.4	0.0	9.6	0.0	9.4	8.7
Exiting Leg Total				85				0				82	167

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

8:00 AM	A Street from North				West 1st Street from East				A Street from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
8:00 AM	128	0	0	128	3	22	0	25	1	108	0	109	262
8:15 AM	125	1	0	126	2	14	0	16	2	132	0	134	276
8:30 AM	135	1	0	136	0	8	0	8	1	140	0	141	285
8:45 AM	118	0	0	118	1	10	0	11	2	144	0	146	275
Total Volume	506	2	0	508	6	54	0	60	6	524	0	530	1098
% Approach Total	99.6	0.4	0.0		10.0	90.0	0.0		1.1	98.9	0.0		
PHF	0.937	0.500	0.000	0.934	0.500	0.614	0.000	0.600	0.750	0.910	0.000	0.908	0.963
Cars	464	2	0	466	5	53	0	58	6	469	0	475	999
Cars %	91.7	100.0	0.0	91.7	83.3	98.1	0.0	96.7	100.0	89.5	0.0	89.6	91.0
Heavy Vehicles	42	0	0	42	1	1	0	2	0	55	0	55	99
Heavy Vehicles %	8.3	0.0	0.0	8.3	16.7	1.9	0.0	3.3	0.0	10.5	0.0	10.4	9.0
Cars Enter Leg	464	2	0	466	5	53	0	58	6	469	0	475	999
Heavy Enter Leg	42	0	0	42	1	1	0	2	0	55	0	55	99
Total Entering Leg	506	2	0	508	6	54	0	60	6	524	0	530	1098
Cars Exiting Leg				474				8				517	999
Heavy Exiting Leg				56				0				43	99
Total Exiting Leg				530				8				560	1098

PDI File #: **186566 B**
Location: **N: A Street S: A Street**
Location: **E: West 1st Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class: **Cars-Combined (Motorcycles, Cars, Light Goods)**

	A Street from North				West 1st Street from East				A Street from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	94	1	0	95	2	16	0	18	7	68	0	75	188
7:15 AM	81	0	0	81	0	12	0	12	3	71	0	74	167
7:30 AM	95	1	0	96	0	9	0	9	2	82	0	84	189
7:45 AM	93	1	0	94	0	16	0	16	2	104	0	106	216
Total	363	3	0	366	2	53	0	55	14	325	0	339	760
8:00 AM	117	0	0	117	3	22	0	25	1	91	0	92	234
8:15 AM	116	1	0	117	1	14	0	15	2	119	0	121	253
8:30 AM	126	1	0	127	0	7	0	7	1	125	0	126	260
8:45 AM	105	0	0	105	1	10	0	11	2	134	0	136	252
Total	464	2	0	466	5	53	0	58	6	469	0	475	999
Grand Total	827	5	0	832	7	106	0	113	20	794	0	814	1759
Approach %	99.4	0.6	0.0		6.2	93.8	0.0		2.5	97.5	0.0		
Total %	47.0	0.3	0.0	47.3	0.4	6.0	0.0	6.4	1.1	45.1	0.0	46.3	
Exiting Leg Total				801				25				933	1759

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

8:00 AM	A Street from North				West 1st Street from East				A Street from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
8:00 AM	117	0	0	117	3	22	0	25	1	91	0	92	234
8:15 AM	116	1	0	117	1	14	0	15	2	119	0	121	253
8:30 AM	126	1	0	127	0	7	0	7	1	125	0	126	260
8:45 AM	105	0	0	105	1	10	0	11	2	134	0	136	252
Total Volume	464	2	0	466	5	53	0	58	6	469	0	475	999
% Approach Total	99.6	0.4	0.0		8.6	91.4	0.0		1.3	98.7	0.0		
PHF	0.921	0.500	0.000	0.917	0.417	0.602	0.000	0.580	0.750	0.875	0.000	0.873	0.961
Entering Leg	464	2	0	466	5	53	0	58	6	469	0	475	999
Exiting Leg				474				8				517	999
Total				940				66				992	1998

PDI File #: **186566 B**
Location: **N: A Street S: A Street**
Location: **E: West 1st Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

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

	A Street from North				West 1st Street from East				A Street from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	16	0	0	16	0	2	0	2	0	6	0	6	24
7:15 AM	7	0	0	7	0	0	0	0	0	6	0	6	13
7:30 AM	5	0	0	5	0	0	0	0	0	7	0	7	12
7:45 AM	9	0	0	9	0	0	0	0	0	10	0	10	19
Total	37	0	0	37	0	2	0	2	0	29	0	29	68
8:00 AM	11	0	0	11	0	0	0	0	0	17	0	17	28
8:15 AM	9	0	0	9	1	0	0	1	0	13	0	13	23
8:30 AM	9	0	0	9	0	1	0	1	0	15	0	15	25
8:45 AM	13	0	0	13	0	0	0	0	0	10	0	10	23
Total	42	0	0	42	1	1	0	2	0	55	0	55	99
Grand Total	79	0	0	79	1	3	0	4	0	84	0	84	167
Approach %	100.0	0.0	0.0		25.0	75.0	0.0		0.0	100.0	0.0		
Total %	47.3	0.0	0.0	47.3	0.6	1.8	0.0	2.4	0.0	50.3	0.0	50.3	
Exiting Leg Total				85				0				82	167
Buses	12	0	0	12	0	0	0	0	0	22	0	22	34
% Buses	15.2	0.0	0.0	15.2	0.0	0.0	0.0	0.0	0.0	26.2	0.0	26.2	20.4
Exiting Leg Total				22				0				12	34
Single-Unit Trucks	59	0	0	59	1	3	0	4	0	56	0	56	119
% Single-Unit	74.7	0.0	0.0	74.7	100.0	100.0	0.0	100.0	0.0	66.7	0.0	66.7	71.3
Exiting Leg Total				57				0				62	119
Articulated Trucks	8	0	0	8	0	0	0	0	0	6	0	6	14
% Articulated	10.1	0.0	0.0	10.1	0.0	0.0	0.0	0.0	0.0	7.1	0.0	7.1	8.4
Exiting Leg Total				6				0				8	14

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

8:00 AM	A Street from North				West 1st Street from East				A Street from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
8:00 AM	11	0	0	11	0	0	0	0	0	17	0	17	28
8:15 AM	9	0	0	9	1	0	0	1	0	13	0	13	23
8:30 AM	9	0	0	9	0	1	0	1	0	15	0	15	25
8:45 AM	13	0	0	13	0	0	0	0	0	10	0	10	23
Total Volume	42	0	0	42	1	1	0	2	0	55	0	55	99
% Approach Total	100.0	0.0	0.0		50.0	50.0	0.0		0.0	100.0	0.0		
PHF	0.808	0.000	0.000	0.808	0.250	0.250	0.000	0.500	0.000	0.809	0.000	0.809	0.884
Buses	4	0	0	4	0	0	0	0	0	14	0	14	18
Buses %	9.5	0.0	0.0	9.5	0.0	0.0	0.0	0.0	0.0	25.5	0.0	25.5	18.2
Single-Unit Trucks	30	0	0	30	1	1	0	2	0	36	0	36	68
Single-Unit %	71.4	0.0	0.0	71.4	100.0	100.0	0.0	100.0	0.0	65.5	0.0	65.5	68.7
Articulated Trucks	8	0	0	8	0	0	0	0	0	5	0	5	13
Articulated %	19.0	0.0	0.0	19.0	0.0	0.0	0.0	0.0	0.0	9.1	0.0	9.1	13.1
Buses	4	0	0	4	0	0	0	0	0	14	0	14	18
Single-Unit Trucks	30	0	0	30	1	1	0	2	0	36	0	36	68
Articulated Trucks	8	0	0	8	0	0	0	0	0	5	0	5	13
Total Entering Leg	42	0	0	42	1	1	0	2	0	55	0	55	99
Buses				14				0				4	18
Single-Unit Trucks				37				0				31	68
Articulated Trucks				5				0				8	13
Total Exiting Leg				56				0				43	99

PDI File #: **186566 B**
Location: **N: A Street S: A Street**
Location: **E: West 1st Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class: **Cars**

	A Street from North				West 1st Street from East				A Street from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	80	1	0	81	1	14	0	15	5	56	0	61	157
7:15 AM	74	0	0	74	0	11	0	11	2	61	0	63	148
7:30 AM	84	1	0	85	0	8	0	8	2	69	0	71	164
7:45 AM	87	0	0	87	0	14	0	14	2	88	0	90	191
Total	325	2	0	327	1	47	0	48	11	274	0	285	660
8:00 AM	110	0	0	110	3	18	0	21	1	82	0	83	214
8:15 AM	110	0	0	110	1	6	0	7	2	111	0	113	230
8:30 AM	114	1	0	115	0	6	0	6	1	117	0	118	239
8:45 AM	89	0	0	89	1	10	0	11	2	128	0	130	230
Total	423	1	0	424	5	40	0	45	6	438	0	444	913
Grand Total	748	3	0	751	6	87	0	93	17	712	0	729	1573
Approach %	99.6	0.4	0.0		6.5	93.5	0.0		2.3	97.7	0.0		
Total %	47.6	0.2	0.0	47.7	0.4	5.5	0.0	5.9	1.1	45.3	0.0	46.3	
Exiting Leg Total				718				20				835	1573

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

8:00 AM	A Street from North				West 1st Street from East				A Street from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
8:00 AM	110	0	0	110	3	18	0	21	1	82	0	83	214
8:15 AM	110	0	0	110	1	6	0	7	2	111	0	113	230
8:30 AM	114	1	0	115	0	6	0	6	1	117	0	118	239
8:45 AM	89	0	0	89	1	10	0	11	2	128	0	130	230
Total Volume	423	1	0	424	5	40	0	45	6	438	0	444	913
% Approach Total	99.8	0.2	0.0		11.1	88.9	0.0		1.4	98.6	0.0		
PHF	0.928	0.250	0.000	0.922	0.417	0.556	0.000	0.536	0.750	0.855	0.000	0.854	0.955
Entering Leg	423	1	0	424	5	40	0	45	6	438	0	444	913
Exiting Leg				443				7				463	913
Total				867				52				907	1826

PDI File #: **186566 B**
Location: **N: A Street S: A Street**
Location: **E: West 1st Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class: **Light Goods Vehicle**

	A Street from North				West 1st Street from East				A Street from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	14	0	0	14	1	2	0	3	2	12	0	14	31
7:15 AM	7	0	0	7	0	1	0	1	1	10	0	11	19
7:30 AM	11	0	0	11	0	1	0	1	0	11	0	11	23
7:45 AM	6	1	0	7	0	2	0	2	0	16	0	16	25
Total	38	1	0	39	1	6	0	7	3	49	0	52	98
8:00 AM	7	0	0	7	0	4	0	4	0	8	0	8	19
8:15 AM	6	1	0	7	0	8	0	8	0	8	0	8	23
8:30 AM	12	0	0	12	0	1	0	1	0	8	0	8	21
8:45 AM	16	0	0	16	0	0	0	0	0	6	0	6	22
Total	41	1	0	42	0	13	0	13	0	30	0	30	85
Grand Total	79	2	0	81	1	19	0	20	3	79	0	82	183
Approach %	97.5	2.5	0.0		5.0	95.0	0.0		3.7	96.3	0.0		
Total %	43.2	1.1	0.0	44.3	0.5	10.4	0.0	10.9	1.6	43.2	0.0	44.8	
Exiting Leg Total				80				5				98	183

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

7:00 AM	A Street from North				West 1st Street from East				A Street from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	14	0	0	14	1	2	0	3	2	12	0	14	31
7:15 AM	7	0	0	7	0	1	0	1	1	10	0	11	19
7:30 AM	11	0	0	11	0	1	0	1	0	11	0	11	23
7:45 AM	6	1	0	7	0	2	0	2	0	16	0	16	25
Total Volume	38	1	0	39	1	6	0	7	3	49	0	52	98
% Approach Total	97.4	2.6	0.0		14.3	85.7	0.0		5.8	94.2	0.0		
PHF	0.679	0.250	0.000	0.696	0.250	0.750	0.000	0.583	0.375	0.766	0.000	0.813	0.790
Entering Leg	38	1	0	39	1	6	0	7	3	49	0	52	98
Exiting Leg				50				4				44	98
Total				89				11				96	196

PDI File #: **186566 B**
Location: **N: A Street S: A Street**
Location: **E: West 1st Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

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

Buses

	A Street				West 1st Street				A Street				
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	2	0	0	2	0	0	0	0	0	0	0	0	2
7:15 AM	2	0	0	2	0	0	0	0	0	2	0	2	4
7:30 AM	2	0	0	2	0	0	0	0	0	1	0	1	3
7:45 AM	2	0	0	2	0	0	0	0	0	5	0	5	7
Total	8	0	0	8	0	0	0	0	0	8	0	8	16
8:00 AM	2	0	0	2	0	0	0	0	0	3	0	3	5
8:15 AM	0	0	0	0	0	0	0	0	0	4	0	4	4
8:30 AM	1	0	0	1	0	0	0	0	0	4	0	4	5
8:45 AM	1	0	0	1	0	0	0	0	0	3	0	3	4
Total	4	0	0	4	0	0	0	0	0	14	0	14	18
Grand Total	12	0	0	12	0	0	0	0	0	22	0	22	34
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	35.3	0.0	0.0	35.3	0.0	0.0	0.0	0.0	0.0	64.7	0.0	64.7	
Exiting Leg Total				22				0				12	34

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

7:45 AM	A Street				West 1st Street				A Street				
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:45 AM	2	0	0	2	0	0	0	0	0	5	0	5	7
8:00 AM	2	0	0	2	0	0	0	0	0	3	0	3	5
8:15 AM	0	0	0	0	0	0	0	0	0	4	0	4	4
8:30 AM	1	0	0	1	0	0	0	0	0	4	0	4	5
Total Volume	5	0	0	5	0	0	0	0	0	16	0	16	21
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.625	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.800	0.000	0.800	0.750
Entering Leg	5	0	0	5	0	0	0	0	0	16	0	16	21
Exiting Leg				16				0				5	21
Total				21				0				21	42

PDI File #: **186566 B**
Location: **N: A Street S: A Street**
Location: **E: West 1st Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class: **Single-Unit Trucks**

	A Street from North				West 1st Street from East				A Street from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	14	0	0	14	0	2	0	2	0	6	0	6	22
7:15 AM	5	0	0	5	0	0	0	0	0	4	0	4	9
7:30 AM	3	0	0	3	0	0	0	0	0	6	0	6	9
7:45 AM	7	0	0	7	0	0	0	0	0	4	0	4	11
Total	29	0	0	29	0	2	0	2	0	20	0	20	51
8:00 AM	7	0	0	7	0	0	0	0	0	12	0	12	19
8:15 AM	5	0	0	5	1	0	0	1	0	9	0	9	15
8:30 AM	7	0	0	7	0	1	0	1	0	9	0	9	17
8:45 AM	11	0	0	11	0	0	0	0	0	6	0	6	17
Total	30	0	0	30	1	1	0	2	0	36	0	36	68
Grand Total	59	0	0	59	1	3	0	4	0	56	0	56	119
Approach %	100.0	0.0	0.0		25.0	75.0	0.0		0.0	100.0	0.0		
Total %	49.6	0.0	0.0	49.6	0.8	2.5	0.0	3.4	0.0	47.1	0.0	47.1	
Exiting Leg Total				57				0				62	119

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

8:00 AM	A Street from North				West 1st Street from East				A Street from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
8:00 AM	7	0	0	7	0	0	0	0	0	12	0	12	19
8:15 AM	5	0	0	5	1	0	0	1	0	9	0	9	15
8:30 AM	7	0	0	7	0	1	0	1	0	9	0	9	17
8:45 AM	11	0	0	11	0	0	0	0	0	6	0	6	17
Total Volume	30	0	0	30	1	1	0	2	0	36	0	36	68
% Approach Total	100.0	0.0	0.0		50.0	50.0	0.0		0.0	100.0	0.0		
PHF	0.682	0.000	0.000	0.682	0.250	0.250	0.000	0.500	0.000	0.750	0.000	0.750	0.895
Entering Leg	30	0	0	30	1	1	0	2	0	36	0	36	68
Exiting Leg				37				0				31	68
Total				67				2				67	136

PDI File #: **186566 B**
Location: **N: A Street S: A Street**
Location: **E: West 1st Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

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

Articulated Trucks

	A Street from North				West 1st Street from East				A Street from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
7:00 AM	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
7:30 AM	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	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	1	0	1	1
8:00 AM	2	0	0	2	0	0	0	0	0	2	0	2	4
8:15 AM	4	0	0	4	0	0	0	0	0	0	0	0	4
8:30 AM	1	0	0	1	0	0	0	0	0	2	0	2	3
8:45 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
Total	8	0	0	8	0	0	0	0	0	5	0	5	13
Grand Total	8	0	0	8	0	0	0	0	0	6	0	6	14
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	57.1	0.0	0.0	57.1	0.0	0.0	0.0	0.0	0.0	42.9	0.0	42.9	
Exiting Leg Total				6				0				8	14

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

8:00 AM	A Street from North				West 1st Street from East				A Street from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
8:00 AM	2	0	0	2	0	0	0	0	0	2	0	2	4
8:15 AM	4	0	0	4	0	0	0	0	0	0	0	0	4
8:30 AM	1	0	0	1	0	0	0	0	0	2	0	2	3
8:45 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
Total Volume	8	0	0	8	0	0	0	0	0	5	0	5	13
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.625	0.813
Entering Leg	8	0	0	8	0	0	0	0	0	5	0	5	13
Exiting Leg				5				0				8	13
Total				13				0				13	26

PDI File #: **186566 B**
Location: **N: A Street S: A Street**
Location: **E: West 1st Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class: **Bicycles (on Roadway and Crosswalks)**

	A Street from North						West 1st Street from East						A Street from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
7:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	9	0	0	0	9	10
7:15 AM	3	0	0	0	0	3	0	0	0	0	0	0	0	8	0	0	0	8	11
7:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	14	0	0	0	14	15
7:45 AM	2	0	0	0	0	2	0	0	0	0	0	0	0	12	0	0	0	12	14
Total	7	0	0	0	0	7	0	0	0	0	0	0	0	43	0	0	0	43	50
8:00 AM	2	0	0	0	0	2	0	0	0	0	0	0	0	30	0	0	0	30	32
8:15 AM	2	0	0	0	0	2	0	0	0	0	0	0	0	26	0	0	0	26	28
8:30 AM	2	0	0	0	0	2	0	0	0	0	1	1	0	12	0	0	0	12	15
8:45 AM	2	0	0	0	0	2	0	0	0	0	0	0	0	25	0	0	0	25	27
Total	8	0	0	0	0	8	0	0	0	0	1	1	0	93	0	0	0	93	102
Grand Total	15	0	0	0	0	15	0	0	0	0	1	1	0	136	0	0	0	136	152
Approach %	100.0	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		
Total %	9.9	0.0	0.0	0.0	0.0	9.9	0.0	0.0	0.0	0.0	0.7	0.7	0.0	89.5	0.0	0.0	0.0	89.5	
Exiting Leg Total						136						1						15	152

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

8:00 AM	A Street from North						West 1st Street from East						A Street from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
8:00 AM	2	0	0	0	0	2	0	0	0	0	0	0	0	30	0	0	0	30	32
8:15 AM	2	0	0	0	0	2	0	0	0	0	0	0	0	26	0	0	0	26	28
8:30 AM	2	0	0	0	0	2	0	0	0	0	1	1	0	12	0	0	0	12	15
8:45 AM	2	0	0	0	0	2	0	0	0	0	0	0	0	25	0	0	0	25	27
Total Volume	8	0	0	0	0	8	0	0	0	0	1	1	0	93	0	0	0	93	102
% Approach Total	100.0	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		
PHF	1.000	0.000	0.000	0.000	0.000	1.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.775	0.000	0.000	0.000	0.775	0.797
Entering Leg	8	0	0	0	0	8	0	0	0	0	1	1	0	93	0	0	0	93	102
Exiting Leg						93						1						8	102
Total						101						2						101	204

PDI File #: **186566 B**
Location: **N: A Street S: A Street**
Location: **E: West 1st Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class:

Pedestrians

	A Street						West 1st Street						A Street						
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
7:00 AM	0	0	0	1	1	2	0	0	0	6	34	40	0	0	0	0	0	0	42
7:15 AM	0	0	0	0	0	0	0	0	0	4	35	39	0	0	0	1	0	1	40
7:30 AM	0	0	0	1	0	1	0	0	0	6	56	62	0	0	0	1	0	1	64
7:45 AM	0	0	0	0	0	0	0	0	0	10	57	67	0	0	0	0	0	0	67
Total	0	0	0	2	1	3	0	0	0	26	182	208	0	0	0	2	0	2	213
8:00 AM	0	0	0	3	0	3	0	0	0	14	108	122	0	0	0	0	0	0	125
8:15 AM	0	0	0	0	0	0	0	0	0	3	148	151	0	0	0	0	0	0	151
8:30 AM	0	0	0	0	0	0	0	0	0	3	149	152	0	0	0	0	0	0	152
8:45 AM	0	0	0	0	0	0	0	0	0	3	154	157	0	0	0	0	0	0	157
Total	0	0	0	3	0	3	0	0	0	23	559	582	0	0	0	0	0	0	585
Grand Total	0	0	0	5	1	6	0	0	0	49	741	790	0	0	0	2	0	2	798
Approach %	0	0	0	83.333	16.667		0	0	0	6.2025	93.797		0	0	0	100	0		
Total %	0	0	0	0.6266	0.1253	0.7519	0	0	0	6.1404	92.857	98.997	0	0	0	0.2506	0	0.2506	
Exiting Leg Total						6						790						2	798

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

8:00 AM	A Street						West 1st Street						A Street						
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
8:00 AM	0	0	0	3	0	3	0	0	0	14	108	122	0	0	0	0	0	0	125
8:15 AM	0	0	0	0	0	0	0	0	0	3	148	151	0	0	0	0	0	0	151
8:30 AM	0	0	0	0	0	0	0	0	0	3	149	152	0	0	0	0	0	0	152
8:45 AM	0	0	0	0	0	0	0	0	0	3	154	157	0	0	0	0	0	0	157
Total Volume	0	0	0	3	0	3	0	0	0	23	559	582	0	0	0	0	0	0	585
% Approach Total	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	4.0	96.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.411	0.907	0.927	0.000	0.000	0.000	0.000	0.000	0.000	0.932
Entering Leg	0	0	0	3	0	3	0	0	0	23	559	582	0	0	0	0	0	0	585
Exiting Leg						3						582						0	585
Total						6						1164						0	1170

PDI File #: **186566 BB**
Location: **N: A Street S: A Street**
Location: **E: West 1st Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

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

Cars and Heavy Vehicles (Combined)

	A Street from North				West 1st Street from East				A Street from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:00 PM	148	0	0	148	3	18	0	21	3	133	0	136	305
4:15 PM	167	1	0	168	3	21	0	24	5	104	0	109	301
4:30 PM	149	0	0	149	2	33	0	35	1	126	0	127	311
4:45 PM	137	3	0	140	1	37	0	38	1	107	0	108	286
Total	601	4	0	605	9	109	0	118	10	470	0	480	1203
5:00 PM	146	1	0	147	0	36	0	36	3	124	0	127	310
5:15 PM	127	2	0	129	0	30	0	30	2	97	0	99	258
5:30 PM	140	0	0	140	1	36	0	37	3	107	0	110	287
5:45 PM	143	1	0	144	2	30	0	32	7	118	0	125	301
Total	556	4	0	560	3	132	0	135	15	446	0	461	1156
Grand Total	1157	8	0	1165	12	241	0	253	25	916	0	941	2359
Approach %	99.3	0.7	0.0		4.7	95.3	0.0		2.7	97.3	0.0		
Total %	49.0	0.3	0.0	49.4	0.5	10.2	0.0	10.7	1.1	38.8	0.0	39.9	
Exiting Leg Total				928				33				1398	2359
Cars	1107	8	0	1115	11	239	0	250	25	891	0	916	2281
% Cars	95.7	100.0	0.0	95.7	91.7	99.2	0.0	98.8	100.0	97.3	0.0	97.3	96.7
Exiting Leg Total				902				33				1346	2281
Heavy Vehicles	50	0	0	50	1	2	0	3	0	25	0	25	78
% Heavy Vehicles	4.3	0.0	0.0	4.3	8.3	0.8	0.0	1.2	0.0	2.7	0.0	2.7	3.3
Exiting Leg Total				26				0				52	78

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

4:15 PM	A Street from North				West 1st Street from East				A Street from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:15 PM	167	1	0	168	3	21	0	24	5	104	0	109	301
4:30 PM	149	0	0	149	2	33	0	35	1	126	0	127	311
4:45 PM	137	3	0	140	1	37	0	38	1	107	0	108	286
5:00 PM	146	1	0	147	0	36	0	36	3	124	0	127	310
Total Volume	599	5	0	604	6	127	0	133	10	461	0	471	1208
% Approach Total	99.2	0.8	0.0		4.5	95.5	0.0		2.1	97.9	0.0		
PHF	0.897	0.417	0.000	0.899	0.500	0.858	0.000	0.875	0.500	0.915	0.000	0.927	0.971
Cars	574	5	0	579	5	126	0	131	10	448	0	458	1168
Cars %	95.8	100.0	0.0	95.9	83.3	99.2	0.0	98.5	100.0	97.2	0.0	97.2	96.7
Heavy Vehicles	25	0	0	25	1	1	0	2	0	13	0	13	40
Heavy Vehicles %	4.2	0.0	0.0	4.1	16.7	0.8	0.0	1.5	0.0	2.8	0.0	2.8	3.3
Cars Enter Leg	574	5	0	579	5	126	0	131	10	448	0	458	1168
Heavy Enter Leg	25	0	0	25	1	1	0	2	0	13	0	13	40
Total Entering Leg	599	5	0	604	6	127	0	133	10	461	0	471	1208
Cars Exiting Leg				453				15				700	1168
Heavy Exiting Leg				14				0				26	40
Total Exiting Leg				467				15				726	1208

PDI File #: **186566 BB**
Location: **N: A Street S: A Street**
Location: **E: West 1st Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

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

Class: **Cars-Combined (Motorcycles, Cars, Light Goods)**

	A Street from North				West 1st Street from East				A Street from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:00 PM	142	0	0	142	3	18	0	21	3	128	0	131	294
4:15 PM	160	1	0	161	2	20	0	22	5	96	0	101	284
4:30 PM	142	0	0	142	2	33	0	35	1	122	0	123	300
4:45 PM	131	3	0	134	1	37	0	38	1	106	0	107	279
Total	575	4	0	579	8	108	0	116	10	452	0	462	1157
5:00 PM	141	1	0	142	0	36	0	36	3	124	0	127	305
5:15 PM	120	2	0	122	0	30	0	30	2	96	0	98	250
5:30 PM	135	0	0	135	1	36	0	37	3	104	0	107	279
5:45 PM	136	1	0	137	2	29	0	31	7	115	0	122	290
Total	532	4	0	536	3	131	0	134	15	439	0	454	1124
Grand Total	1107	8	0	1115	11	239	0	250	25	891	0	916	2281
Approach %	99.3	0.7	0.0		4.4	95.6	0.0		2.7	97.3	0.0		
Total %	48.5	0.4	0.0	48.9	0.5	10.5	0.0	11.0	1.1	39.1	0.0	40.2	
Exiting Leg Total				902				33				1346	2281

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

4:15 PM	A Street from North				West 1st Street from East				A Street from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:15 PM	160	1	0	161	2	20	0	22	5	96	0	101	284
4:30 PM	142	0	0	142	2	33	0	35	1	122	0	123	300
4:45 PM	131	3	0	134	1	37	0	38	1	106	0	107	279
5:00 PM	141	1	0	142	0	36	0	36	3	124	0	127	305
Total Volume	574	5	0	579	5	126	0	131	10	448	0	458	1168
% Approach Total	99.1	0.9	0.0		3.8	96.2	0.0		2.2	97.8	0.0		
PHF	0.897	0.417	0.000	0.899	0.625	0.851	0.000	0.862	0.500	0.903	0.000	0.902	0.957
Entering Leg	574	5	0	579	5	126	0	131	10	448	0	458	1168
Exiting Leg				453				15				700	1168
Total				1032				146				1158	2336

PDI File #: **186566 BB**
Location: **N: A Street S: A Street**
Location: **E: West 1st Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

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

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

	A Street from North				West 1st Street from East				A Street from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:00 PM	6	0	0	6	0	0	0	0	0	5	0	5	11
4:15 PM	7	0	0	7	1	1	0	2	0	8	0	8	17
4:30 PM	7	0	0	7	0	0	0	0	0	4	0	4	11
4:45 PM	6	0	0	6	0	0	0	0	0	1	0	1	7
Total	26	0	0	26	1	1	0	2	0	18	0	18	46
5:00 PM	5	0	0	5	0	0	0	0	0	0	0	0	5
5:15 PM	7	0	0	7	0	0	0	0	0	1	0	1	8
5:30 PM	5	0	0	5	0	0	0	0	0	3	0	3	8
5:45 PM	7	0	0	7	0	1	0	1	0	3	0	3	11
Total	24	0	0	24	0	1	0	1	0	7	0	7	32
Grand Total	50	0	0	50	1	2	0	3	0	25	0	25	78
Approach %	100.0	0.0	0.0		33.3	66.7	0.0		0.0	100.0	0.0		
Total %	64.1	0.0	0.0	64.1	1.3	2.6	0.0	3.8	0.0	32.1	0.0	32.1	
Exiting Leg Total				26				0				52	78
Buses	23	0	0	23	0	1	0	1	0	5	0	5	29
% Buses	46.0	0.0	0.0	46.0	0.0	50.0	0.0	33.3	0.0	20.0	0.0	20.0	37.2
Exiting Leg Total				5				0				24	29
Single-Unit Trucks	22	0	0	22	1	1	0	2	0	16	0	16	40
% Single-Unit	44.0	0.0	0.0	44.0	100.0	50.0	0.0	66.7	0.0	64.0	0.0	64.0	51.3
Exiting Leg Total				17				0				23	40
Articulated Trucks	5	0	0	5	0	0	0	0	0	4	0	4	9
% Articulated	10.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	16.0	0.0	16.0	11.5
Exiting Leg Total				4				0				5	9

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

4:00 PM	A Street from North				West 1st Street from East				A Street from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:00 PM	6	0	0	6	0	0	0	0	0	5	0	5	11
4:15 PM	7	0	0	7	1	1	0	2	0	8	0	8	17
4:30 PM	7	0	0	7	0	0	0	0	0	4	0	4	11
4:45 PM	6	0	0	6	0	0	0	0	0	1	0	1	7
Total Volume	26	0	0	26	1	1	0	2	0	18	0	18	46
% Approach Total	100.0	0.0	0.0		50.0	50.0	0.0		0.0	100.0	0.0		
PHF	0.929	0.000	0.000	0.929	0.250	0.250	0.000	0.250	0.000	0.563	0.000	0.563	0.676
Buses	10	0	0	10	0	0	0	0	0	4	0	4	14
Buses %	38.5	0.0	0.0	38.5	0.0	0.0	0.0	0.0	0.0	22.2	0.0	22.2	30.4
Single-Unit Trucks	11	0	0	11	1	1	0	2	0	10	0	10	23
Single-Unit %	42.3	0.0	0.0	42.3	100.0	100.0	0.0	100.0	0.0	55.6	0.0	55.6	50.0
Articulated Trucks	5	0	0	5	0	0	0	0	0	4	0	4	9
Articulated %	19.2	0.0	0.0	19.2	0.0	0.0	0.0	0.0	0.0	22.2	0.0	22.2	19.6
Buses	10	0	0	10	0	0	0	0	0	4	0	4	14
Single-Unit Trucks	11	0	0	11	1	1	0	2	0	10	0	10	23
Articulated Trucks	5	0	0	5	0	0	0	0	0	4	0	4	9
Total Entering Leg	26	0	0	26	1	1	0	2	0	18	0	18	46
Buses				4				0				10	14
Single-Unit Trucks				11				0				12	23
Articulated Trucks				4				0				5	9
Total Exiting Leg				19				0				27	46

PDI File #: **186566 BB**
Location: **N: A Street S: A Street**
Location: **E: West 1st Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

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

Class: **Cars**

	A Street from North				West 1st Street from East				A Street from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:00 PM	130	0	0	130	2	18	0	20	3	115	0	118	268
4:15 PM	149	1	0	150	1	20	0	21	5	87	0	92	263
4:30 PM	131	0	0	131	1	32	0	33	1	116	0	117	281
4:45 PM	123	3	0	126	1	36	0	37	1	99	0	100	263
Total	533	4	0	537	5	106	0	111	10	417	0	427	1075
5:00 PM	129	1	0	130	0	34	0	34	3	120	0	123	287
5:15 PM	105	2	0	107	0	30	0	30	2	91	0	93	230
5:30 PM	129	0	0	129	1	35	0	36	3	101	0	104	269
5:45 PM	127	0	0	127	2	28	0	30	6	106	0	112	269
Total	490	3	0	493	3	127	0	130	14	418	0	432	1055
Grand Total	1023	7	0	1030	8	233	0	241	24	835	0	859	2130
Approach %	99.3	0.7	0.0		3.3	96.7	0.0		2.8	97.2	0.0		
Total %	48.0	0.3	0.0	48.4	0.4	10.9	0.0	11.3	1.1	39.2	0.0	40.3	
Exiting Leg Total				843				31				1256	2130

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

4:15 PM	A Street from North				West 1st Street from East				A Street from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:15 PM	149	1	0	150	1	20	0	21	5	87	0	92	263
4:30 PM	131	0	0	131	1	32	0	33	1	116	0	117	281
4:45 PM	123	3	0	126	1	36	0	37	1	99	0	100	263
5:00 PM	129	1	0	130	0	34	0	34	3	120	0	123	287
Total Volume	532	5	0	537	3	122	0	125	10	422	0	432	1094
% Approach Total	99.1	0.9	0.0		2.4	97.6	0.0		2.3	97.7	0.0		
PHF	0.893	0.417	0.000	0.895	0.750	0.847	0.000	0.845	0.500	0.879	0.000	0.878	0.953
Entering Leg	532	5	0	537	3	122	0	125	10	422	0	432	1094
Exiting Leg				425				15				654	1094
Total				962				140				1086	2188

PDI File #: **186566 BB**
Location: **N: A Street S: A Street**
Location: **E: West 1st Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

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

Class: **Light Goods Vehicle**

	A Street from North				West 1st Street from East				A Street from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:00 PM	9	0	0	9	1	0	0	1	0	13	0	13	23
4:15 PM	10	0	0	10	1	0	0	1	0	9	0	9	20
4:30 PM	11	0	0	11	1	1	0	2	0	6	0	6	19
4:45 PM	8	0	0	8	0	1	0	1	0	7	0	7	16
Total	38	0	0	38	3	2	0	5	0	35	0	35	78
5:00 PM	11	0	0	11	0	2	0	2	0	4	0	4	17
5:15 PM	11	0	0	11	0	0	0	0	0	5	0	5	16
5:30 PM	6	0	0	6	0	1	0	1	0	3	0	3	10
5:45 PM	6	1	0	7	0	1	0	1	1	7	0	8	16
Total	34	1	0	35	0	4	0	4	1	19	0	20	59
Grand Total	72	1	0	73	3	6	0	9	1	54	0	55	137
Approach %	98.6	1.4	0.0		33.3	66.7	0.0		1.8	98.2	0.0		
Total %	52.6	0.7	0.0	53.3	2.2	4.4	0.0	6.6	0.7	39.4	0.0	40.1	
Exiting Leg Total				57				2				78	137

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

4:00 PM	A Street from North				West 1st Street from East				A Street from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:00 PM	9	0	0	9	1	0	0	1	0	13	0	13	23
4:15 PM	10	0	0	10	1	0	0	1	0	9	0	9	20
4:30 PM	11	0	0	11	1	1	0	2	0	6	0	6	19
4:45 PM	8	0	0	8	0	1	0	1	0	7	0	7	16
Total Volume	38	0	0	38	3	2	0	5	0	35	0	35	78
% Approach Total	100.0	0.0	0.0		60.0	40.0	0.0		0.0	100.0	0.0		
PHF	0.864	0.000	0.000	0.864	0.750	0.500	0.000	0.625	0.000	0.673	0.000	0.673	0.848
Entering Leg	38	0	0	38	3	2	0	5	0	35	0	35	78
Exiting Leg				38				0				40	78
Total				76				5				75	156

PDI File #: **186566 BB**
Location: **N: A Street S: A Street**
Location: **E: West 1st Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

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

Buses

	A Street				West 1st Street				A Street				
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:00 PM	3	0	0	3	0	0	0	0	0	0	0	0	3
4:15 PM	3	0	0	3	0	0	0	0	0	3	0	3	6
4:30 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
4:45 PM	3	0	0	3	0	0	0	0	0	0	0	0	3
Total	10	0	0	10	0	0	0	0	0	4	0	4	14
5:00 PM	3	0	0	3	0	0	0	0	0	0	0	0	3
5:15 PM	5	0	0	5	0	0	0	0	0	0	0	0	5
5:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
5:45 PM	4	0	0	4	0	1	0	1	0	1	0	1	6
Total	13	0	0	13	0	1	0	1	0	1	0	1	15
Grand Total	23	0	0	23	0	1	0	1	0	5	0	5	29
Approach %	100.0	0.0	0.0		0.0	100.0	0.0		0.0	100.0	0.0		
Total %	79.3	0.0	0.0	79.3	0.0	3.4	0.0	3.4	0.0	17.2	0.0	17.2	
Exiting Leg Total				5				0				24	29

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

5:00 PM	A Street				West 1st Street				A Street				
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
5:00 PM	3	0	0	3	0	0	0	0	0	0	0	0	3
5:15 PM	5	0	0	5	0	0	0	0	0	0	0	0	5
5:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
5:45 PM	4	0	0	4	0	1	0	1	0	1	0	1	6
Total Volume	13	0	0	13	0	1	0	1	0	1	0	1	15
% Approach Total	100.0	0.0	0.0		0.0	100.0	0.0		0.0	100.0	0.0		
PHF	0.650	0.000	0.000	0.650	0.000	0.250	0.000	0.250	0.000	0.250	0.000	0.250	0.625
Entering Leg	13	0	0	13	0	1	0	1	0	1	0	1	15
Exiting Leg				1				0				14	15
Total				14				1				15	30

PDI File #: **186566 BB**
Location: **N: A Street S: A Street**
Location: **E: West 1st Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

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

Class: **Single-Unit Trucks**

	A Street from North				West 1st Street from East				A Street from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:00 PM	2	0	0	2	0	0	0	0	0	3	0	3	5
4:15 PM	3	0	0	3	1	1	0	2	0	3	0	3	8
4:30 PM	3	0	0	3	0	0	0	0	0	3	0	3	6
4:45 PM	3	0	0	3	0	0	0	0	0	1	0	1	4
Total	11	0	0	11	1	1	0	2	0	10	0	10	23
5:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
5:15 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
5:30 PM	4	0	0	4	0	0	0	0	0	3	0	3	7
5:45 PM	3	0	0	3	0	0	0	0	0	2	0	2	5
Total	11	0	0	11	0	0	0	0	0	6	0	6	17
Grand Total	22	0	0	22	1	1	0	2	0	16	0	16	40
Approach %	100.0	0.0	0.0		50.0	50.0	0.0		0.0	100.0	0.0		
Total %	55.0	0.0	0.0	55.0	2.5	2.5	0.0	5.0	0.0	40.0	0.0	40.0	
Exiting Leg Total				17				0				23	40

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

4:00 PM	A Street from North				West 1st Street from East				A Street from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:00 PM	2	0	0	2	0	0	0	0	0	3	0	3	5
4:15 PM	3	0	0	3	1	1	0	2	0	3	0	3	8
4:30 PM	3	0	0	3	0	0	0	0	0	3	0	3	6
4:45 PM	3	0	0	3	0	0	0	0	0	1	0	1	4
Total Volume	11	0	0	11	1	1	0	2	0	10	0	10	23
% Approach Total	100.0	0.0	0.0		50.0	50.0	0.0		0.0	100.0	0.0		
PHF	0.917	0.000	0.000	0.917	0.250	0.250	0.000	0.250	0.000	0.833	0.000	0.833	0.719
Entering Leg	11	0	0	11	1	1	0	2	0	10	0	10	23
Exiting Leg				11				0				12	23
Total				22				2				22	46

PDI File #: **186566 BB**
Location: **N: A Street S: A Street**
Location: **E: West 1st Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

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

Articulated Trucks

	A Street from North				West 1st Street from East				A Street from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:00 PM	1	0	0	1	0	0	0	0	0	2	0	2	3
4:15 PM	1	0	0	1	0	0	0	0	0	2	0	2	3
4:30 PM	3	0	0	3	0	0	0	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	0	0	5	0	0	0	0	0	4	0	4	9
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	5	0	0	5	0	0	0	0	0	4	0	4	9
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	55.6	0.0	0.0	55.6	0.0	0.0	0.0	0.0	0.0	44.4	0.0	44.4	
Exiting Leg Total				4				0				5	9

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

4:00 PM	A Street from North				West 1st Street from East				A Street from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
4:00 PM	1	0	0	1	0	0	0	0	0	2	0	2	3
4:15 PM	1	0	0	1	0	0	0	0	0	2	0	2	3
4:30 PM	3	0	0	3	0	0	0	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	5	0	0	5	0	0	0	0	0	4	0	4	9
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.417	0.000	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.750
Entering Leg	5	0	0	5	0	0	0	0	0	4	0	4	9
Exiting Leg				4				0				5	9
Total				9				0				9	18

PDI File #: **186566 BB**
Location: **N: A Street S: A Street**
Location: **E: West 1st Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 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

Class: **Bicycles (on Roadway and Crosswalks)**

	A Street from North						West 1st Street from East						A Street from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
4:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	2
4:15 PM	5	0	0	0	0	5	0	0	0	0	0	0	0	2	0	0	0	2	7
4:30 PM	5	0	0	0	0	5	0	1	0	0	0	1	0	6	0	0	0	6	12
4:45 PM	11	0	0	0	0	11	0	1	0	0	0	1	0	2	0	0	0	2	14
Total	22	0	0	0	0	22	0	2	0	0	0	2	0	11	0	0	0	11	35
5:00 PM	15	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	15
5:15 PM	14	0	0	0	0	14	0	0	0	0	0	0	0	1	0	0	0	1	15
5:30 PM	16	0	0	0	0	16	0	1	0	0	0	1	0	3	0	0	0	3	20
5:45 PM	22	0	0	0	0	22	0	0	0	0	0	0	0	3	0	0	0	3	25
Total	67	0	0	0	0	67	0	1	0	0	0	1	0	7	0	0	0	7	75
Grand Total	89	0	0	0	0	89	0	3	0	0	0	3	0	18	0	0	0	18	110
Approach %	100.0	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		
Total %	80.9	0.0	0.0	0.0	0.0	80.9	0.0	2.7	0.0	0.0	0.0	2.7	0.0	16.4	0.0	0.0	0.0	16.4	
Exiting Leg Total						18						0						92	110

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

5:00 PM	A Street from North						West 1st Street from East						A Street from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
5:00 PM	15	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	15
5:15 PM	14	0	0	0	0	14	0	0	0	0	0	0	0	1	0	0	0	1	15
5:30 PM	16	0	0	0	0	16	0	1	0	0	0	1	0	3	0	0	0	3	20
5:45 PM	22	0	0	0	0	22	0	0	0	0	0	0	0	3	0	0	0	3	25
Total Volume	67	0	0	0	0	67	0	1	0	0	0	1	0	7	0	0	0	7	75
% Approach Total	100.0	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		
PHF	0.761	0.000	0.000	0.000	0.000	0.761	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.583	0.000	0.000	0.000	0.583	0.750
Entering Leg	67	0	0	0	0	67	0	1	0	0	0	1	0	7	0	0	0	7	75
Exiting Leg						7						0						68	75
Total						74						1						75	150

PDI File #: **186566 BB**
Location: **N: A Street S: A Street**
Location: **E: West 1st Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

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

Class: **Pedestrians**

	A Street from North						West 1st Street from East						A Street from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
4:00 PM	0	0	0	0	1	1	0	0	0	30	16	46	0	0	0	0	0	0	47
4:15 PM	0	0	0	1	0	1	0	0	0	32	6	38	0	0	0	0	0	0	39
4:30 PM	0	0	0	0	2	2	0	0	0	50	4	54	0	0	0	0	0	0	56
4:45 PM	0	0	0	0	2	2	0	0	0	76	7	83	0	0	0	0	0	0	85
Total	0	0	0	1	5	6	0	0	0	188	33	221	0	0	0	0	0	0	227
5:00 PM	0	0	0	1	1	2	0	0	0	157	4	161	0	0	0	0	0	0	163
5:15 PM	0	0	0	0	2	2	0	0	0	129	8	137	0	0	0	0	0	0	139
5:30 PM	0	0	0	0	2	2	0	0	0	87	4	91	0	0	0	0	0	0	93
5:45 PM	0	0	0	0	1	1	0	0	0	94	8	102	0	0	0	0	0	0	103
Total	0	0	0	1	6	7	0	0	0	467	24	491	0	0	0	0	0	0	498
Grand Total	0	0	0	2	11	13	0	0	0	655	57	712	0	0	0	0	0	0	725
Approach %	0	0	0	15.385	84.615		0	0	0	91.994	8.0056		0	0	0	0	0		
Total %	0	0	0	0.2759	1.5172	1.7931	0	0	0	90.345	7.8621	98.207	0	0	0	0	0	0	
Exiting Leg Total						13						712						0	725

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

5:00 PM	A Street from North						West 1st Street from East						A Street from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	Total
5:00 PM	0	0	0	1	1	2	0	0	0	157	4	161	0	0	0	0	0	0	163
5:15 PM	0	0	0	0	2	2	0	0	0	129	8	137	0	0	0	0	0	0	139
5:30 PM	0	0	0	0	2	2	0	0	0	87	4	91	0	0	0	0	0	0	93
5:45 PM	0	0	0	0	1	1	0	0	0	94	8	102	0	0	0	0	0	0	103
Total Volume	0	0	0	1	6	7	0	0	0	467	24	491	0	0	0	0	0	0	498
% Approach Total	0.0	0.0	0.0	14.3	85.7		0.0	0.0	0.0	95.1	4.9		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.250	0.750	0.875	0.000	0.000	0.000	0.744	0.750	0.762	0.000	0.000	0.000	0.000	0.000	0.000	0.764
Entering Leg	0	0	0	1	6	7	0	0	0	467	24	491	0	0	0	0	0	0	498
Exiting Leg						7						491						0	498
Total						14						982						0	996

PDI File #: **186566 C**
Location: **N: A Street S: A Street**
Location: **E: West 2nd Street W: West 2nd Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

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

Cars and Heavy Vehicles (Combined)

	A Street from North					West 2nd Street from East					A Street from South					West 2nd Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	31	96	0	0	127	6	33	20	0	59	0	66	3	0	69	0	1	10	0	11	266
7:15 AM	16	84	0	0	100	3	34	26	0	63	0	71	4	0	75	0	0	5	0	5	243
7:30 AM	17	101	0	0	118	4	37	23	0	64	0	80	5	0	85	2	0	7	0	9	276
7:45 AM	22	99	0	0	121	7	52	15	0	74	0	96	1	1	98	0	0	12	0	12	305
Total	86	380	0	0	466	20	156	84	0	260	0	313	13	1	327	2	1	34	0	37	1090
8:00 AM	29	115	0	0	144	11	75	25	0	111	0	84	3	0	87	0	0	14	0	14	356
8:15 AM	23	121	0	0	144	13	52	27	0	92	0	107	7	0	114	0	0	15	0	15	365
8:30 AM	24	119	0	0	143	7	65	27	0	99	0	113	6	0	119	1	0	15	0	16	377
8:45 AM	23	108	0	0	131	11	59	22	0	92	0	117	4	0	121	0	0	19	0	19	363
Total	99	463	0	0	562	42	251	101	0	394	0	421	20	0	441	1	0	63	0	64	1461
Grand Total	185	843	0	0	1028	62	407	185	0	654	0	734	33	1	768	3	1	97	0	101	2551
Approach %	18.0	82.0	0.0	0.0		9.5	62.2	28.3	0.0		0.0	95.6	4.3	0.1		3.0	1.0	96.0	0.0		
Total %	7.3	33.0	0.0	0.0	40.3	2.4	16.0	7.3	0.0	25.6	0.0	28.8	1.3	0.0	30.1	0.1	0.0	3.8	0.0	4.0	
Exiting Leg Total					893					1					1032					625	2551
Cars	143	800	0	0	943	61	381	161	0	603	0	674	32	1	707	3	1	75	0	79	2332
% Cars	77.3	94.9	0.0	0.0	91.7	98.4	93.6	87.0	0.0	92.2	0.0	91.8	97.0	100.0	92.1	100.0	100.0	77.3	0.0	78.2	91.4
Exiting Leg Total					810					1					965					556	2332
Heavy Vehicles	42	43	0	0	85	1	26	24	0	51	0	60	1	0	61	0	0	22	0	22	219
% Heavy Vehicles	22.7	5.1	0.0	0.0	8.3	1.6	6.4	13.0	0.0	7.8	0.0	8.2	3.0	0.0	7.9	0.0	0.0	22.7	0.0	21.8	8.6
Exiting Leg Total					83					0					67					69	219

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

8:00 AM	A Street from North					West 2nd Street from East					A Street from South					West 2nd Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	29	115	0	0	144	11	75	25	0	111	0	84	3	0	87	0	0	14	0	14	356
8:15 AM	23	121	0	0	144	13	52	27	0	92	0	107	7	0	114	0	0	15	0	15	365
8:30 AM	24	119	0	0	143	7	65	27	0	99	0	113	6	0	119	1	0	15	0	16	377
8:45 AM	23	108	0	0	131	11	59	22	0	92	0	117	4	0	121	0	0	19	0	19	363
Total Volume	99	463	0	0	562	42	251	101	0	394	0	421	20	0	441	1	0	63	0	64	1461
% Approach Total	17.6	82.4	0.0	0.0		10.7	63.7	25.6	0.0		0.0	95.5	4.5	0.0		1.6	0.0	98.4	0.0		
PHF	0.853	0.957	0.000	0.000	0.976	0.808	0.837	0.935	0.000	0.887	0.000	0.900	0.714	0.000	0.911	0.250	0.000	0.829	0.000	0.842	0.969
Cars	78	439	0	0	517	41	236	89	0	366	0	378	19	0	397	1	0	50	0	51	1331
Cars %	78.8	94.8	0.0	0.0	92.0	97.6	94.0	88.1	0.0	92.9	0.0	89.8	95.0	0.0	90.0	100.0	0.0	79.4	0.0	79.7	91.1
Heavy Vehicles	21	24	0	0	45	1	15	12	0	28	0	43	1	0	44	0	0	13	0	13	130
Heavy Vehicles %	21.2	5.2	0.0	0.0	8.0	2.4	6.0	11.9	0.0	7.1	0.0	10.2	5.0	0.0	10.0	0.0	0.0	20.6	0.0	20.3	8.9
Cars Enter Leg	78	439	0	0	517	41	236	89	0	366	0	378	19	0	397	1	0	50	0	51	1331
Heavy Enter Leg	21	24	0	0	45	1	15	12	0	28	0	43	1	0	44	0	0	13	0	13	130
Total Entering Leg	99	463	0	0	562	42	251	101	0	394	0	421	20	0	441	1	0	63	0	64	1461
Cars Exiting Leg					469					0					529					333	1331
Heavy Exiting Leg					57					0					36					37	130
Total Exiting Leg					526					0					565					370	1461

PDI File #: **186566 C**
Location: **N: A Street S: A Street**
Location: **E: West 2nd Street W: West 2nd Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class: **Cars-Combined (Motorcycles, Cars, Light Goods)**

	A Street					West 2nd Street					A Street					West 2nd Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	22	87	0	0	109	6	28	16	0	50	0	65	3	0	68	0	1	6	0	7	234
7:15 AM	12	80	0	0	92	3	32	23	0	58	0	66	4	0	70	0	0	5	0	5	225
7:30 AM	15	98	0	0	113	4	34	22	0	60	0	77	5	0	82	2	0	4	0	6	261
7:45 AM	16	96	0	0	112	7	51	11	0	69	0	88	1	1	90	0	0	10	0	10	281
Total	65	361	0	0	426	20	145	72	0	237	0	296	13	1	310	2	1	25	0	28	1001
8:00 AM	26	106	0	0	132	10	73	22	0	105	0	76	3	0	79	0	0	5	0	5	321
8:15 AM	17	116	0	0	133	13	52	27	0	92	0	96	6	0	102	0	0	14	0	14	341
8:30 AM	19	115	0	0	134	7	60	22	0	89	0	99	6	0	105	1	0	13	0	14	342
8:45 AM	16	102	0	0	118	11	51	18	0	80	0	107	4	0	111	0	0	18	0	18	327
Total	78	439	0	0	517	41	236	89	0	366	0	378	19	0	397	1	0	50	0	51	1331
Grand Total	143	800	0	0	943	61	381	161	0	603	0	674	32	1	707	3	1	75	0	79	2332
Approach %	15.2	84.8	0.0	0.0		10.1	63.2	26.7	0.0		0.0	95.3	4.5	0.1		3.8	1.3	94.9	0.0		
Total %	6.1	34.3	0.0	0.0	40.4	2.6	16.3	6.9	0.0	25.9	0.0	28.9	1.4	0.0	30.3	0.1	0.0	3.2	0.0	3.4	
Exiting Leg Total					810					1					965					556	2332

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

8:00 AM	A Street					West 2nd Street					A Street					West 2nd Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	26	106	0	0	132	10	73	22	0	105	0	76	3	0	79	0	0	5	0	5	321
8:15 AM	17	116	0	0	133	13	52	27	0	92	0	96	6	0	102	0	0	14	0	14	341
8:30 AM	19	115	0	0	134	7	60	22	0	89	0	99	6	0	105	1	0	13	0	14	342
8:45 AM	16	102	0	0	118	11	51	18	0	80	0	107	4	0	111	0	0	18	0	18	327
Total Volume	78	439	0	0	517	41	236	89	0	366	0	378	19	0	397	1	0	50	0	51	1331
% Approach Total	15.1	84.9	0.0	0.0		11.2	64.5	24.3	0.0		0.0	95.2	4.8	0.0		2.0	0.0	98.0	0.0		
PHF	0.750	0.946	0.000	0.000	0.965	0.788	0.808	0.824	0.000	0.871	0.000	0.883	0.792	0.000	0.894	0.250	0.000	0.694	0.000	0.708	0.973
Entering Leg	78	439	0	0	517	41	236	89	0	366	0	378	19	0	397	1	0	50	0	51	1331
Exiting Leg					469					0					529					333	1331
Total					986					366					926					384	2662

PDI File #: **186566 C**
Location: **N: A Street S: A Street**
Location: **E: West 2nd Street W: West 2nd Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

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

	A Street from North					West 2nd Street from East					A Street from South					West 2nd Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	9	9	0	0	18	0	5	4	0	9	0	1	0	0	1	0	0	4	0	4	32
7:15 AM	4	4	0	0	8	0	2	3	0	5	0	5	0	0	5	0	0	0	0	0	18
7:30 AM	2	3	0	0	5	0	3	1	0	4	0	3	0	0	3	0	0	3	0	3	15
7:45 AM	6	3	0	0	9	0	1	4	0	5	0	8	0	0	8	0	0	2	0	2	24
Total	21	19	0	0	40	0	11	12	0	23	0	17	0	0	17	0	0	9	0	9	89
8:00 AM	3	9	0	0	12	1	2	3	0	6	0	8	0	0	8	0	0	9	0	9	35
8:15 AM	6	5	0	0	11	0	0	0	0	0	0	11	1	0	12	0	0	1	0	1	24
8:30 AM	5	4	0	0	9	0	5	5	0	10	0	14	0	0	14	0	0	2	0	2	35
8:45 AM	7	6	0	0	13	0	8	4	0	12	0	10	0	0	10	0	0	1	0	1	36
Total	21	24	0	0	45	1	15	12	0	28	0	43	1	0	44	0	0	13	0	13	130
Grand Total	42	43	0	0	85	1	26	24	0	51	0	60	1	0	61	0	0	22	0	22	219
Approach %	49.4	50.6	0.0	0.0		2.0	51.0	47.1	0.0		0.0	98.4	1.6	0.0		0.0	0.0	100.0	0.0		
Total %	19.2	19.6	0.0	0.0	38.8	0.5	11.9	11.0	0.0	23.3	0.0	27.4	0.5	0.0	27.9	0.0	0.0	10.0	0.0	10.0	
Exiting Leg Total					83					0					67					69	219
Buses	10	4	0	0	14	1	2	3	0	6	0	20	0	0	20	0	0	1	0	1	41
% Buses	23.8	9.3	0.0	0.0	16.5	100.0	7.7	12.5	0.0	11.8	0.0	33.3	0.0	0.0	32.8	0.0	0.0	4.5	0.0	4.5	18.7
Exiting Leg Total					22					0					7					12	41
Single-Unit Trucks	26	36	0	0	62	0	23	19	0	42	0	35	1	0	36	0	0	21	0	21	161
% Single-Unit	61.9	83.7	0.0	0.0	72.9	0.0	88.5	79.2	0.0	82.4	0.0	58.3	100.0	0.0	59.0	0.0	0.0	95.5	0.0	95.5	73.5
Exiting Leg Total					56					0					55					50	161
Articulated Trucks	6	3	0	0	9	0	1	2	0	3	0	5	0	0	5	0	0	0	0	0	17
% Articulated	14.3	7.0	0.0	0.0	10.6	0.0	3.8	8.3	0.0	5.9	0.0	8.3	0.0	0.0	8.2	0.0	0.0	0.0	0.0	0.0	7.8
Exiting Leg Total					5					0					5					7	17

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

8:00 AM	A Street from North					West 2nd Street from East					A Street from South					West 2nd Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	3	9	0	0	12	1	2	3	0	6	0	8	0	0	8	0	0	9	0	9	35
8:15 AM	6	5	0	0	11	0	0	0	0	0	0	11	1	0	12	0	0	1	0	1	24
8:30 AM	5	4	0	0	9	0	5	5	0	10	0	14	0	0	14	0	0	2	0	2	35
8:45 AM	7	6	0	0	13	0	8	4	0	12	0	10	0	0	10	0	0	1	0	1	36
Total Volume	21	24	0	0	45	1	15	12	0	28	0	43	1	0	44	0	0	13	0	13	130
% Approach Total	46.7	53.3	0.0	0.0		3.6	53.6	42.9	0.0		0.0	97.7	2.3	0.0		0.0	0.0	100.0	0.0		
PHF	0.750	0.667	0.000	0.000	0.865	0.250	0.469	0.600	0.000	0.583	0.000	0.768	0.250	0.000	0.786	0.000	0.000	0.361	0.000	0.361	0.903
Buses	4	2	0	0	6	1	1	2	0	4	0	13	0	0	13	0	0	1	0	1	24
Buses %	19.0	8.3	0.0	0.0	13.3	100.0	6.7	16.7	0.0	14.3	0.0	30.2	0.0	0.0	29.5	0.0	0.0	7.7	0.0	7.7	18.5
Single-Unit Trucks	12	19	0	0	31	0	14	10	0	24	0	26	1	0	27	0	0	12	0	12	94
Single-Unit %	57.1	79.2	0.0	0.0	68.9	0.0	93.3	83.3	0.0	85.7	0.0	60.5	100.0	0.0	61.4	0.0	0.0	92.3	0.0	92.3	72.3
Articulated Trucks	5	3	0	0	8	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	12
Articulated %	23.8	12.5	0.0	0.0	17.8	0.0	0.0	0.0	0.0	0.0	0.0	9.3	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	9.2
Buses	4	2	0	0	6	1	1	2	0	4	0	13	0	0	13	0	0	1	0	1	24
Single-Unit Trucks	12	19	0	0	31	0	14	10	0	24	0	26	1	0	27	0	0	12	0	12	94
Articulated Trucks	5	3	0	0	8	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	12
Total Entering Leg	21	24	0	0	45	1	15	12	0	28	0	43	1	0	44	0	0	13	0	13	130
Buses					15					0					4					5	24
Single-Unit Trucks					38					0					29					27	94
Articulated Trucks					4					0					3					5	12
Total Exiting Leg					57					0					36					37	130

PDI File #: **186566 C**
Location: **N: A Street S: A Street**
Location: **E: West 2nd Street W: West 2nd Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

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

Cars

	A Street from North					West 2nd Street from East					A Street from South					West 2nd Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	18	73	0	0	91	5	24	13	0	42	0	57	1	0	58	0	1	5	0	6	197
7:15 AM	10	77	0	0	87	3	30	19	0	52	0	58	2	0	60	0	0	5	0	5	204
7:30 AM	12	84	0	0	96	4	32	19	0	55	0	66	2	0	68	0	0	3	0	3	222
7:45 AM	16	87	0	0	103	7	50	9	0	66	0	75	1	0	76	0	0	9	0	9	254
Total	56	321	0	0	377	19	136	60	0	215	0	256	6	0	262	0	1	22	0	23	877
8:00 AM	24	97	0	0	121	9	69	18	0	96	0	71	3	0	74	0	0	4	0	4	295
8:15 AM	14	107	0	0	121	11	48	24	0	83	0	88	5	0	93	0	0	14	0	14	311
8:30 AM	16	105	0	0	121	6	54	21	0	81	0	93	6	0	99	1	0	13	0	14	315
8:45 AM	16	82	0	0	98	10	46	15	0	71	0	99	3	0	102	0	0	18	0	18	289
Total	70	391	0	0	461	36	217	78	0	331	0	351	17	0	368	1	0	49	0	50	1210
Grand Total	126	712	0	0	838	55	353	138	0	546	0	607	23	0	630	1	1	71	0	73	2087
Approach %	15.0	85.0	0.0	0.0		10.1	64.7	25.3	0.0		0.0	96.3	3.7	0.0		1.4	1.4	97.3	0.0		
Total %	6.0	34.1	0.0	0.0	40.2	2.6	16.9	6.6	0.0	26.2	0.0	29.1	1.1	0.0	30.2	0.0	0.0	3.4	0.0	3.5	
Exiting Leg Total					733					1					851					502	2087

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

8:00 AM	A Street from North					West 2nd Street from East					A Street from South					West 2nd Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	24	97	0	0	121	9	69	18	0	96	0	71	3	0	74	0	0	4	0	4	295
8:15 AM	14	107	0	0	121	11	48	24	0	83	0	88	5	0	93	0	0	14	0	14	311
8:30 AM	16	105	0	0	121	6	54	21	0	81	0	93	6	0	99	1	0	13	0	14	315
8:45 AM	16	82	0	0	98	10	46	15	0	71	0	99	3	0	102	0	0	18	0	18	289
Total Volume	70	391	0	0	461	36	217	78	0	331	0	351	17	0	368	1	0	49	0	50	1210
% Approach Total	15.2	84.8	0.0	0.0		10.9	65.6	23.6	0.0		0.0	95.4	4.6	0.0		2.0	0.0	98.0	0.0		
PHF	0.729	0.914	0.000	0.000	0.952	0.818	0.786	0.813	0.000	0.862	0.000	0.886	0.708	0.000	0.902	0.250	0.000	0.681	0.000	0.694	0.960
Entering Leg	70	391	0	0	461	36	217	78	0	331	0	351	17	0	368	1	0	49	0	50	1210
Exiting Leg					436					0					470					304	1210
Total					897					331					838					354	2420

PDI File #: **186566 C**
Location: **N: A Street S: A Street**
Location: **E: West 2nd Street W: West 2nd Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class: **Light Goods Vehicle**

	A Street from North					West 2nd Street from East					A Street from South					West 2nd Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	4	14	0	0	18	1	4	3	0	8	0	8	2	0	10	0	0	1	0	1	37
7:15 AM	2	3	0	0	5	0	2	4	0	6	0	8	2	0	10	0	0	0	0	0	21
7:30 AM	3	14	0	0	17	0	2	3	0	5	0	9	3	0	12	2	0	1	0	3	37
7:45 AM	0	9	0	0	9	0	1	2	0	3	0	13	0	1	14	0	0	1	0	1	27
Total	9	40	0	0	49	1	9	12	0	22	0	38	7	1	46	2	0	3	0	5	122
8:00 AM	2	9	0	0	11	0	4	4	0	8	0	5	0	0	5	0	0	1	0	1	25
8:15 AM	3	9	0	0	12	1	4	3	0	8	0	8	1	0	9	0	0	0	0	0	29
8:30 AM	3	10	0	0	13	0	6	1	0	7	0	6	0	0	6	0	0	0	0	0	26
8:45 AM	0	20	0	0	20	0	5	3	0	8	0	6	1	0	7	0	0	0	0	0	35
Total	8	48	0	0	56	1	19	11	0	31	0	25	2	0	27	0	0	1	0	1	115
Grand Total	17	88	0	0	105	2	28	23	0	53	0	63	9	1	73	2	0	4	0	6	237
Approach %	16.2	83.8	0.0	0.0		3.8	52.8	43.4	0.0		0.0	86.3	12.3	1.4		33.3	0.0	66.7	0.0		
Total %	7.2	37.1	0.0	0.0	44.3	0.8	11.8	9.7	0.0	22.4	0.0	26.6	3.8	0.4	30.8	0.8	0.0	1.7	0.0	2.5	
Exiting Leg Total					69					0					114					54	237

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

7:00 AM	A Street from North					West 2nd Street from East					A Street from South					West 2nd Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	4	14	0	0	18	1	4	3	0	8	0	8	2	0	10	0	0	1	0	1	37
7:15 AM	2	3	0	0	5	0	2	4	0	6	0	8	2	0	10	0	0	0	0	0	21
7:30 AM	3	14	0	0	17	0	2	3	0	5	0	9	3	0	12	2	0	1	0	3	37
7:45 AM	0	9	0	0	9	0	1	2	0	3	0	13	0	1	14	0	0	1	0	1	27
Total Volume	9	40	0	0	49	1	9	12	0	22	0	38	7	1	46	2	0	3	0	5	122
% Approach Total	18.4	81.6	0.0	0.0		4.5	40.9	54.5	0.0		0.0	82.6	15.2	2.2		40.0	0.0	60.0	0.0		
PHF	0.563	0.714	0.000	0.000	0.681	0.250	0.563	0.750	0.000	0.688	0.000	0.731	0.583	0.250	0.821	0.250	0.000	0.750	0.000	0.417	0.824
Entering Leg	9	40	0	0	49	1	9	12	0	22	0	38	7	1	46	2	0	3	0	5	122
Exiting Leg					42					0					55					25	122
Total					91					22					101					30	244

PDI File #: **186566 C**
Location: **N: A Street S: A Street**
Location: **E: West 2nd Street W: West 2nd Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class: **Buses**

	A Street from North					West 2nd Street from East					A Street from South					West 2nd Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	2	0	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
7:15 AM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
7:30 AM	2	0	0	0	2	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	4
7:45 AM	1	1	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
Total	6	2	0	0	8	0	1	1	0	2	0	7	0	0	7	0	0	0	0	0	17
8:00 AM	1	1	0	0	2	1	0	2	0	3	0	1	0	0	1	0	0	1	0	1	7
8:15 AM	1	0	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
8:30 AM	2	0	0	0	2	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	8
8:45 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
Total	4	2	0	0	6	1	1	2	0	4	0	13	0	0	13	0	0	1	0	1	24
Grand Total	10	4	0	0	14	1	2	3	0	6	0	20	0	0	20	0	0	1	0	1	41
Approach %	71.4	28.6	0.0	0.0		16.7	33.3	50.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	24.4	9.8	0.0	0.0	34.1	2.4	4.9	7.3	0.0	14.6	0.0	48.8	0.0	0.0	48.8	0.0	0.0	2.4	0.0	2.4	
Exiting Leg Total					22					0					7					12	41

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

7:45 AM	A Street from North					West 2nd Street from East					A Street from South					West 2nd Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:45 AM	1	1	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
8:00 AM	1	1	0	0	2	1	0	2	0	3	0	1	0	0	1	0	0	1	0	1	7
8:15 AM	1	0	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
8:30 AM	2	0	0	0	2	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	8
Total Volume	5	2	0	0	7	1	1	2	0	4	0	15	0	0	15	0	0	1	0	1	27
% Approach Total	71.4	28.6	0.0	0.0		25.0	25.0	50.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.625	0.500	0.000	0.000	0.875	0.250	0.250	0.250	0.000	0.333	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.250	0.000	0.250	0.844
Entering Leg	5	2	0	0	7	1	1	2	0	4	0	15	0	0	15	0	0	1	0	1	27
Exiting Leg					17					0					4					6	27
Total					24					4					19					7	54

PDI File #: **186566 C**
Location: **N: A Street S: A Street**
Location: **E: West 2nd Street W: West 2nd Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class: **Single-Unit Trucks**

	A Street from North					West 2nd Street from East					A Street from South					West 2nd Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	7	9	0	0	16	0	4	2	0	6	0	1	0	0	1	0	0	4	0	4	27
7:15 AM	3	3	0	0	6	0	2	2	0	4	0	4	0	0	4	0	0	0	0	0	14
7:30 AM	0	3	0	0	3	0	2	1	0	3	0	2	0	0	2	0	0	3	0	3	11
7:45 AM	4	2	0	0	6	0	1	4	0	5	0	2	0	0	2	0	0	2	0	2	15
Total	14	17	0	0	31	0	9	9	0	18	0	9	0	0	9	0	0	9	0	9	67
8:00 AM	1	7	0	0	8	0	2	1	0	3	0	5	0	0	5	0	0	8	0	8	24
8:15 AM	3	3	0	0	6	0	0	0	0	0	0	7	1	0	8	0	0	1	0	1	15
8:30 AM	3	4	0	0	7	0	4	5	0	9	0	7	0	0	7	0	0	2	0	2	25
8:45 AM	5	5	0	0	10	0	8	4	0	12	0	7	0	0	7	0	0	1	0	1	30
Total	12	19	0	0	31	0	14	10	0	24	0	26	1	0	27	0	0	12	0	12	94
Grand Total	26	36	0	0	62	0	23	19	0	42	0	35	1	0	36	0	0	21	0	21	161
Approach %	41.9	58.1	0.0	0.0		0.0	54.8	45.2	0.0		0.0	97.2	2.8	0.0		0.0	0.0	100.0	0.0		
Total %	16.1	22.4	0.0	0.0	38.5	0.0	14.3	11.8	0.0	26.1	0.0	21.7	0.6	0.0	22.4	0.0	0.0	13.0	0.0	13.0	
Exiting Leg Total					56					0					55					50	161

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

8:00 AM	A Street from North					West 2nd Street from East					A Street from South					West 2nd Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	1	7	0	0	8	0	2	1	0	3	0	5	0	0	5	0	0	8	0	8	24
8:15 AM	3	3	0	0	6	0	0	0	0	0	0	7	1	0	8	0	0	1	0	1	15
8:30 AM	3	4	0	0	7	0	4	5	0	9	0	7	0	0	7	0	0	2	0	2	25
8:45 AM	5	5	0	0	10	0	8	4	0	12	0	7	0	0	7	0	0	1	0	1	30
Total Volume	12	19	0	0	31	0	14	10	0	24	0	26	1	0	27	0	0	12	0	12	94
% Approach Total	38.7	61.3	0.0	0.0		0.0	58.3	41.7	0.0		0.0	96.3	3.7	0.0		0.0	0.0	100.0	0.0		
PHF	0.600	0.679	0.000	0.000	0.775	0.000	0.438	0.500	0.000	0.500	0.000	0.929	0.250	0.000	0.844	0.000	0.000	0.375	0.000	0.375	0.783
Entering Leg	12	19	0	0	31	0	14	10	0	24	0	26	1	0	27	0	0	12	0	12	94
Exiting Leg					38					0					29					27	94
Total					69					24					56					39	188

PDI File #: **186566 C**
Location: **N: A Street S: A Street**
Location: **E: West 2nd Street W: West 2nd Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class:

Articulated Trucks

	A Street from North					West 2nd Street from East					A Street from South					West 2nd Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	0	1	0	1	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
7:45 AM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	1	0	0	0	1	0	1	2	0	3	0	1	0	0	1	0	0	0	0	0	5
8:00 AM	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
8:15 AM	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
8:45 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	5	3	0	0	8	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	12
Grand Total	6	3	0	0	9	0	1	2	0	3	0	5	0	0	5	0	0	0	0	0	17
Approach %	66.7	33.3	0.0	0.0		0.0	33.3	66.7	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	35.3	17.6	0.0	0.0	52.9	0.0	5.9	11.8	0.0	17.6	0.0	29.4	0.0	0.0	29.4	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					5					0					5					7	17

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

7:45 AM	A Street from North					West 2nd Street from East					A Street from South					West 2nd Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:45 AM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
8:00 AM	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
8:15 AM	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total Volume	4	3	0	0	7	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	12
% Approach Total	57.1	42.9	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	0.500	0.375	0.000	0.000	0.438	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.750
Entering Leg	4	3	0	0	7	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	12
Exiting Leg					5					0					3					4	12
Total					12					0					8					4	24

PDI File #: **186566 C**
Location: **N: A Street S: A Street**
Location: **E: West 2nd Street W: West 2nd Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

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

Bicycles (on Roadway and Crosswalks)

	A Street from North							West 2nd Street from East							A Street from South							West 2nd Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	1	0	0	0	0	1	4	0	0	0	0	0	4	0	4	0	0	0	0	4	0	0	0	0	0	0	0	9
7:15 AM	0	4	0	0	1	0	5	0	0	0	0	0	0	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	10
7:30 AM	0	0	0	0	0	0	0	4	0	0	0	0	0	4	0	6	0	0	0	0	6	0	0	0	0	0	0	0	10
7:45 AM	1	1	0	0	0	0	2	6	0	0	0	0	0	6	0	5	0	0	0	0	5	0	0	0	0	0	0	0	13
Total	1	6	0	0	1	0	8	14	0	0	0	0	0	14	0	20	0	0	0	0	20	0	0	0	0	0	0	0	42
8:00 AM	0	2	0	0	0	1	3	5	1	0	0	0	0	6	0	22	0	0	0	0	22	0	0	2	0	0	0	2	33
8:15 AM	0	1	0	0	0	0	1	7	0	0	0	0	0	7	0	15	0	0	0	0	15	0	0	0	0	0	0	0	23
8:30 AM	0	1	1	0	0	0	2	3	0	0	0	0	0	3	0	6	0	0	0	0	6	0	0	0	0	0	1	1	12
8:45 AM	0	2	0	0	0	0	2	7	0	1	0	0	0	8	0	14	0	0	0	0	14	0	0	1	0	0	0	1	25
Total	0	6	1	0	0	1	8	22	1	1	0	0	0	24	0	57	0	0	0	0	57	0	0	3	0	0	1	4	93
Grand Total	1	12	1	0	1	1	16	36	1	1	0	0	0	38	0	77	0	0	0	0	77	0	0	3	0	0	1	4	135
Approach %	6.3	75.0	6.3	0.0	6.3	6.3		94.7	2.6	2.6	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	75.0	0.0	0.0	25.0		
Total %	0.7	8.9	0.7	0.0	0.7	0.7	11.9	26.7	0.7	0.7	0.0	0.0	0.0	28.1	0.0	57.0	0.0	0.0	0.0	0.0	57.0	0.0	0.0	2.2	0.0	0.0	0.7	3.0	
Exiting Leg Total							118							1							13							3	135

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

8:00 AM	A Street from North							West 2nd Street from East							A Street from South							West 2nd Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
8:00 AM	0	2	0	0	0	1	3	5	1	0	0	0	0	6	0	22	0	0	0	0	22	0	0	2	0	0	0	2	33
8:15 AM	0	1	0	0	0	0	1	7	0	0	0	0	0	7	0	15	0	0	0	0	15	0	0	0	0	0	0	0	23
8:30 AM	0	1	1	0	0	0	2	3	0	0	0	0	0	3	0	6	0	0	0	0	6	0	0	0	0	0	1	1	12
8:45 AM	0	2	0	0	0	0	2	7	0	1	0	0	0	8	0	14	0	0	0	0	14	0	0	1	0	0	0	1	25
Total Volume	0	6	1	0	0	1	8	22	1	1	0	0	0	24	0	57	0	0	0	0	57	0	0	3	0	0	1	4	93
% Approach Total	0.0	75.0	12.5	0.0	0.0	12.5		91.7	4.2	4.2	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	75.0	0.0	0.0	25.0		
PHF	0.000	0.750	0.250	0.000	0.000	0.250	0.667	0.786	0.250	0.250	0.000	0.000	0.000	0.750	0.000	0.648	0.000	0.000	0.000	0.000	0.648	0.000	0.000	0.375	0.000	0.000	0.250	0.500	0.705
Entering Leg	0	6	1	0	0	1	8	22	1	1	0	0	0	24	0	57	0	0	0	0	57	0	0	3	0	0	1	4	93
Exiting Leg							83							1							7							2	93
Total							91							25							64							6	186

PDI File #: **186566 C**
Location: **N: A Street S: A Street**
Location: **E: West 2nd Street W: West 2nd Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

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

Pedestrians

	A Street from North							West 2nd Street from East							A Street from South							West 2nd Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	4	1	5	0	0	0	0	5	24	29	0	0	0	0	1	0	1	0	0	0	0	6	4	10	45
7:15 AM	0	0	0	0	1	0	1	0	0	0	0	3	24	27	0	0	0	0	1	0	1	0	0	0	0	4	3	7	36
7:30 AM	0	0	0	0	0	1	1	0	0	0	0	2	44	46	0	0	0	0	2	1	3	0	0	0	0	5	5	10	60
7:45 AM	0	0	0	0	1	1	2	0	0	0	0	6	39	45	0	0	0	0	0	0	0	0	0	0	0	5	2	7	54
Total	0	0	0	0	6	3	9	0	0	0	0	16	131	147	0	0	0	0	4	1	5	0	0	0	0	20	14	34	195
8:00 AM	0	0	0	0	3	1	4	0	0	0	0	16	87	103	0	0	0	0	2	0	2	0	0	0	0	21	0	21	130
8:15 AM	0	0	0	0	6	5	11	0	0	0	0	2	108	110	0	0	0	0	0	8	8	0	0	0	0	19	4	23	152
8:30 AM	0	0	0	0	1	3	4	0	0	0	0	2	117	119	0	1	0	0	3	2	6	0	0	0	0	25	2	27	156
8:45 AM	0	0	0	0	5	1	6	0	0	0	0	3	135	138	0	0	0	0	0	6	6	0	0	0	0	24	5	29	179
Total	0	0	0	0	15	10	25	0	0	0	0	23	447	470	0	1	0	0	5	16	22	0	0	0	0	89	11	100	617
Grand Total	0	0	0	0	21	13	34	0	0	0	0	39	578	617	0	1	0	0	9	17	27	0	0	0	0	109	25	134	812
Approach %	0	0	0	0	61.8	38.2		0	0	0	0	6.32	93.7		0	3.7	0	0	33.3	63		0	0	0	0	81.3	18.7		
Total %	0	0	0	0	2.59	1.6	4.19	0	0	0	0	4.8	71.2	76	0	0.12	0	0	1.11	2.09	3.33	0	0	0	0	13.4	3.08	16.5	
Exiting Leg Total							35							617							26							134	812

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

8:00 AM	A Street from North							West 2nd Street from East							A Street from South							West 2nd Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
8:00 AM	0	0	0	0	3	1	4	0	0	0	0	16	87	103	0	0	0	0	2	0	2	0	0	0	0	21	0	21	130
8:15 AM	0	0	0	0	6	5	11	0	0	0	0	2	108	110	0	0	0	0	0	8	8	0	0	0	0	19	4	23	152
8:30 AM	0	0	0	0	1	3	4	0	0	0	0	2	117	119	0	1	0	0	3	2	6	0	0	0	0	25	2	27	156
8:45 AM	0	0	0	0	5	1	6	0	0	0	0	3	135	138	0	0	0	0	0	6	6	0	0	0	0	24	5	29	179
Total Volume	0	0	0	0	15	10	25	0	0	0	0	23	447	470	0	1	0	0	5	16	22	0	0	0	0	89	11	100	617
% Approach Total	0.0	0.0	0.0	0.0	60.0	40.0		0.0	0.0	0.0	0.0	4.9	95.1		0.0	4.5	0.0	0.0	22.7	72.7		0.0	0.0	0.0	0.0	89.0	11.0		
PHF	0.000	0.000	0.000	0.000	0.625	0.500	0.568	0.000	0.000	0.000	0.000	0.359	0.828	0.851	0.000	0.250	0.000	0.000	0.417	0.500	0.688	0.000	0.000	0.000	0.000	0.890	0.550	0.862	0.862
Entering Leg	0	0	0	0	15	10	25	0	0	0	0	23	447	470	0	1	0	0	5	16	22	0	0	0	0	89	11	100	617
Exiting Leg							26							470							21							100	617
Total							51							940							43							200	1234

PDI File #: **186566 CC**
Location: **N: A Street S: A Street**
Location: **E: West 2nd Street W: West 2nd Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

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

Cars and Heavy Vehicles (Combined)

	A Street from North					West 2nd Street from East					A Street from South					West 2nd Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	27	138	0	0	165	7	23	29	0	59	0	109	1	0	110	0	0	20	0	20	354
4:15 PM	45	142	0	0	187	7	24	31	0	62	1	94	4	0	99	1	0	8	0	9	357
4:30 PM	45	136	0	0	181	3	26	27	0	56	0	113	2	0	115	3	0	11	0	14	366
4:45 PM	35	141	0	0	176	11	30	33	0	74	0	87	2	0	89	1	0	11	0	12	351
Total	152	557	0	0	709	28	103	120	0	251	1	403	9	0	413	5	0	50	0	55	1428
5:00 PM	37	146	0	0	183	0	46	27	0	73	0	109	1	0	110	0	0	13	0	13	379
5:15 PM	30	128	0	0	158	2	46	32	0	80	0	82	1	0	83	1	1	14	0	16	337
5:30 PM	40	141	0	0	181	3	32	32	0	67	0	93	1	0	94	1	0	12	0	13	355
5:45 PM	28	144	0	0	172	14	36	34	0	84	0	99	2	0	101	0	0	14	0	14	371
Total	135	559	0	0	694	19	160	125	0	304	0	383	5	0	388	2	1	53	0	56	1442
Grand Total	287	1116	0	0	1403	47	263	245	0	555	1	786	14	0	801	7	1	103	0	111	2870
Approach %	20.5	79.5	0.0	0.0		8.5	47.4	44.1	0.0		0.1	98.1	1.7	0.0		6.3	0.9	92.8	0.0		
Total %	10.0	38.9	0.0	0.0	48.9	1.6	9.2	8.5	0.0	19.3	0.0	27.4	0.5	0.0	27.9	0.2	0.0	3.6	0.0	3.9	
Exiting Leg Total					936					2					1368					564	2870
Cars	261	1088	0	0	1349	47	256	230	0	533	1	774	13	0	788	7	1	100	0	108	2778
% Cars	90.9	97.5	0.0	0.0	96.2	100.0	97.3	93.9	0.0	96.0	100.0	98.5	92.9	0.0	98.4	100.0	100.0	97.1	0.0	97.3	96.8
Exiting Leg Total					921					2					1325					530	2778
Heavy Vehicles	26	28	0	0	54	0	7	15	0	22	0	12	1	0	13	0	0	3	0	3	92
% Heavy Vehicles	9.1	2.5	0.0	0.0	3.8	0.0	2.7	6.1	0.0	4.0	0.0	1.5	7.1	0.0	1.6	0.0	0.0	2.9	0.0	2.7	3.2
Exiting Leg Total					15					0					43					34	92

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

4:15 PM	A Street from North					West 2nd Street from East					A Street from South					West 2nd Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:15 PM	45	142	0	0	187	7	24	31	0	62	1	94	4	0	99	1	0	8	0	9	357
4:30 PM	45	136	0	0	181	3	26	27	0	56	0	113	2	0	115	3	0	11	0	14	366
4:45 PM	35	141	0	0	176	11	30	33	0	74	0	87	2	0	89	1	0	11	0	12	351
5:00 PM	37	146	0	0	183	0	46	27	0	73	0	109	1	0	110	0	0	13	0	13	379
Total Volume	162	565	0	0	727	21	126	118	0	265	1	403	9	0	413	5	0	43	0	48	1453
% Approach Total	22.3	77.7	0.0	0.0		7.9	47.5	44.5	0.0		0.2	97.6	2.2	0.0		10.4	0.0	89.6	0.0		
PHF	0.900	0.967	0.000	0.000	0.972	0.477	0.685	0.894	0.000	0.895	0.250	0.892	0.563	0.000	0.898	0.417	0.000	0.827	0.000	0.857	0.958
Cars	149	551	0	0	700	21	122	112	0	255	1	395	8	0	404	5	0	42	0	47	1406
Cars %	92.0	97.5	0.0	0.0	96.3	100.0	96.8	94.9	0.0	96.2	100.0	98.0	88.9	0.0	97.8	100.0	0.0	97.7	0.0	97.9	96.8
Heavy Vehicles	13	14	0	0	27	0	4	6	0	10	0	8	1	0	9	0	0	1	0	1	47
Heavy Vehicles %	8.0	2.5	0.0	0.0	3.7	0.0	3.2	5.1	0.0	3.8	0.0	2.0	11.1	0.0	2.2	0.0	0.0	2.3	0.0	2.1	3.2
Cars Enter Leg	149	551	0	0	700	21	122	112	0	255	1	395	8	0	404	5	0	42	0	47	1406
Heavy Enter Leg	13	14	0	0	27	0	4	6	0	10	0	8	1	0	9	0	0	1	0	1	47
Total Entering Leg	162	565	0	0	727	21	126	118	0	265	1	403	9	0	413	5	0	43	0	48	1453
Cars Exiting Leg					458					1					668					279	1406
Heavy Exiting Leg					9					0					20					18	47
Total Exiting Leg					467					1					688					297	1453

PDI File #: **186566 CC**
Location: **N: A Street S: A Street**
Location: **E: West 2nd Street W: West 2nd Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

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

Class: **Cars-Combined (Motorcycles, Cars, Light Goods)**

	A Street from North					West 2nd Street from East					A Street from South					West 2nd Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	25	134	0	0	159	7	21	22	0	50	0	106	1	0	107	0	0	19	0	19	335
4:15 PM	39	139	0	0	178	7	22	29	0	58	1	88	3	0	92	1	0	7	0	8	336
4:30 PM	41	133	0	0	174	3	25	26	0	54	0	111	2	0	113	3	0	11	0	14	355
4:45 PM	34	137	0	0	171	11	30	31	0	72	0	87	2	0	89	1	0	11	0	12	344
Total	139	543	0	0	682	28	98	108	0	234	1	392	8	0	401	5	0	48	0	53	1370
5:00 PM	35	142	0	0	177	0	45	26	0	71	0	109	1	0	110	0	0	13	0	13	371
5:15 PM	29	123	0	0	152	2	46	31	0	79	0	82	1	0	83	1	1	14	0	16	330
5:30 PM	37	138	0	0	175	3	32	32	0	67	0	92	1	0	93	1	0	12	0	13	348
5:45 PM	21	142	0	0	163	14	35	33	0	82	0	99	2	0	101	0	0	13	0	13	359
Total	122	545	0	0	667	19	158	122	0	299	0	382	5	0	387	2	1	52	0	55	1408
Grand Total	261	1088	0	0	1349	47	256	230	0	533	1	774	13	0	788	7	1	100	0	108	2778
Approach %	19.3	80.7	0.0	0.0		8.8	48.0	43.2	0.0		0.1	98.2	1.6	0.0		6.5	0.9	92.6	0.0		
Total %	9.4	39.2	0.0	0.0	48.6	1.7	9.2	8.3	0.0	19.2	0.0	27.9	0.5	0.0	28.4	0.3	0.0	3.6	0.0	3.9	
Exiting Leg Total					921					2					1325					530	2778

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

5:00 PM	A Street from North					West 2nd Street from East					A Street from South					West 2nd Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
5:00 PM	35	142	0	0	177	0	45	26	0	71	0	109	1	0	110	0	0	13	0	13	371
5:15 PM	29	123	0	0	152	2	46	31	0	79	0	82	1	0	83	1	1	14	0	16	330
5:30 PM	37	138	0	0	175	3	32	32	0	67	0	92	1	0	93	1	0	12	0	13	348
5:45 PM	21	142	0	0	163	14	35	33	0	82	0	99	2	0	101	0	0	13	0	13	359
Total Volume	122	545	0	0	667	19	158	122	0	299	0	382	5	0	387	2	1	52	0	55	1408
% Approach Total	18.3	81.7	0.0	0.0		6.4	52.8	40.8	0.0		0.0	98.7	1.3	0.0		3.6	1.8	94.5	0.0		
PHF	0.824	0.960	0.000	0.000	0.942	0.339	0.859	0.924	0.000	0.912	0.000	0.876	0.625	0.000	0.880	0.500	0.250	0.929	0.000	0.859	0.949
Entering Leg	122	545	0	0	667	19	158	122	0	299	0	382	5	0	387	2	1	52	0	55	1408
Exiting Leg					453					1					669					285	1408
Total					1120					300					1056					340	2816

PDI File #: **186566 CC**
Location: **N: A Street S: A Street**
Location: **E: West 2nd Street W: West 2nd Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

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

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

	A Street from North					West 2nd Street from East					A Street from South					West 2nd Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	2	4	0	0	6	0	2	7	0	9	0	3	0	0	3	0	0	1	0	1	19
4:15 PM	6	3	0	0	9	0	2	2	0	4	0	6	1	0	7	0	0	1	0	1	21
4:30 PM	4	3	0	0	7	0	1	1	0	2	0	2	0	0	2	0	0	0	0	0	11
4:45 PM	1	4	0	0	5	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	7
Total	13	14	0	0	27	0	5	12	0	17	0	11	1	0	12	0	0	2	0	2	58
5:00 PM	2	4	0	0	6	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	8
5:15 PM	1	5	0	0	6	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	7
5:30 PM	3	3	0	0	6	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	7
5:45 PM	7	2	0	0	9	0	1	1	0	2	0	0	0	0	0	0	0	1	0	1	12
Total	13	14	0	0	27	0	2	3	0	5	0	1	0	0	1	0	0	1	0	1	34
Grand Total	26	28	0	0	54	0	7	15	0	22	0	12	1	0	13	0	0	3	0	3	92
Approach %	48.1	51.9	0.0	0.0		0.0	31.8	68.2	0.0		0.0	92.3	7.7	0.0		0.0	0.0	100.0	0.0		
Total %	28.3	30.4	0.0	0.0	58.7	0.0	7.6	16.3	0.0	23.9	0.0	13.0	1.1	0.0	14.1	0.0	0.0	3.3	0.0	3.3	
Exiting Leg Total					15					0					43					34	92
Buses	11	14	0	0	25	0	0	5	0	5	0	3	0	0	3	0	0	2	0	2	35
% Buses	42.3	50.0	0.0	0.0	46.3	0.0	0.0	33.3	0.0	22.7	0.0	25.0	0.0	0.0	23.1	0.0	0.0	66.7	0.0	66.7	38.0
Exiting Leg Total					5					0					19					11	35
Single-Unit Trucks	12	12	0	0	24	0	5	9	0	14	0	8	1	0	9	0	0	1	0	1	48
% Single-Unit	46.2	42.9	0.0	0.0	44.4	0.0	71.4	60.0	0.0	63.6	0.0	66.7	100.0	0.0	69.2	0.0	0.0	33.3	0.0	33.3	52.2
Exiting Leg Total					9					0					21					18	48
Articulated Trucks	3	2	0	0	5	0	2	1	0	3	0	1	0	0	1	0	0	0	0	0	9
% Articulated	11.5	7.1	0.0	0.0	9.3	0.0	28.6	6.7	0.0	13.6	0.0	8.3	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	9.8
Exiting Leg Total					1					0					3					5	9

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

4:00 PM	A Street from North					West 2nd Street from East					A Street from South					West 2nd Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	2	4	0	0	6	0	2	7	0	9	0	3	0	0	3	0	0	1	0	1	19
4:15 PM	6	3	0	0	9	0	2	2	0	4	0	6	1	0	7	0	0	1	0	1	21
4:30 PM	4	3	0	0	7	0	1	1	0	2	0	2	0	0	2	0	0	0	0	0	11
4:45 PM	1	4	0	0	5	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	7
Total Volume	13	14	0	0	27	0	5	12	0	17	0	11	1	0	12	0	0	2	0	2	58
% Approach Total	48.1	51.9	0.0	0.0		0.0	29.4	70.6	0.0		0.0	91.7	8.3	0.0		0.0	0.0	100.0	0.0		
PHF	0.542	0.875	0.000	0.000	0.750	0.000	0.625	0.429	0.000	0.472	0.000	0.458	0.250	0.000	0.429	0.000	0.000	0.500	0.000	0.500	0.690
Buses	4	6	0	0	10	0	0	2	0	2	0	3	0	0	3	0	0	1	0	1	16
Buses %	30.8	42.9	0.0	0.0	37.0	0.0	0.0	16.7	0.0	11.8	0.0	27.3	0.0	0.0	25.0	0.0	0.0	50.0	0.0	50.0	27.6
Single-Unit Trucks	6	6	0	0	12	0	3	9	0	12	0	8	1	0	9	0	0	1	0	1	34
Single-Unit %	46.2	42.9	0.0	0.0	44.4	0.0	60.0	75.0	0.0	70.6	0.0	72.7	100.0	0.0	75.0	0.0	0.0	50.0	0.0	50.0	58.6
Articulated Trucks	3	2	0	0	5	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	8
Articulated %	23.1	14.3	0.0	0.0	18.5	0.0	40.0	8.3	0.0	17.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.8
Buses	4	6	0	0	10	0	0	2	0	2	0	3	0	0	3	0	0	1	0	1	16
Single-Unit Trucks	6	6	0	0	12	0	3	9	0	12	0	8	1	0	9	0	0	1	0	1	34
Articulated Trucks	3	2	0	0	5	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	8
Total Entering Leg	13	14	0	0	27	0	5	12	0	17	0	11	1	0	12	0	0	2	0	2	58
Buses					4					0					8					4	16
Single-Unit Trucks					9					0					15					10	34
Articulated Trucks					0					0					3					5	8
Total Exiting Leg					13					0					26					19	58

PDI File #: **186566 CC**
Location: **N: A Street S: A Street**
Location: **E: West 2nd Street W: West 2nd Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

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

Cars

	A Street from North					West 2nd Street from East					A Street from South					West 2nd Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	24	125	0	0	149	7	17	20	0	44	0	100	1	0	101	0	0	16	0	16	310
4:15 PM	38	129	0	0	167	7	22	25	0	54	1	82	2	0	85	1	0	4	0	5	311
4:30 PM	39	122	0	0	161	3	23	24	0	50	0	106	2	0	108	3	0	10	0	13	332
4:45 PM	32	128	0	0	160	11	28	27	0	66	0	82	1	0	83	0	0	11	0	11	320
Total	133	504	0	0	637	28	90	96	0	214	1	370	6	0	377	4	0	41	0	45	1273
5:00 PM	34	129	0	0	163	0	41	25	0	66	0	104	1	0	105	0	0	10	0	10	344
5:15 PM	29	108	0	0	137	1	44	31	0	76	0	79	1	0	80	1	1	13	0	15	308
5:30 PM	36	131	0	0	167	3	31	31	0	65	0	86	1	0	87	1	0	10	0	11	330
5:45 PM	19	134	0	0	153	13	32	32	0	77	0	91	2	0	93	0	0	11	0	11	334
Total	118	502	0	0	620	17	148	119	0	284	0	360	5	0	365	2	1	44	0	47	1316
Grand Total	251	1006	0	0	1257	45	238	215	0	498	1	730	11	0	742	6	1	85	0	92	2589
Approach %	20.0	80.0	0.0	0.0		9.0	47.8	43.2	0.0		0.1	98.4	1.5	0.0		6.5	1.1	92.4	0.0		
Total %	9.7	38.9	0.0	0.0	48.6	1.7	9.2	8.3	0.0	19.2	0.0	28.2	0.4	0.0	28.7	0.2	0.0	3.3	0.0	3.6	
Exiting Leg Total					860					2					1227					500	2589

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

5:00 PM	A Street from North					West 2nd Street from East					A Street from South					West 2nd Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
5:00 PM	34	129	0	0	163	0	41	25	0	66	0	104	1	0	105	0	0	10	0	10	344
5:15 PM	29	108	0	0	137	1	44	31	0	76	0	79	1	0	80	1	1	13	0	15	308
5:30 PM	36	131	0	0	167	3	31	31	0	65	0	86	1	0	87	1	0	10	0	11	330
5:45 PM	19	134	0	0	153	13	32	32	0	77	0	91	2	0	93	0	0	11	0	11	334
Total Volume	118	502	0	0	620	17	148	119	0	284	0	360	5	0	365	2	1	44	0	47	1316
% Approach Total	19.0	81.0	0.0	0.0		6.0	52.1	41.9	0.0		0.0	98.6	1.4	0.0		4.3	2.1	93.6	0.0		
PHF	0.819	0.937	0.000	0.000	0.928	0.327	0.841	0.930	0.000	0.922	0.000	0.865	0.625	0.000	0.869	0.500	0.250	0.846	0.000	0.783	0.956
Entering Leg	118	502	0	0	620	17	148	119	0	284	0	360	5	0	365	2	1	44	0	47	1316
Exiting Leg					421					1					623					271	1316
Total					1041					285					988					318	2632

PDI File #: **186566 CC**
Location: **N: A Street S: A Street**
Location: **E: West 2nd Street W: West 2nd Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

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

Class: **Light Goods Vehicle**

	A Street from North					West 2nd Street from East					A Street from South					West 2nd Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	1	6	0	0	7	0	4	2	0	6	0	6	0	0	6	0	0	3	0	3	22
4:15 PM	1	9	0	0	10	0	0	4	0	4	0	6	1	0	7	0	0	3	0	3	24
4:30 PM	2	11	0	0	13	0	2	1	0	3	0	4	0	0	4	0	0	1	0	1	21
4:45 PM	2	8	0	0	10	0	1	3	0	4	0	5	1	0	6	1	0	0	0	1	21
Total	6	34	0	0	40	0	7	10	0	17	0	21	2	0	23	1	0	7	0	8	88
5:00 PM	1	12	0	0	13	0	4	1	0	5	0	5	0	0	5	0	0	3	0	3	26
5:15 PM	0	11	0	0	11	1	2	0	0	3	0	3	0	0	3	0	0	1	0	1	18
5:30 PM	1	6	0	0	7	0	1	1	0	2	0	6	0	0	6	0	0	2	0	2	17
5:45 PM	1	6	0	0	7	1	3	1	0	5	0	6	0	0	6	0	0	2	0	2	20
Total	3	35	0	0	38	2	10	3	0	15	0	20	0	0	20	0	0	8	0	8	81
Grand Total	9	69	0	0	78	2	17	13	0	32	0	41	2	0	43	1	0	15	0	16	169
Approach %	11.5	88.5	0.0	0.0		6.3	53.1	40.6	0.0		0.0	95.3	4.7	0.0		6.3	0.0	93.8	0.0		
Total %	5.3	40.8	0.0	0.0	46.2	1.2	10.1	7.7	0.0	18.9	0.0	24.3	1.2	0.0	25.4	0.6	0.0	8.9	0.0	9.5	
Exiting Leg Total					58					0					83					28	169

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

4:15 PM	A Street from North					West 2nd Street from East					A Street from South					West 2nd Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:15 PM	1	9	0	0	10	0	0	4	0	4	0	6	1	0	7	0	0	3	0	3	24
4:30 PM	2	11	0	0	13	0	2	1	0	3	0	4	0	0	4	0	0	1	0	1	21
4:45 PM	2	8	0	0	10	0	1	3	0	4	0	5	1	0	6	1	0	0	0	1	21
5:00 PM	1	12	0	0	13	0	4	1	0	5	0	5	0	0	5	0	0	3	0	3	26
Total Volume	6	40	0	0	46	0	7	9	0	16	0	20	2	0	22	1	0	7	0	8	92
% Approach Total	13.0	87.0	0.0	0.0		0.0	43.8	56.3	0.0		0.0	90.9	9.1	0.0		12.5	0.0	87.5	0.0		
PHF	0.750	0.833	0.000	0.000	0.885	0.000	0.438	0.563	0.000	0.800	0.000	0.833	0.500	0.000	0.786	0.250	0.000	0.583	0.000	0.667	0.885
Entering Leg	6	40	0	0	46	0	7	9	0	16	0	20	2	0	22	1	0	7	0	8	92
Exiting Leg					27					0					50					15	92
Total					73					16					72					23	184

PDI File #: **186566 CC**
Location: **N: A Street S: A Street**
Location: **E: West 2nd Street W: West 2nd Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

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

Class: **Buses**

	A Street from North					West 2nd Street from East					A Street from South					West 2nd Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	3	0	0	3	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	4
4:15 PM	3	0	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	6
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
4:45 PM	1	2	0	0	3	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	4
Total	4	6	0	0	10	0	0	2	0	2	0	3	0	0	3	0	0	1	0	1	16
5:00 PM	1	2	0	0	3	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	4
5:15 PM	0	4	0	0	4	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	5
5:30 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	5	1	0	0	6	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	8
Total	7	8	0	0	15	0	0	3	0	3	0	0	0	0	0	0	0	1	0	1	19
Grand Total	11	14	0	0	25	0	0	5	0	5	0	3	0	0	3	0	0	2	0	2	35
Approach %	44.0	56.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	31.4	40.0	0.0	0.0	71.4	0.0	0.0	14.3	0.0	14.3	0.0	8.6	0.0	0.0	8.6	0.0	0.0	5.7	0.0	5.7	
Exiting Leg Total					5					0					19					11	35

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

5:00 PM	A Street from North					West 2nd Street from East					A Street from South					West 2nd Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
5:00 PM	1	2	0	0	3	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	4
5:15 PM	0	4	0	0	4	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	5
5:30 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	5	1	0	0	6	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	8
Total Volume	7	8	0	0	15	0	0	3	0	3	0	0	0	0	0	0	0	1	0	1	19
% Approach Total	46.7	53.3	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	0.350	0.500	0.000	0.000	0.625	0.000	0.000	0.750	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.594
Entering Leg	7	8	0	0	15	0	0	3	0	3	0	0	0	0	0	0	0	1	0	1	19
Exiting Leg					1					0					11					7	19
Total					16					3					11					8	38

PDI File #: **186566 CC**
Location: **N: A Street S: A Street**
Location: **E: West 2nd Street W: West 2nd Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

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

Class: **Single-Unit Trucks**

	A Street from North					West 2nd Street from East					A Street from South					West 2nd Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	2	0	0	0	2	0	1	5	0	6	0	3	0	0	3	0	0	1	0	1	12
4:15 PM	2	3	0	0	5	0	2	2	0	4	0	4	1	0	5	0	0	0	0	0	14
4:30 PM	2	1	0	0	3	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	5
4:45 PM	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
Total	6	6	0	0	12	0	3	9	0	12	0	8	1	0	9	0	0	1	0	1	34
5:00 PM	1	2	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
5:15 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:45 PM	2	1	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
Total	6	6	0	0	12	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	14
Grand Total	12	12	0	0	24	0	5	9	0	14	0	8	1	0	9	0	0	1	0	1	48
Approach %	50.0	50.0	0.0	0.0		0.0	35.7	64.3	0.0		0.0	88.9	11.1	0.0		0.0	0.0	100.0	0.0		
Total %	25.0	25.0	0.0	0.0	50.0	0.0	10.4	18.8	0.0	29.2	0.0	16.7	2.1	0.0	18.8	0.0	0.0	2.1	0.0	2.1	
Exiting Leg Total					9					0					21					18	48

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

4:00 PM	A Street from North					West 2nd Street from East					A Street from South					West 2nd Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	2	0	0	0	2	0	1	5	0	6	0	3	0	0	3	0	0	1	0	1	12
4:15 PM	2	3	0	0	5	0	2	2	0	4	0	4	1	0	5	0	0	0	0	0	14
4:30 PM	2	1	0	0	3	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	5
4:45 PM	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
Total Volume	6	6	0	0	12	0	3	9	0	12	0	8	1	0	9	0	0	1	0	1	34
% Approach Total	50.0	50.0	0.0	0.0		0.0	25.0	75.0	0.0		0.0	88.9	11.1	0.0		0.0	0.0	100.0	0.0		
PHF	0.750	0.500	0.000	0.000	0.600	0.000	0.375	0.450	0.000	0.500	0.000	0.500	0.250	0.000	0.450	0.000	0.000	0.250	0.000	0.250	0.607
Entering Leg	6	6	0	0	12	0	3	9	0	12	0	8	1	0	9	0	0	1	0	1	34
Exiting Leg					9					0					15					10	34
Total					21					12					24					11	68

PDI File #: **186566 CC**
Location: **N: A Street S: A Street**
Location: **E: West 2nd Street W: West 2nd Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

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

Class: **Articulated Trucks**

	A Street from North					West 2nd Street from East					A Street from South					West 2nd Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	1	0	0	1	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	3
4:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	2	1	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	2	0	0	5	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	8
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Grand Total	3	2	0	0	5	0	2	1	0	3	0	1	0	0	1	0	0	0	0	0	9
Approach %	60.0	40.0	0.0	0.0		0.0	66.7	33.3	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	33.3	22.2	0.0	0.0	55.6	0.0	22.2	11.1	0.0	33.3	0.0	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					1					0					3					5	9

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

4:00 PM	A Street from North					West 2nd Street from East					A Street from South					West 2nd Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	1	0	0	1	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	3
4:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	2	1	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	3	2	0	0	5	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	8
% Approach Total	60.0	40.0	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		
PHF	0.375	0.500	0.000	0.000	0.417	0.000	0.500	0.250	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	3	2	0	0	5	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	8
Exiting Leg					0					0					3					5	8
Total					5					3					3					5	16

PDI File #: **186566 CC**
Location: **N: A Street S: A Street**
Location: **E: West 2nd Street W: West 2nd Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

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

Bicycles (on Roadway and Crosswalks)

	A Street from North							West 2nd Street from East							A Street from South							West 2nd Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	3	0	0	0	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
4:15 PM	0	8	0	0	0	0	8	0	1	0	0	0	0	1	0	1	1	0	0	0	2	0	0	0	0	0	0	0	11
4:30 PM	0	6	0	0	0	0	6	1	0	0	0	0	0	1	0	4	0	0	0	0	4	0	0	0	0	0	1	1	12
4:45 PM	0	11	0	0	0	0	11	1	0	0	0	0	0	1	0	1	0	0	1	0	2	0	0	0	0	0	0	0	14
Total	0	28	0	0	0	0	28	3	1	0	0	0	0	4	0	6	1	0	1	0	8	0	0	0	0	0	1	1	41
5:00 PM	0	20	1	0	0	0	21	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
5:15 PM	0	11	0	0	0	0	11	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	12
5:30 PM	0	23	0	0	0	0	23	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	26
5:45 PM	1	24	0	0	0	0	25	0	1	3	0	0	0	4	0	2	0	0	0	0	2	0	0	0	0	0	0	0	31
Total	1	78	1	0	0	0	80	0	1	4	0	0	0	5	0	6	0	0	0	0	6	0	0	0	0	0	0	0	91
Grand Total	1	106	1	0	0	0	108	3	2	4	0	0	0	9	0	12	1	0	1	0	14	0	0	0	0	0	1	1	132
Approach %	0.9	98.1	0.9	0.0	0.0	0.0		33.3	22.2	44.4	0.0	0.0	0.0		0.0	85.7	7.1	0.0	7.1	0.0		0.0	0.0	0.0	0.0	0.0	100.0		
Total %	0.8	80.3	0.8	0.0	0.0	0.0	81.8	2.3	1.5	3.0	0.0	0.0	0.0	6.8	0.0	9.1	0.8	0.0	0.8	0.0	10.6	0.0	0.0	0.0	0.0	0.0	0.8	0.8	
Exiting Leg Total							15							1							111							5	132

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

5:00 PM	A Street from North							West 2nd Street from East							A Street from South							West 2nd Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
5:00 PM	0	20	1	0	0	0	21	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
5:15 PM	0	11	0	0	0	0	11	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	12
5:30 PM	0	23	0	0	0	0	23	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	26
5:45 PM	1	24	0	0	0	0	25	0	1	3	0	0	0	4	0	2	0	0	0	0	2	0	0	0	0	0	0	0	31
Total Volume	1	78	1	0	0	0	80	0	1	4	0	0	0	5	0	6	0	0	0	0	6	0	0	0	0	0	0	0	91
% Approach Total	1.3	97.5	1.3	0.0	0.0	0.0		0.0	20.0	80.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.250	0.813	0.250	0.000	0.000	0.000	0.800	0.000	0.250	0.333	0.000	0.000	0.000	0.313	0.000	0.500	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.734
Entering Leg	1	78	1	0	0	0	80	0	1	4	0	0	0	5	0	6	0	0	0	0	6	0	0	0	0	0	0	0	91
Exiting Leg							6							1							82							2	91
Total							86							6							88							2	182

PDI File #: **186566 CC**
Location: **N: A Street S: A Street**
Location: **E: West 2nd Street W: West 2nd Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

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

Pedestrians

	A Street from North							West 2nd Street from East							A Street from South							West 2nd Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	4	4	0	0	0	0	21	15	36	0	0	0	0	2	1	3	0	0	0	0	3	12	15	58
4:15 PM	0	0	0	0	0	1	1	0	0	0	0	26	8	34	0	0	0	0	2	0	2	0	0	0	0	2	17	19	56
4:30 PM	0	0	0	0	6	1	7	0	0	0	0	43	8	51	0	0	0	0	1	0	1	0	0	0	0	4	17	21	80
4:45 PM	0	0	0	0	3	2	5	0	0	0	0	42	5	47	0	0	0	0	1	0	1	0	0	0	0	4	13	17	70
Total	0	0	0	0	9	8	17	0	0	0	0	132	36	168	0	0	0	0	6	1	7	0	0	0	0	13	59	72	264
5:00 PM	0	0	0	0	4	10	14	0	0	0	0	128	6	134	0	0	0	0	3	0	3	0	0	0	0	4	35	39	190
5:15 PM	0	0	0	0	7	9	16	0	0	0	0	103	12	115	0	0	0	0	6	1	7	0	0	0	0	1	36	37	175
5:30 PM	0	0	0	0	8	18	26	0	0	0	0	88	7	95	0	0	0	0	6	0	6	0	0	0	0	1	37	38	165
5:45 PM	0	0	0	0	8	10	18	0	0	0	0	78	10	88	0	0	0	0	7	2	9	0	0	0	0	5	35	40	155
Total	0	0	0	0	27	47	74	0	0	0	0	397	35	432	0	0	0	0	22	3	25	0	0	0	0	11	143	154	685
Grand Total	0	0	0	0	36	55	91	0	0	0	0	529	71	600	0	0	0	0	28	4	32	0	0	0	0	24	202	226	949
Approach %	0	0	0	0	39.6	60.4		0	0	0	0	88.2	11.8		0	0	0	0	87.5	12.5		0	0	0	0	10.6	89.4		
Total %	0	0	0	0	3.79	5.8	9.59	0	0	0	0	55.7	7.48	63.2	0	0	0	0	2.95	0.42	3.37	0	0	0	0	2.53	21.3	23.8	
Exiting Leg Total							91							600							32							226	949

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

5:00 PM	A Street from North							West 2nd Street from East							A Street from South							West 2nd Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
5:00 PM	0	0	0	0	4	10	14	0	0	0	0	128	6	134	0	0	0	0	3	0	3	0	0	0	0	4	35	39	190
5:15 PM	0	0	0	0	7	9	16	0	0	0	0	103	12	115	0	0	0	0	6	1	7	0	0	0	0	1	36	37	175
5:30 PM	0	0	0	0	8	18	26	0	0	0	0	88	7	95	0	0	0	0	6	0	6	0	0	0	0	1	37	38	165
5:45 PM	0	0	0	0	8	10	18	0	0	0	0	78	10	88	0	0	0	0	7	2	9	0	0	0	0	5	35	40	155
Total Volume	0	0	0	0	27	47	74	0	0	0	0	397	35	432	0	0	0	0	22	3	25	0	0	0	0	11	143	154	685
% Approach Total	0.0	0.0	0.0	0.0	36.5	63.5		0.0	0.0	0.0	0.0	91.9	8.1		0.0	0.0	0.0	0.0	88.0	12.0		0.0	0.0	0.0	0.0	7.1	92.9		
PHF	0.000	0.000	0.000	0.000	0.844	0.653	0.712	0.000	0.000	0.000	0.000	0.775	0.729	0.806	0.000	0.000	0.000	0.000	0.786	0.375	0.694	0.000	0.000	0.000	0.000	0.550	0.966	0.963	0.901
Entering Leg	0	0	0	0	27	47	74	0	0	0	0	397	35	432	0	0	0	0	22	3	25	0	0	0	0	11	143	154	685
Exiting Leg							74							432							25							154	685
Total							148							864							50							308	1370

PDI File #: **186566 D**
Location: **N: A Street S: A Street**
Location: **E: West 3rd Street W: West 3rd Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

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

Cars and Heavy Vehicles (Combined)

	A Street from North					West 3rd Street from East					A Street from South					West 3rd Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	102	15	0	117	6	0	1	0	7	5	63	0	0	68	3	4	1	0	8	200
7:15 AM	0	103	7	0	110	3	0	3	0	6	2	68	0	0	70	2	2	0	0	4	190
7:30 AM	1	105	10	1	117	3	0	2	0	5	1	81	0	0	82	3	5	0	0	8	212
7:45 AM	0	101	14	0	115	1	0	2	0	3	4	94	1	0	99	2	3	2	0	7	224
Total	1	411	46	1	459	13	0	8	0	21	12	306	1	0	319	10	14	3	0	27	826
8:00 AM	0	109	26	0	135	10	0	2	0	12	4	82	0	0	86	4	6	0	1	11	244
8:15 AM	0	121	28	0	149	8	0	3	0	11	2	101	0	0	103	5	4	1	0	10	273
8:30 AM	0	118	29	0	147	7	0	1	0	8	1	116	0	0	117	3	4	0	1	8	280
8:45 AM	0	115	18	0	133	9	0	3	0	12	4	111	0	0	115	3	4	1	0	8	268
Total	0	463	101	0	564	34	0	9	0	43	11	410	0	0	421	15	18	2	2	37	1065
Grand Total	1	874	147	1	1023	47	0	17	0	64	23	716	1	0	740	25	32	5	2	64	1891
Approach %	0.1	85.4	14.4	0.1		73.4	0.0	26.6	0.0		3.1	96.8	0.1	0.0		39.1	50.0	7.8	3.1		
Total %	0.1	46.2	7.8	0.1	54.1	2.5	0.0	0.9	0.0	3.4	1.2	37.9	0.1	0.0	39.1	1.3	1.7	0.3	0.1	3.4	
Exiting Leg Total					769					202					916					4	1891
Cars	1	818	140	1	960	46	0	17	0	63	20	656	1	0	677	22	32	5	2	61	1761
% Cars	100.0	93.6	95.2	100.0	93.8	97.9	0.0	100.0	0.0	98.4	87.0	91.6	100.0	0.0	91.5	88.0	100.0	100.0	100.0	95.3	93.1
Exiting Leg Total					708					192					857					4	1761
Heavy Vehicles	0	56	7	0	63	1	0	0	0	1	3	60	0	0	63	3	0	0	0	3	130
% Heavy Vehicles	0.0	6.4	4.8	0.0	6.2	2.1	0.0	0.0	0.0	1.6	13.0	8.4	0.0	0.0	8.5	12.0	0.0	0.0	0.0	4.7	6.9
Exiting Leg Total					61					10					59					0	130

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

8:00 AM	A Street from North					West 3rd Street from East					A Street from South					West 3rd Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	109	26	0	135	10	0	2	0	12	4	82	0	0	86	4	6	0	1	11	244
8:15 AM	0	121	28	0	149	8	0	3	0	11	2	101	0	0	103	5	4	1	0	10	273
8:30 AM	0	118	29	0	147	7	0	1	0	8	1	116	0	0	117	3	4	0	1	8	280
8:45 AM	0	115	18	0	133	9	0	3	0	12	4	111	0	0	115	3	4	1	0	8	268
Total Volume	0	463	101	0	564	34	0	9	0	43	11	410	0	0	421	15	18	2	2	37	1065
% Approach Total	0.0	82.1	17.9	0.0		79.1	0.0	20.9	0.0		2.6	97.4	0.0	0.0		40.5	48.6	5.4	5.4		
PHF	0.000	0.957	0.871	0.000	0.946	0.850	0.000	0.750	0.000	0.896	0.688	0.884	0.000	0.000	0.900	0.750	0.750	0.500	0.500	0.841	0.951
Cars	0	434	96	0	530	33	0	9	0	42	10	368	0	0	378	14	18	2	2	36	986
Cars %	0.0	93.7	95.0	0.0	94.0	97.1	0.0	100.0	0.0	97.7	90.9	89.8	0.0	0.0	89.8	93.3	100.0	100.0	100.0	97.3	92.6
Heavy Vehicles	0	29	5	0	34	1	0	0	0	1	1	42	0	0	43	1	0	0	0	1	79
Heavy Vehicles %	0.0	6.3	5.0	0.0	6.0	2.9	0.0	0.0	0.0	2.3	9.1	10.2	0.0	0.0	10.2	6.7	0.0	0.0	0.0	2.7	7.4
Cars Enter Leg	0	434	96	0	530	33	0	9	0	42	10	368	0	0	378	14	18	2	2	36	986
Heavy Enter Leg	0	29	5	0	34	1	0	0	0	1	1	42	0	0	43	1	0	0	0	1	79
Total Entering Leg	0	463	101	0	564	34	0	9	0	43	11	410	0	0	421	15	18	2	2	37	1065
Cars Exiting Leg					403					124					457					2	986
Heavy Exiting Leg					43					6					30					0	79
Total Exiting Leg					446					130					487					2	1065

PDI File #: **186566 D**
Location: **N: A Street S: A Street**
Location: **E: West 3rd Street W: West 3rd Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

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

Cars-Combined (Motorcycles, Cars, Light Goods)

	A Street from North					West 3rd Street from East					A Street from South					West 3rd Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	90	14	0	104	6	0	1	0	7	5	62	0	0	67	2	4	1	0	7	185
7:15 AM	0	96	7	0	103	3	0	3	0	6	1	63	0	0	64	2	2	0	0	4	177
7:30 AM	1	102	10	1	114	3	0	2	0	5	1	77	0	0	78	3	5	0	0	8	205
7:45 AM	0	96	13	0	109	1	0	2	0	3	3	86	1	0	90	1	3	2	0	6	208
Total	1	384	44	1	430	13	0	8	0	21	10	288	1	0	299	8	14	3	0	25	775
8:00 AM	0	102	23	0	125	10	0	2	0	12	3	74	0	0	77	4	6	0	1	11	225
8:15 AM	0	116	28	0	144	7	0	3	0	10	2	91	0	0	93	4	4	1	0	9	256
8:30 AM	0	109	28	0	137	7	0	1	0	8	1	103	0	0	104	3	4	0	1	8	257
8:45 AM	0	107	17	0	124	9	0	3	0	12	4	100	0	0	104	3	4	1	0	8	248
Total	0	434	96	0	530	33	0	9	0	42	10	368	0	0	378	14	18	2	2	36	986
Grand Total	1	818	140	1	960	46	0	17	0	63	20	656	1	0	677	22	32	5	2	61	1761
Approach %	0.1	85.2	14.6	0.1		73.0	0.0	27.0	0.0		3.0	96.9	0.1	0.0		36.1	52.5	8.2	3.3		
Total %	0.1	46.5	8.0	0.1	54.5	2.6	0.0	1.0	0.0	3.6	1.1	37.3	0.1	0.0	38.4	1.2	1.8	0.3	0.1	3.5	
Exiting Leg Total					708					192					857					4	1761

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

8:00 AM	A Street from North					West 3rd Street from East					A Street from South					West 3rd Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	102	23	0	125	10	0	2	0	12	3	74	0	0	77	4	6	0	1	11	225
8:15 AM	0	116	28	0	144	7	0	3	0	10	2	91	0	0	93	4	4	1	0	9	256
8:30 AM	0	109	28	0	137	7	0	1	0	8	1	103	0	0	104	3	4	0	1	8	257
8:45 AM	0	107	17	0	124	9	0	3	0	12	4	100	0	0	104	3	4	1	0	8	248
Total Volume	0	434	96	0	530	33	0	9	0	42	10	368	0	0	378	14	18	2	2	36	986
% Approach Total	0.0	81.9	18.1	0.0		78.6	0.0	21.4	0.0		2.6	97.4	0.0	0.0		38.9	50.0	5.6	5.6		
PHF	0.000	0.935	0.857	0.000	0.920	0.825	0.000	0.750	0.000	0.875	0.625	0.893	0.000	0.000	0.909	0.875	0.750	0.500	0.500	0.818	0.959
Entering Leg	0	434	96	0	530	33	0	9	0	42	10	368	0	0	378	14	18	2	2	36	986
Exiting Leg					403					124					457					2	986
Total					933					166					835					38	1972

PDI File #: **186566 D**
Location: **N: A Street S: A Street**
Location: **E: West 3rd Street W: West 3rd Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

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

	A Street from North					West 3rd Street from East					A Street from South					West 3rd Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	12	1	0	13	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	15
7:15 AM	0	7	0	0	7	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	13
7:30 AM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
7:45 AM	0	5	1	0	6	0	0	0	0	0	1	8	0	0	9	1	0	0	0	1	16
Total	0	27	2	0	29	0	0	0	0	0	2	18	0	0	20	2	0	0	0	2	51
8:00 AM	0	7	3	0	10	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	19
8:15 AM	0	5	0	0	5	1	0	0	0	1	0	10	0	0	10	1	0	0	0	1	17
8:30 AM	0	9	1	0	10	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	23
8:45 AM	0	8	1	0	9	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	20
Total	0	29	5	0	34	1	0	0	0	1	1	42	0	0	43	1	0	0	0	1	79
Grand Total	0	56	7	0	63	1	0	0	0	1	3	60	0	0	63	3	0	0	0	3	130
Approach %	0.0	88.9	11.1	0.0		100.0	0.0	0.0	0.0		4.8	95.2	0.0	0.0		100.0	0.0	0.0	0.0		
Total %	0.0	43.1	5.4	0.0	48.5	0.8	0.0	0.0	0.0	0.8	2.3	46.2	0.0	0.0	48.5	2.3	0.0	0.0	0.0	2.3	
Exiting Leg Total					61					10					59					0	130
Buses	0	6	0	0	6	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	27
% Buses	0.0	10.7	0.0	0.0	9.5	0.0	0.0	0.0	0.0	0.0	0.0	35.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	20.8
Exiting Leg Total					21					0					6					0	27
Single-Unit Trucks	0	46	7	0	53	1	0	0	0	1	2	33	0	0	35	3	0	0	0	3	92
% Single-Unit	0.0	82.1	100.0	0.0	84.1	100.0	0.0	0.0	0.0	100.0	66.7	55.0	0.0	0.0	55.6	100.0	0.0	0.0	0.0	100.0	70.8
Exiting Leg Total					34					9					49					0	92
Articulated Trucks	0	4	0	0	4	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	11
% Articulated	0.0	7.1	0.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0	33.3	10.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	8.5
Exiting Leg Total					6					1					4					0	11

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

8:00 AM	A Street from North					West 3rd Street from East					A Street from South					West 3rd Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	7	3	0	10	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	19
8:15 AM	0	5	0	0	5	1	0	0	0	1	0	10	0	0	10	1	0	0	0	1	17
8:30 AM	0	9	1	0	10	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	23
8:45 AM	0	8	1	0	9	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	20
Total Volume	0	29	5	0	34	1	0	0	0	1	1	42	0	0	43	1	0	0	0	1	79
% Approach Total	0.0	85.3	14.7	0.0		100.0	0.0	0.0	0.0		2.3	97.7	0.0	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.806	0.417	0.000	0.850	0.250	0.000	0.000	0.000	0.250	0.250	0.808	0.000	0.000	0.827	0.250	0.000	0.000	0.000	0.250	0.859
Buses	0	3	0	0	3	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	17
Buses %	0.0	10.3	0.0	0.0	8.8	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	32.6	0.0	0.0	0.0	0.0	0.0	21.5
Single-Unit Trucks	0	24	5	0	29	1	0	0	0	1	1	23	0	0	24	1	0	0	0	1	55
Single-Unit %	0.0	82.8	100.0	0.0	85.3	100.0	0.0	0.0	0.0	100.0	100.0	54.8	0.0	0.0	55.8	100.0	0.0	0.0	0.0	100.0	69.6
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
Articulated %	0.0	6.9	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	11.9	0.0	0.0	11.6	0.0	0.0	0.0	0.0	0.0	8.9
Buses	0	3	0	0	3	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	17
Single-Unit Trucks	0	24	5	0	29	1	0	0	0	1	1	23	0	0	24	1	0	0	0	1	55
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
Total Entering Leg	0	29	5	0	34	1	0	0	0	1	1	42	0	0	43	1	0	0	0	1	79
Buses					14					0					3					0	17
Single-Unit Trucks					24					6					25					0	55
Articulated Trucks					5					0					2					0	7
Total Exiting Leg					43					6					30					0	79

PDI File #: **186566 D**
Location: **N: A Street S: A Street**
Location: **E: West 3rd Street W: West 3rd Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

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

Cars

	A Street from North					West 3rd Street from East					A Street from South					West 3rd Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	78	12	0	90	5	0	1	0	6	4	52	0	0	56	1	4	0	0	5	157
7:15 AM	0	89	5	0	94	3	0	3	0	6	1	53	0	0	54	0	1	0	0	1	155
7:30 AM	0	83	10	1	94	3	0	2	0	5	0	65	0	0	65	2	5	0	0	7	171
7:45 AM	0	88	10	0	98	1	0	1	0	2	3	69	1	0	73	0	3	2	0	5	178
Total	0	338	37	1	376	12	0	7	0	19	8	239	1	0	248	3	13	2	0	18	661
8:00 AM	0	93	22	0	115	9	0	2	0	11	1	65	0	0	66	3	5	0	1	9	201
8:15 AM	0	104	27	0	131	7	0	2	0	9	1	84	0	0	85	3	2	1	0	6	231
8:30 AM	0	103	28	0	131	5	0	0	0	5	1	95	0	0	96	0	2	0	1	3	235
8:45 AM	0	87	16	0	103	9	0	3	0	12	3	90	0	0	93	1	3	1	0	5	213
Total	0	387	93	0	480	30	0	7	0	37	6	334	0	0	340	7	12	2	2	23	880
Grand Total	0	725	130	1	856	42	0	14	0	56	14	573	1	0	588	10	25	4	2	41	1541
Approach %	0.0	84.7	15.2	0.1		75.0	0.0	25.0	0.0		2.4	97.4	0.2	0.0		24.4	61.0	9.8	4.9		
Total %	0.0	47.0	8.4	0.1	55.5	2.7	0.0	0.9	0.0	3.6	0.9	37.2	0.1	0.0	38.2	0.6	1.6	0.3	0.1	2.7	
Exiting Leg Total					620					169					749					3	1541

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

8:00 AM	A Street from North					West 3rd Street from East					A Street from South					West 3rd Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	93	22	0	115	9	0	2	0	11	1	65	0	0	66	3	5	0	1	9	201
8:15 AM	0	104	27	0	131	7	0	2	0	9	1	84	0	0	85	3	2	1	0	6	231
8:30 AM	0	103	28	0	131	5	0	0	0	5	1	95	0	0	96	0	2	0	1	3	235
8:45 AM	0	87	16	0	103	9	0	3	0	12	3	90	0	0	93	1	3	1	0	5	213
Total Volume	0	387	93	0	480	30	0	7	0	37	6	334	0	0	340	7	12	2	2	23	880
% Approach Total	0.0	80.6	19.4	0.0		81.1	0.0	18.9	0.0		1.8	98.2	0.0	0.0		30.4	52.2	8.7	8.7		
PHF	0.000	0.930	0.830	0.000	0.916	0.833	0.000	0.583	0.000	0.771	0.500	0.879	0.000	0.000	0.885	0.583	0.600	0.500	0.500	0.639	0.936
Entering Leg	0	387	93	0	480	30	0	7	0	37	6	334	0	0	340	7	12	2	2	23	880
Exiting Leg					366					111					401					2	880
Total					846					148					741					25	1760

PDI File #: **186566 D**
Location: **N: A Street S: A Street**
Location: **E: West 3rd Street W: West 3rd Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class: **Light Goods Vehicle**

	A Street from North					West 3rd Street from East					A Street from South					West 3rd Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	12	2	0	14	1	0	0	0	1	1	10	0	0	11	1	0	1	0	2	28
7:15 AM	0	7	2	0	9	0	0	0	0	0	0	10	0	0	10	2	1	0	0	3	22
7:30 AM	1	19	0	0	20	0	0	0	0	0	1	11	0	0	12	1	0	0	0	1	33
7:45 AM	0	8	3	0	11	0	0	0	0	0	0	17	0	0	17	1	0	0	0	1	29
Total	1	46	7	0	54	1	0	0	0	1	2	48	0	0	50	5	1	1	0	7	112
8:00 AM	0	9	1	0	10	1	0	0	0	1	2	7	0	0	9	1	1	0	0	2	22
8:15 AM	0	12	1	0	13	0	0	1	0	1	1	7	0	0	8	1	2	0	0	3	25
8:30 AM	0	6	0	0	6	2	0	0	0	2	0	8	0	0	8	3	2	0	0	5	21
8:45 AM	0	20	1	0	21	0	0	0	0	0	1	8	0	0	9	2	1	0	0	3	33
Total	0	47	3	0	50	3	0	1	0	4	4	30	0	0	34	7	6	0	0	13	101
Grand Total	1	93	10	0	104	4	0	1	0	5	6	78	0	0	84	12	7	1	0	20	213
Approach %	1.0	89.4	9.6	0.0		80.0	0.0	20.0	0.0		7.1	92.9	0.0	0.0		60.0	35.0	5.0	0.0		
Total %	0.5	43.7	4.7	0.0	48.8	1.9	0.0	0.5	0.0	2.3	2.8	36.6	0.0	0.0	39.4	5.6	3.3	0.5	0.0	9.4	
Exiting Leg Total					83					23					106					1	213

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

7:00 AM	A Street from North					West 3rd Street from East					A Street from South					West 3rd Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	12	2	0	14	1	0	0	0	1	1	10	0	0	11	1	0	1	0	2	28
7:15 AM	0	7	2	0	9	0	0	0	0	0	0	10	0	0	10	2	1	0	0	3	22
7:30 AM	1	19	0	0	20	0	0	0	0	0	1	11	0	0	12	1	0	0	0	1	33
7:45 AM	0	8	3	0	11	0	0	0	0	0	0	17	0	0	17	1	0	0	0	1	29
Total Volume	1	46	7	0	54	1	0	0	0	1	2	48	0	0	50	5	1	1	0	7	112
% Approach Total	1.9	85.2	13.0	0.0		100.0	0.0	0.0	0.0		4.0	96.0	0.0	0.0		71.4	14.3	14.3	0.0		
PHF	0.250	0.605	0.583	0.000	0.675	0.250	0.000	0.000	0.000	0.250	0.500	0.706	0.000	0.000	0.735	0.625	0.250	0.250	0.000	0.583	0.848
Entering Leg	1	46	7	0	54	1	0	0	0	1	2	48	0	0	50	5	1	1	0	7	112
Exiting Leg					50					10					51					1	112
Total					104					11					101					8	224

PDI File #: **186566 D**
Location: **N: A Street S: A Street**
Location: **E: West 3rd Street W: West 3rd Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class: **Buses**

	A Street from North					West 3rd Street from East					A Street from South					West 3rd Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
Total	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	10
8:00 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
8:45 AM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
Total	0	3	0	0	3	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	17
Grand Total	0	6	0	0	6	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	27
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	0.0	0.0		
Total %	0.0	22.2	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	77.8	0.0	0.0	77.8	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					21					0					6					0	27

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

7:45 AM	A Street from North					West 3rd Street from East					A Street from South					West 3rd Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
8:00 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
Total Volume	0	3	0	0	3	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	18
% 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	0.0	0.0		
PHF	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.750
Entering Leg	0	3	0	0	3	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	18
Exiting Leg					15					0					3					0	18
Total					18					0					18					0	36

PDI File #: **186566 D**
Location: **N: A Street S: A Street**
Location: **E: West 3rd Street W: West 3rd Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class:

Single-Unit Trucks

	A Street from North					West 3rd Street from East					A Street from South					West 3rd Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	10	1	0	11	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	13
7:15 AM	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9
7:30 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
7:45 AM	0	4	1	0	5	0	0	0	0	0	1	2	0	0	3	1	0	0	0	1	9
Total	0	22	2	0	24	0	0	0	0	0	1	10	0	0	11	2	0	0	0	2	37
8:00 AM	0	4	3	0	7	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	12
8:15 AM	0	4	0	0	4	1	0	0	0	1	0	7	0	0	7	1	0	0	0	1	13
8:30 AM	0	9	1	0	10	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	16
8:45 AM	0	7	1	0	8	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	14
Total	0	24	5	0	29	1	0	0	0	1	1	23	0	0	24	1	0	0	0	1	55
Grand Total	0	46	7	0	53	1	0	0	0	1	2	33	0	0	35	3	0	0	0	3	92
Approach %	0.0	86.8	13.2	0.0		100.0	0.0	0.0	0.0		5.7	94.3	0.0	0.0		100.0	0.0	0.0	0.0		
Total %	0.0	50.0	7.6	0.0	57.6	1.1	0.0	0.0	0.0	1.1	2.2	35.9	0.0	0.0	38.0	3.3	0.0	0.0	0.0	3.3	
Exiting Leg Total					34					9					49					0	92

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

8:00 AM	A Street from North					West 3rd Street from East					A Street from South					West 3rd Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	4	3	0	7	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	12
8:15 AM	0	4	0	0	4	1	0	0	0	1	0	7	0	0	7	1	0	0	0	1	13
8:30 AM	0	9	1	0	10	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	16
8:45 AM	0	7	1	0	8	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	14
Total Volume	0	24	5	0	29	1	0	0	0	1	1	23	0	0	24	1	0	0	0	1	55
% Approach Total	0.0	82.8	17.2	0.0		100.0	0.0	0.0	0.0		4.2	95.8	0.0	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.667	0.417	0.000	0.725	0.250	0.000	0.000	0.000	0.250	0.250	0.821	0.000	0.000	0.857	0.250	0.000	0.000	0.000	0.250	0.859
Entering Leg	0	24	5	0	29	1	0	0	0	1	1	23	0	0	24	1	0	0	0	1	55
Exiting Leg					24					6					25					0	55
Total					53					7					49					1	110

PDI File #: **186566 D**
Location: **N: A Street S: A Street**
Location: **E: West 3rd Street W: West 3rd Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class:

Articulated Trucks

	A Street from North					West 3rd Street from East					A Street from South					West 3rd Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	4
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
Grand Total	0	4	0	0	4	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	11
Approach %	0.0	100.0	0.0	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		
Total %	0.0	36.4	0.0	0.0	36.4	0.0	0.0	0.0	0.0	0.0	9.1	54.5	0.0	0.0	63.6	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					6					1					4					0	11

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

7:45 AM	A Street from North					West 3rd Street from East					A Street from South					West 3rd Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total Volume	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
% 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	0.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.583
Entering Leg	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
Exiting Leg					5					0					2					0	7
Total					7					0					7					0	14

PDI File #: **186566 D**
Location: **N: A Street S: A Street**
Location: **E: West 3rd Street W: West 3rd Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

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

Bicycles (on Roadway and Crosswalks)

	A Street from North							West 3rd Street from East							A Street from South							West 3rd Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	5
7:15 AM	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	7
7:30 AM	0	1	0	0	0	0	1	1	0	0	0	0	0	1	1	7	0	0	0	0	8	0	0	0	0	0	0	0	10
7:45 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	5
Total	0	4	2	0	0	0	6	1	0	0	0	0	0	1	1	19	0	0	0	0	20	0	0	0	0	0	0	0	27
8:00 AM	0	2	0	0	0	0	2	1	0	0	0	0	1	2	0	14	0	0	0	0	14	0	0	0	0	0	0	0	18
8:15 AM	0	2	0	0	0	0	2	1	0	0	0	0	0	1	0	12	0	0	0	0	12	0	0	0	0	0	0	0	15
8:30 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	3	0	0	0	0	4	0	0	0	0	0	0	0	5
8:45 AM	0	1	1	0	0	0	2	2	0	0	0	0	0	2	0	11	0	0	0	0	11	0	0	0	0	0	0	0	15
Total	0	6	1	0	0	0	7	4	0	0	0	0	1	5	1	40	0	0	0	0	41	0	0	0	0	0	0	0	53
Grand Total	0	10	3	0	0	0	13	5	0	0	0	0	1	6	2	59	0	0	0	0	61	0	0	0	0	0	0	0	80
Approach %	0.0	76.9	23.1	0.0	0.0	0.0		83.3	0.0	0.0	0.0	0.0	16.7		3.3	96.7	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	12.5	3.8	0.0	0.0	0.0	16.3	6.3	0.0	0.0	0.0	0.0	1.3	7.5	2.5	73.8	0.0	0.0	0.0	0.0	76.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							64							6							10							0	80

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

8:00 AM	A Street from North							West 3rd Street from East							A Street from South							West 3rd Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
8:00 AM	0	2	0	0	0	0	2	1	0	0	0	0	1	2	0	14	0	0	0	0	14	0	0	0	0	0	0	0	18
8:15 AM	0	2	0	0	0	0	2	1	0	0	0	0	0	1	0	12	0	0	0	0	12	0	0	0	0	0	0	0	15
8:30 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	3	0	0	0	0	4	0	0	0	0	0	0	0	5
8:45 AM	0	1	1	0	0	0	2	2	0	0	0	0	0	2	0	11	0	0	0	0	11	0	0	0	0	0	0	0	15
Total Volume	0	6	1	0	0	0	7	4	0	0	0	0	1	5	1	40	0	0	0	0	41	0	0	0	0	0	0	0	53
% Approach Total	0.0	85.7	14.3	0.0	0.0	0.0		80.0	0.0	0.0	0.0	0.0	20.0		2.4	97.6	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.750	0.250	0.000	0.000	0.000	0.875	0.500	0.000	0.000	0.000	0.000	0.250	0.625	0.250	0.714	0.000	0.000	0.000	0.000	0.732	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.736
Entering Leg	0	6	1	0	0	0	7	4	0	0	0	0	1	5	1	40	0	0	0	0	41	0	0	0	0	0	0	0	53
Exiting Leg							44							3							6							0	53
Total							51							8							47							0	106

PDI File #: **186566 D**
Location: **N: A Street S: A Street**
Location: **E: West 3rd Street W: West 3rd Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

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

Pedestrians

	A Street from North							West 3rd Street from East							A Street from South							West 3rd Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	2	1	3	0	0	0	0	5	26	31	0	0	0	0	3	0	3	0	0	0	0	6	1	7	44
7:15 AM	0	0	0	0	2	2	4	0	0	0	0	4	23	27	0	0	0	0	3	2	5	0	0	0	0	7	6	13	49
7:30 AM	0	0	0	0	1	0	1	0	0	0	0	3	39	42	0	0	0	0	2	2	4	0	0	0	0	6	6	12	59
7:45 AM	0	0	0	0	0	1	1	0	0	0	0	10	32	42	0	0	0	0	7	4	11	0	0	0	0	6	2	8	62
Total	0	0	0	0	5	4	9	0	0	0	0	22	120	142	0	0	0	0	15	8	23	0	0	0	0	25	15	40	214
8:00 AM	0	0	0	0	6	4	10	0	0	0	0	24	75	99	0	0	0	0	10	8	18	0	0	0	0	25	2	27	154
8:15 AM	0	0	0	0	3	0	3	0	0	0	0	6	91	97	0	0	0	0	9	1	10	0	0	0	0	24	1	25	135
8:30 AM	0	0	0	0	9	1	10	0	0	0	0	10	88	98	0	0	0	0	6	7	13	0	0	0	0	30	4	34	155
8:45 AM	0	0	0	0	7	4	11	0	0	0	0	7	113	120	0	0	0	0	4	9	13	0	0	0	0	34	4	38	182
Total	0	0	0	0	25	9	34	0	0	0	0	47	367	414	0	0	0	0	29	25	54	0	0	0	0	113	11	124	626
Grand Total	0	0	0	0	30	13	43	0	0	0	0	69	487	556	0	0	0	0	44	33	77	0	0	0	0	138	26	164	840
Approach %	0	0	0	0	69.8	30.2		0	0	0	0	12.4	87.6		0	0	0	0	57.1	42.9		0	0	0	0	84.1	15.9		
Total %	0	0	0	0	3.57	1.55	5.12	0	0	0	0	8.21	58	66.2	0	0	0	0	5.24	3.93	9.17	0	0	0	0	16.4	3.1	19.5	
Exiting Leg Total							43							556							77							164	840

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

8:00 AM	A Street from North							West 3rd Street from East							A Street from South							West 3rd Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
8:00 AM	0	0	0	0	6	4	10	0	0	0	0	24	75	99	0	0	0	0	10	8	18	0	0	0	0	25	2	27	154
8:15 AM	0	0	0	0	3	0	3	0	0	0	0	6	91	97	0	0	0	0	9	1	10	0	0	0	0	24	1	25	135
8:30 AM	0	0	0	0	9	1	10	0	0	0	0	10	88	98	0	0	0	0	6	7	13	0	0	0	0	30	4	34	155
8:45 AM	0	0	0	0	7	4	11	0	0	0	0	7	113	120	0	0	0	0	4	9	13	0	0	0	0	34	4	38	182
Total Volume	0	0	0	0	25	9	34	0	0	0	0	47	367	414	0	0	0	0	29	25	54	0	0	0	0	113	11	124	626
% Approach Total	0.0	0.0	0.0	0.0	73.5	26.5		0.0	0.0	0.0	0.0	11.4	88.6		0.0	0.0	0.0	0.0	53.7	46.3		0.0	0.0	0.0	0.0	91.1	8.9		
PHF	0.000	0.000	0.000	0.000	0.694	0.563	0.773	0.000	0.000	0.000	0.000	0.490	0.812	0.863	0.000	0.000	0.000	0.000	0.725	0.694	0.750	0.000	0.000	0.000	0.000	0.831	0.688	0.816	0.860
Entering Leg	0	0	0	0	25	9	34	0	0	0	0	47	367	414	0	0	0	0	29	25	54	0	0	0	0	113	11	124	626
Exiting Leg							34							414							54							124	626
Total							68							828							108							248	1252

PDI File #: **186566 DD**
Location: **N: A Street S: A Street**
Location: **E: West 3rd Street W: West 3rd Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

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

Cars and Heavy Vehicles (Combined)

	A Street from North					West 3rd Street from East					A Street from South					West 3rd Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	157	9	0	166	1	0	2	0	3	4	106	0	0	110	4	7	1	0	12	291
4:15 PM	0	164	10	0	174	5	0	2	0	7	11	95	0	0	106	0	10	0	0	10	297
4:30 PM	0	157	13	0	170	9	0	0	0	9	7	102	0	0	109	2	8	2	0	12	300
4:45 PM	0	166	9	0	175	2	0	4	0	6	7	87	0	0	94	7	10	1	0	18	293
Total	0	644	41	0	685	17	0	8	0	25	29	390	0	0	419	13	35	4	0	52	1181
5:00 PM	0	164	11	0	175	5	0	2	0	7	7	103	0	0	110	4	4	1	0	9	301
5:15 PM	0	146	13	0	159	7	0	3	0	10	4	77	0	0	81	2	5	1	0	8	258
5:30 PM	0	165	9	0	174	1	0	3	0	4	8	91	0	0	99	3	7	1	0	11	288
5:45 PM	0	169	13	0	182	5	0	3	0	8	10	94	0	0	104	3	14	1	0	18	312
Total	0	644	46	0	690	18	0	11	0	29	29	365	0	0	394	12	30	4	0	46	1159
Grand Total	0	1288	87	0	1375	35	0	19	0	54	58	755	0	0	813	25	65	8	0	98	2340
Approach %	0.0	93.7	6.3	0.0		64.8	0.0	35.2	0.0		7.1	92.9	0.0	0.0		25.5	66.3	8.2	0.0		
Total %	0.0	55.0	3.7	0.0	58.8	1.5	0.0	0.8	0.0	2.3	2.5	32.3	0.0	0.0	34.7	1.1	2.8	0.3	0.0	4.2	
Exiting Leg Total					798					210					1332					0	2340
Cars	0	1243	87	0	1330	34	0	18	0	52	58	742	0	0	800	25	61	8	0	94	2276
% Cars	0.0	96.5	100.0	0.0	96.7	97.1	0.0	94.7	0.0	96.3	100.0	98.3	0.0	0.0	98.4	100.0	93.8	100.0	0.0	95.9	97.3
Exiting Leg Total					784					206					1286					0	2276
Heavy Vehicles	0	45	0	0	45	1	0	1	0	2	0	13	0	0	13	0	4	0	0	4	64
% Heavy Vehicles	0.0	3.5	0.0	0.0	3.3	2.9	0.0	5.3	0.0	3.7	0.0	1.7	0.0	0.0	1.6	0.0	6.2	0.0	0.0	4.1	2.7
Exiting Leg Total					14					4					46					0	64

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

4:15 PM	A Street from North					West 3rd Street from East					A Street from South					West 3rd Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:15 PM	0	164	10	0	174	5	0	2	0	7	11	95	0	0	106	0	10	0	0	10	297
4:30 PM	0	157	13	0	170	9	0	0	0	9	7	102	0	0	109	2	8	2	0	12	300
4:45 PM	0	166	9	0	175	2	0	4	0	6	7	87	0	0	94	7	10	1	0	18	293
5:00 PM	0	164	11	0	175	5	0	2	0	7	7	103	0	0	110	4	4	1	0	9	301
Total Volume	0	651	43	0	694	21	0	8	0	29	32	387	0	0	419	13	32	4	0	49	1191
% Approach Total	0.0	93.8	6.2	0.0		72.4	0.0	27.6	0.0		7.6	92.4	0.0	0.0		26.5	65.3	8.2	0.0		
PHF	0.000	0.980	0.827	0.000	0.991	0.583	0.000	0.500	0.000	0.806	0.727	0.939	0.000	0.000	0.952	0.464	0.800	0.500	0.000	0.681	0.989
Cars	0	629	43	0	672	20	0	7	0	27	32	378	0	0	410	13	30	4	0	47	1156
Cars %	0.0	96.6	100.0	0.0	96.8	95.2	0.0	87.5	0.0	93.1	100.0	97.7	0.0	0.0	97.9	100.0	93.8	100.0	0.0	95.9	97.1
Heavy Vehicles	0	22	0	0	22	1	0	1	0	2	0	9	0	0	9	0	2	0	0	2	35
Heavy Vehicles %	0.0	3.4	0.0	0.0	3.2	4.8	0.0	12.5	0.0	6.9	0.0	2.3	0.0	0.0	2.1	0.0	6.3	0.0	0.0	4.1	2.9
Cars Enter Leg	0	629	43	0	672	20	0	7	0	27	32	378	0	0	410	13	30	4	0	47	1156
Heavy Enter Leg	0	22	0	0	22	1	0	1	0	2	0	9	0	0	9	0	2	0	0	2	35
Total Entering Leg	0	651	43	0	694	21	0	8	0	29	32	387	0	0	419	13	32	4	0	49	1191
Cars Exiting Leg					402					105					649					0	1156
Heavy Exiting Leg					10					2					23					0	35
Total Exiting Leg					412					107					672					0	1191

PDI File #: **186566 DD**
Location: **N: A Street S: A Street**
Location: **E: West 3rd Street W: West 3rd Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

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

Class: **Cars-Combined (Motorcycles, Cars, Light Goods)**

	A Street from North					West 3rd Street from East					A Street from South					West 3rd Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	146	9	0	155	1	0	2	0	3	4	103	0	0	107	4	6	1	0	11	276
4:15 PM	0	158	10	0	168	4	0	1	0	5	11	89	0	0	100	0	8	0	0	8	281
4:30 PM	0	152	13	0	165	9	0	0	0	9	7	100	0	0	107	2	8	2	0	12	293
4:45 PM	0	160	9	0	169	2	0	4	0	6	7	86	0	0	93	7	10	1	0	18	286
Total	0	616	41	0	657	16	0	7	0	23	29	378	0	0	407	13	32	4	0	49	1136
5:00 PM	0	159	11	0	170	5	0	2	0	7	7	103	0	0	110	4	4	1	0	9	296
5:15 PM	0	140	13	0	153	7	0	3	0	10	4	77	0	0	81	2	5	1	0	8	252
5:30 PM	0	162	9	0	171	1	0	3	0	4	8	90	0	0	98	3	7	1	0	11	284
5:45 PM	0	166	13	0	179	5	0	3	0	8	10	94	0	0	104	3	13	1	0	17	308
Total	0	627	46	0	673	18	0	11	0	29	29	364	0	0	393	12	29	4	0	45	1140
Grand Total	0	1243	87	0	1330	34	0	18	0	52	58	742	0	0	800	25	61	8	0	94	2276
Approach %	0.0	93.5	6.5	0.0		65.4	0.0	34.6	0.0		7.3	92.8	0.0	0.0		26.6	64.9	8.5	0.0		
Total %	0.0	54.6	3.8	0.0	58.4	1.5	0.0	0.8	0.0	2.3	2.5	32.6	0.0	0.0	35.1	1.1	2.7	0.4	0.0	4.1	
Exiting Leg Total					784					206					1286					0	2276

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

4:15 PM	A Street from North					West 3rd Street from East					A Street from South					West 3rd Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:15 PM	0	158	10	0	168	4	0	1	0	5	11	89	0	0	100	0	8	0	0	8	281
4:30 PM	0	152	13	0	165	9	0	0	0	9	7	100	0	0	107	2	8	2	0	12	293
4:45 PM	0	160	9	0	169	2	0	4	0	6	7	86	0	0	93	7	10	1	0	18	286
5:00 PM	0	159	11	0	170	5	0	2	0	7	7	103	0	0	110	4	4	1	0	9	296
Total Volume	0	629	43	0	672	20	0	7	0	27	32	378	0	0	410	13	30	4	0	47	1156
% Approach Total	0.0	93.6	6.4	0.0		74.1	0.0	25.9	0.0		7.8	92.2	0.0	0.0		27.7	63.8	8.5	0.0		
PHF	0.000	0.983	0.827	0.000	0.988	0.556	0.000	0.438	0.000	0.750	0.727	0.917	0.000	0.000	0.932	0.464	0.750	0.500	0.000	0.653	0.976
Entering Leg	0	629	43	0	672	20	0	7	0	27	32	378	0	0	410	13	30	4	0	47	1156
Exiting Leg					402					105					649					0	1156
Total					1074					132					1059					47	2312

PDI File #: **186566 DD**
Location: **N: A Street S: A Street**
Location: **E: West 3rd Street W: West 3rd Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

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

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

	A Street from North					West 3rd Street from East					A Street from South					West 3rd Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	11	0	0	11	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	15
4:15 PM	0	6	0	0	6	1	0	1	0	2	0	6	0	0	6	0	2	0	0	2	16
4:30 PM	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
4:45 PM	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	7
Total	0	28	0	0	28	1	0	1	0	2	0	12	0	0	12	0	3	0	0	3	45
5:00 PM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:15 PM	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
5:30 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
5:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4
Total	0	17	0	0	17	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	19
Grand Total	0	45	0	0	45	1	0	1	0	2	0	13	0	0	13	0	4	0	0	4	64
Approach %	0.0	100.0	0.0	0.0		50.0	0.0	50.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	70.3	0.0	0.0	70.3	1.6	0.0	1.6	0.0	3.1	0.0	20.3	0.0	0.0	20.3	0.0	6.3	0.0	0.0	6.3	
Exiting Leg Total					14					4					46					0	64
Buses	0	19	0	0	19	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	22
% Buses	0.0	42.2	0.0	0.0	42.2	0.0	0.0	0.0	0.0	0.0	0.0	23.1	0.0	0.0	23.1	0.0	0.0	0.0	0.0	0.0	34.4
Exiting Leg Total					3					0					19					0	22
Single-Unit Trucks	0	23	0	0	23	1	0	1	0	2	0	7	0	0	7	0	4	0	0	4	36
% Single-Unit	0.0	51.1	0.0	0.0	51.1	100.0	0.0	100.0	0.0	100.0	0.0	53.8	0.0	0.0	53.8	0.0	100.0	0.0	0.0	100.0	56.3
Exiting Leg Total					8					4					24					0	36
Articulated Trucks	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
% Articulated	0.0	6.7	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	23.1	0.0	0.0	23.1	0.0	0.0	0.0	0.0	0.0	9.4
Exiting Leg Total					3					0					3					0	6

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

4:00 PM	A Street from North					West 3rd Street from East					A Street from South					West 3rd Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	11	0	0	11	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	15
4:15 PM	0	6	0	0	6	1	0	1	0	2	0	6	0	0	6	0	2	0	0	2	16
4:30 PM	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
4:45 PM	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	7
Total Volume	0	28	0	0	28	1	0	1	0	2	0	12	0	0	12	0	3	0	0	3	45
% Approach Total	0.0	100.0	0.0	0.0		50.0	0.0	50.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.636	0.000	0.000	0.636	0.250	0.000	0.250	0.000	0.250	0.000	0.500	0.000	0.000	0.500	0.000	0.375	0.000	0.000	0.375	0.703
Buses	0	8	0	0	8	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	11
Buses %	0.0	28.6	0.0	0.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	24.4
Single-Unit Trucks	0	17	0	0	17	1	0	1	0	2	0	7	0	0	7	0	3	0	0	3	29
Single-Unit %	0.0	60.7	0.0	0.0	60.7	100.0	0.0	100.0	0.0	100.0	0.0	58.3	0.0	0.0	58.3	0.0	100.0	0.0	0.0	100.0	64.4
Articulated Trucks	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
Articulated %	0.0	10.7	0.0	0.0	10.7	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	11.1
Buses	0	8	0	0	8	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	11
Single-Unit Trucks	0	17	0	0	17	1	0	1	0	2	0	7	0	0	7	0	3	0	0	3	29
Articulated Trucks	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
Total Entering Leg	0	28	0	0	28	1	0	1	0	2	0	12	0	0	12	0	3	0	0	3	45
Buses					3					0					8					0	11
Single-Unit Trucks					8					3					18					0	29
Articulated Trucks					2					0					3					0	5
Total Exiting Leg					13					3					29					0	45

PDI File #: **186566 DD**
Location: **N: A Street S: A Street**
Location: **E: West 3rd Street W: West 3rd Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

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

Cars

	A Street from North					West 3rd Street from East					A Street from South					West 3rd Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	138	8	0	146	1	0	2	0	3	4	92	0	0	96	4	4	1	0	9	254
4:15 PM	0	143	10	0	153	3	0	1	0	4	9	81	0	0	90	0	8	0	0	8	255
4:30 PM	0	140	12	0	152	8	0	0	0	8	6	93	0	0	99	2	7	2	0	11	270
4:45 PM	0	146	8	0	154	1	0	4	0	5	7	77	0	0	84	5	8	1	0	14	257
Total	0	567	38	0	605	13	0	7	0	20	26	343	0	0	369	11	27	4	0	42	1036
5:00 PM	0	143	11	0	154	5	0	2	0	7	6	96	0	0	102	3	4	1	0	8	271
5:15 PM	0	127	11	0	138	7	0	3	0	10	4	74	0	0	78	2	3	1	0	6	232
5:30 PM	0	154	9	0	163	1	0	3	0	4	8	84	0	0	92	2	6	1	0	9	268
5:45 PM	0	157	12	0	169	5	0	3	0	8	10	86	0	0	96	3	12	1	0	16	289
Total	0	581	43	0	624	18	0	11	0	29	28	340	0	0	368	10	25	4	0	39	1060
Grand Total	0	1148	81	0	1229	31	0	18	0	49	54	683	0	0	737	21	52	8	0	81	2096
Approach %	0.0	93.4	6.6	0.0		63.3	0.0	36.7	0.0		7.3	92.7	0.0	0.0		25.9	64.2	9.9	0.0		
Total %	0.0	54.8	3.9	0.0	58.6	1.5	0.0	0.9	0.0	2.3	2.6	32.6	0.0	0.0	35.2	1.0	2.5	0.4	0.0	3.9	
Exiting Leg Total					722					187					1187					0	2096

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

5:00 PM	A Street from North					West 3rd Street from East					A Street from South					West 3rd Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
5:00 PM	0	143	11	0	154	5	0	2	0	7	6	96	0	0	102	3	4	1	0	8	271
5:15 PM	0	127	11	0	138	7	0	3	0	10	4	74	0	0	78	2	3	1	0	6	232
5:30 PM	0	154	9	0	163	1	0	3	0	4	8	84	0	0	92	2	6	1	0	9	268
5:45 PM	0	157	12	0	169	5	0	3	0	8	10	86	0	0	96	3	12	1	0	16	289
Total Volume	0	581	43	0	624	18	0	11	0	29	28	340	0	0	368	10	25	4	0	39	1060
% Approach Total	0.0	93.1	6.9	0.0		62.1	0.0	37.9	0.0		7.6	92.4	0.0	0.0		25.6	64.1	10.3	0.0		
PHF	0.000	0.925	0.896	0.000	0.923	0.643	0.000	0.917	0.000	0.725	0.700	0.885	0.000	0.000	0.902	0.833	0.521	1.000	0.000	0.609	0.917
Entering Leg	0	581	43	0	624	18	0	11	0	29	28	340	0	0	368	10	25	4	0	39	1060
Exiting Leg					362					96					602					0	1060
Total					986					125					970					39	2120

PDI File #: **186566 DD**
Location: **N: A Street S: A Street**
Location: **E: West 3rd Street W: West 3rd Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

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

Class: **Light Goods Vehicle**

	A Street from North					West 3rd Street from East					A Street from South					West 3rd Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	5	0	0	5	0	0	0	0	0	0	11	0	0	11	0	2	0	0	2	18
4:15 PM	0	14	0	0	14	1	0	0	0	1	2	8	0	0	10	0	0	0	0	0	25
4:30 PM	0	10	1	0	11	1	0	0	0	1	1	6	0	0	7	0	1	0	0	1	20
4:45 PM	0	12	1	0	13	1	0	0	0	1	0	9	0	0	9	2	2	0	0	4	27
Total	0	41	2	0	43	3	0	0	0	3	3	34	0	0	37	2	5	0	0	7	90
5:00 PM	0	13	0	0	13	0	0	0	0	0	1	7	0	0	8	1	0	0	0	1	22
5:15 PM	0	11	0	0	11	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	16
5:30 PM	0	7	0	0	7	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	14
5:45 PM	0	6	1	0	7	0	0	0	0	0	0	7	0	0	7	0	1	0	0	1	15
Total	0	37	1	0	38	0	0	0	0	0	1	23	0	0	24	2	3	0	0	5	67
Grand Total	0	78	3	0	81	3	0	0	0	3	4	57	0	0	61	4	8	0	0	12	157
Approach %	0.0	96.3	3.7	0.0		100.0	0.0	0.0	0.0		6.6	93.4	0.0	0.0		33.3	66.7	0.0	0.0		
Total %	0.0	49.7	1.9	0.0	51.6	1.9	0.0	0.0	0.0	1.9	2.5	36.3	0.0	0.0	38.9	2.5	5.1	0.0	0.0	7.6	
Exiting Leg Total					60					15					82					0	157

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

4:15 PM	A Street from North					West 3rd Street from East					A Street from South					West 3rd Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:15 PM	0	14	0	0	14	1	0	0	0	1	2	8	0	0	10	0	0	0	0	0	25
4:30 PM	0	10	1	0	11	1	0	0	0	1	1	6	0	0	7	0	1	0	0	1	20
4:45 PM	0	12	1	0	13	1	0	0	0	1	0	9	0	0	9	2	2	0	0	4	27
5:00 PM	0	13	0	0	13	0	0	0	0	0	1	7	0	0	8	1	0	0	0	1	22
Total Volume	0	49	2	0	51	3	0	0	0	3	4	30	0	0	34	3	3	0	0	6	94
% Approach Total	0.0	96.1	3.9	0.0		100.0	0.0	0.0	0.0		11.8	88.2	0.0	0.0		50.0	50.0	0.0	0.0		
PHF	0.000	0.875	0.500	0.000	0.911	0.750	0.000	0.000	0.000	0.750	0.500	0.833	0.000	0.000	0.850	0.375	0.375	0.000	0.000	0.375	0.870
Entering Leg	0	49	2	0	51	3	0	0	0	3	4	30	0	0	34	3	3	0	0	6	94
Exiting Leg					33					9					52					0	94
Total					84					12					86					6	188

PDI File #: **186566 DD**
Location: **N: A Street S: A Street**
Location: **E: West 3rd Street W: West 3rd Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

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

Class:

Buses

	A Street from North					West 3rd Street from East					A Street from South					West 3rd Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
4:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	8	0	0	8	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	11
5:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:15 PM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
Grand Total	0	19	0	0	19	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	22
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	0.0	0.0		
Total %	0.0	86.4	0.0	0.0	86.4	0.0	0.0	0.0	0.0	0.0	0.0	13.6	0.0	0.0	13.6	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					3					0					19					0	22

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

4:30 PM	A Street from North					West 3rd Street from East					A Street from South					West 3rd Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
4:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:15 PM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total Volume	0	12	0	0	12	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	13
% 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	0.0	0.0		
PHF	0.000	0.600	0.000	0.000	0.600	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.650
Entering Leg	0	12	0	0	12	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	13
Exiting Leg					1					0					12					0	13
Total					13					0					13					0	26

PDI File #: **186566 DD**
Location: **N: A Street S: A Street**
Location: **E: West 3rd Street W: West 3rd Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

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

Class: **Single-Unit Trucks**

	A Street from North					West 3rd Street from East					A Street from South					West 3rd Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	8
4:15 PM	0	6	0	0	6	1	0	1	0	2	0	3	0	0	3	0	2	0	0	2	13
4:30 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
4:45 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
Total	0	17	0	0	17	1	0	1	0	2	0	7	0	0	7	0	3	0	0	3	29
5:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	7
Grand Total	0	23	0	0	23	1	0	1	0	2	0	7	0	0	7	0	4	0	0	4	36
Approach %	0.0	100.0	0.0	0.0		50.0	0.0	50.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	63.9	0.0	0.0	63.9	2.8	0.0	2.8	0.0	5.6	0.0	19.4	0.0	0.0	19.4	0.0	11.1	0.0	0.0	11.1	
Exiting Leg Total					8					4					24					0	36

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

4:00 PM	A Street from North					West 3rd Street from East					A Street from South					West 3rd Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	8
4:15 PM	0	6	0	0	6	1	0	1	0	2	0	3	0	0	3	0	2	0	0	2	13
4:30 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
4:45 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
Total Volume	0	17	0	0	17	1	0	1	0	2	0	7	0	0	7	0	3	0	0	3	29
% Approach Total	0.0	100.0	0.0	0.0		50.0	0.0	50.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.708	0.000	0.000	0.708	0.250	0.000	0.250	0.000	0.250	0.000	0.583	0.000	0.000	0.583	0.000	0.375	0.000	0.000	0.375	0.558
Entering Leg	0	17	0	0	17	1	0	1	0	2	0	7	0	0	7	0	3	0	0	3	29
Exiting Leg					8					3					18					0	29
Total					25					5					25					3	58

PDI File #: **186566 DD**
Location: **N: A Street S: A Street**
Location: **E: West 3rd Street W: West 3rd Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

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

Class: **Articulated Trucks**

	A Street from North					West 3rd Street from East					A Street from South					West 3rd Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:30 PM	0	1	0	0	1	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
Total	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Grand Total	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
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	0.0	0.0		
Total %	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					3					0					3					0	6

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

4:00 PM	A Street from North					West 3rd Street from East					A Street from South					West 3rd Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:30 PM	0	1	0	0	1	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
Total Volume	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
% 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	0.0	0.0		
PHF	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.417
Entering Leg	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
Exiting Leg					2					0					3					0	5
Total					5					0					5					0	10

PDI File #: **186566 DD**
Location: **N: A Street S: A Street**
Location: **E: West 3rd Street W: West 3rd Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

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

Class:

Bicycles (on Roadway and Crosswalks)

	A Street from North							West 3rd Street from East							A Street from South							West 3rd Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:15 PM	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	10
4:30 PM	0	5	1	0	0	0	6	1	0	0	0	0	1	2	0	2	0	0	0	0	2	0	0	0	0	0	0	0	10
4:45 PM	0	9	3	0	1	0	13	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	1	15
Total	0	24	4	0	1	0	29	1	0	0	0	0	1	2	0	6	0	0	0	0	6	0	1	0	0	0	0	1	38
5:00 PM	0	14	1	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
5:15 PM	0	8	3	0	0	0	11	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	1	13
5:30 PM	0	17	4	0	1	0	22	1	0	0	0	0	0	1	0	2	0	0	0	0	2	0	1	0	0	0	0	1	26
5:45 PM	0	18	6	0	0	0	24	0	0	0	0	0	2	2	0	1	0	0	0	0	1	0	1	0	0	0	0	1	28
Total	0	57	14	0	1	0	72	1	0	0	0	0	2	3	0	4	0	0	0	0	4	0	2	0	0	0	1	3	82
Grand Total	0	81	18	0	2	0	101	2	0	0	0	0	3	5	0	10	0	0	0	0	10	0	3	0	0	0	1	4	120
Approach %	0.0	80.2	17.8	0.0	2.0	0.0		40.0	0.0	0.0	0.0	0.0	60.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	75.0	0.0	0.0	0.0	25.0		
Total %	0.0	67.5	15.0	0.0	1.7	0.0	84.2	1.7	0.0	0.0	0.0	0.0	2.5	4.2	0.0	8.3	0.0	0.0	0.0	0.0	8.3	0.0	2.5	0.0	0.0	0.0	0.8	3.3	
Exiting Leg Total							14							24							81							1	120

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

5:00 PM	A Street from North							West 3rd Street from East							A Street from South							West 3rd Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
5:00 PM	0	14	1	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
5:15 PM	0	8	3	0	0	0	11	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	1	13
5:30 PM	0	17	4	0	1	0	22	1	0	0	0	0	0	1	0	2	0	0	0	0	2	0	1	0	0	0	0	1	26
5:45 PM	0	18	6	0	0	0	24	0	0	0	0	0	2	2	0	1	0	0	0	0	1	0	1	0	0	0	0	1	28
Total Volume	0	57	14	0	1	0	72	1	0	0	0	0	2	3	0	4	0	0	0	0	4	0	2	0	0	0	1	3	82
% Approach Total	0.0	79.2	19.4	0.0	1.4	0.0		33.3	0.0	0.0	0.0	0.0	66.7		0.0	100.0	0.0	0.0	0.0	0.0		0.0	66.7	0.0	0.0	0.0	33.3		
PHF	0.000	0.792	0.583	0.000	0.250	0.000	0.750	0.250	0.000	0.000	0.000	0.000	0.250	0.375	0.000	0.500	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.000	0.000	0.000	0.250	0.750	0.732
Entering Leg	0	57	14	0	1	0	72	1	0	0	0	0	2	3	0	4	0	0	0	0	4	0	2	0	0	0	1	3	82
Exiting Leg							6							18							57							1	82
Total							78							21							61							4	164

PDI File #: **186566 DD**
Location: **N: A Street S: A Street**
Location: **E: West 3rd Street W: West 3rd Street**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

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

Pedestrians

	A Street from North							West 3rd Street from East							A Street from South							West 3rd Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	1	3	4	0	0	0	0	16	15	31	0	0	0	0	3	2	5	0	0	0	0	4	18	22	62
4:15 PM	0	0	0	0	2	1	3	0	0	0	0	20	6	26	0	0	0	0	6	2	8	0	0	0	0	2	21	23	60
4:30 PM	0	0	0	0	1	2	3	0	0	0	0	42	8	50	0	0	0	0	9	1	10	0	0	0	0	6	20	26	89
4:45 PM	0	0	0	0	1	1	2	0	0	0	0	40	10	50	0	0	0	0	9	3	12	0	0	0	0	3	18	21	85
Total	0	0	0	0	5	7	12	0	0	0	0	118	39	157	0	0	0	0	27	8	35	0	0	0	0	15	77	92	296
5:00 PM	0	0	0	0	0	5	5	0	0	0	0	96	5	101	0	0	0	0	8	2	10	0	0	0	0	3	41	44	160
5:15 PM	0	0	0	0	0	2	2	0	0	0	0	91	12	103	0	0	0	0	13	5	18	0	0	0	0	2	42	44	167
5:30 PM	0	0	0	0	1	0	1	0	0	0	0	72	11	83	0	0	0	0	10	3	13	0	0	0	0	2	41	43	140
5:45 PM	0	0	0	0	6	3	9	0	0	0	0	62	10	72	0	0	0	0	6	6	12	0	0	0	0	4	34	38	131
Total	0	0	0	0	7	10	17	0	0	0	0	321	38	359	0	0	0	0	37	16	53	0	0	0	0	11	158	169	598
Grand Total	0	0	0	0	12	17	29	0	0	0	0	439	77	516	0	0	0	0	64	24	88	0	0	0	0	26	235	261	894
Approach %	0	0	0	0	41.4	58.6		0	0	0	0	85.1	14.9		0	0	0	0	72.7	27.3		0	0	0	0	9.96	90		
Total %	0	0	0	0	1.34	1.9	3.24	0	0	0	0	49.1	8.61	57.7	0	0	0	0	7.16	2.68	9.84	0	0	0	0	2.91	26.3	29.2	
Exiting Leg Total							29							516							88							261	894

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

5:00 PM	A Street from North							West 3rd Street from East							A Street from South							West 3rd Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
5:00 PM	0	0	0	0	0	5	5	0	0	0	0	96	5	101	0	0	0	0	8	2	10	0	0	0	0	3	41	44	160
5:15 PM	0	0	0	0	0	2	2	0	0	0	0	91	12	103	0	0	0	0	13	5	18	0	0	0	0	2	42	44	167
5:30 PM	0	0	0	0	1	0	1	0	0	0	0	72	11	83	0	0	0	0	10	3	13	0	0	0	0	2	41	43	140
5:45 PM	0	0	0	0	6	3	9	0	0	0	0	62	10	72	0	0	0	0	6	6	12	0	0	0	0	4	34	38	131
Total Volume	0	0	0	0	7	10	17	0	0	0	0	321	38	359	0	0	0	0	37	16	53	0	0	0	0	11	158	169	598
% Approach Total	0.0	0.0	0.0	0.0	41.2	58.8		0.0	0.0	0.0	0.0	89.4	10.6		0.0	0.0	0.0	0.0	69.8	30.2		0.0	0.0	0.0	0.0	6.5	93.5		
PHF	0.000	0.000	0.000	0.000	0.292	0.500	0.472	0.000	0.000	0.000	0.000	0.836	0.792	0.871	0.000	0.000	0.000	0.000	0.712	0.667	0.736	0.000	0.000	0.000	0.000	0.688	0.940	0.960	0.895
Entering Leg	0	0	0	0	7	10	17	0	0	0	0	321	38	359	0	0	0	0	37	16	53	0	0	0	0	11	158	169	598
Exiting Leg							17							359							53							169	598
Total							34							718							106							338	1196

PDI File #: **186566 E**
Location: **N: A Street S: A Street**
Location: **E: West Broadway W: West Broadway**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

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

Cars and Heavy Vehicles (Combined)

	A Street from North					West Broadway from East					A Street from South					West Broadway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	4	67	28	0	99	10	88	15	0	113	12	50	6	0	68	7	56	10	0	73	353
7:15 AM	12	67	29	0	108	5	84	18	0	107	18	57	1	0	76	7	70	10	0	87	378
7:30 AM	10	65	24	0	99	11	74	19	0	104	8	59	3	0	70	4	50	11	0	65	338
7:45 AM	10	60	27	0	97	7	78	12	0	97	6	75	7	0	88	4	66	10	0	80	362
Total	36	259	108	0	403	33	324	64	0	421	44	241	17	0	302	22	242	41	0	305	1431
8:00 AM	7	73	32	0	112	7	68	22	0	97	12	65	5	0	82	5	73	14	0	92	383
8:15 AM	11	74	44	0	129	14	64	28	0	106	4	73	3	0	80	5	66	15	0	86	401
8:30 AM	11	75	23	0	109	11	60	31	0	102	9	74	7	0	90	2	61	29	0	92	393
8:45 AM	17	80	22	0	119	13	54	12	0	79	10	91	2	0	103	7	69	19	0	95	396
Total	46	302	121	0	469	45	246	93	0	384	35	303	17	0	355	19	269	77	0	365	1573
Grand Total	82	561	229	0	872	78	570	157	0	805	79	544	34	0	657	41	511	118	0	670	3004
Approach %	9.4	64.3	26.3	0.0		9.7	70.8	19.5	0.0		12.0	82.8	5.2	0.0		6.1	76.3	17.6	0.0		
Total %	2.7	18.7	7.6	0.0	29.0	2.6	19.0	5.2	0.0	26.8	2.6	18.1	1.1	0.0	21.9	1.4	17.0	3.9	0.0	22.3	
Exiting Leg Total					740					819					759					686	3004
Cars	77	508	222	0	807	71	554	126	0	751	58	496	32	0	586	37	466	108	0	611	2755
% Cars	93.9	90.6	96.9	0.0	92.5	91.0	97.2	80.3	0.0	93.3	73.4	91.2	94.1	0.0	89.2	90.2	91.2	91.5	0.0	91.2	91.7
Exiting Leg Total					675					746					671					663	2755
Heavy Vehicles	5	53	7	0	65	7	16	31	0	54	21	48	2	0	71	4	45	10	0	59	249
% Heavy Vehicles	6.1	9.4	3.1	0.0	7.5	9.0	2.8	19.7	0.0	6.7	26.6	8.8	5.9	0.0	10.8	9.8	8.8	8.5	0.0	8.8	8.3
Exiting Leg Total					65					73					88					23	249

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

8:00 AM	A Street from North					West Broadway from East					A Street from South					West Broadway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	7	73	32	0	112	7	68	22	0	97	12	65	5	0	82	5	73	14	0	92	383
8:15 AM	11	74	44	0	129	14	64	28	0	106	4	73	3	0	80	5	66	15	0	86	401
8:30 AM	11	75	23	0	109	11	60	31	0	102	9	74	7	0	90	2	61	29	0	92	393
8:45 AM	17	80	22	0	119	13	54	12	0	79	10	91	2	0	103	7	69	19	0	95	396
Total Volume	46	302	121	0	469	45	246	93	0	384	35	303	17	0	355	19	269	77	0	365	1573
% Approach Total	9.8	64.4	25.8	0.0		11.7	64.1	24.2	0.0		9.9	85.4	4.8	0.0		5.2	73.7	21.1	0.0		
PHF	0.676	0.944	0.688	0.000	0.909	0.804	0.904	0.750	0.000	0.906	0.729	0.832	0.607	0.000	0.862	0.679	0.921	0.664	0.000	0.961	0.981
Cars	42	277	116	0	435	38	240	73	0	351	33	272	16	0	321	17	241	70	0	328	1435
Cars %	91.3	91.7	95.9	0.0	92.8	84.4	97.6	78.5	0.0	91.4	94.3	89.8	94.1	0.0	90.4	89.5	89.6	90.9	0.0	89.9	91.2
Heavy Vehicles	4	25	5	0	34	7	6	20	0	33	2	31	1	0	34	2	28	7	0	37	138
Heavy Vehicles %	8.7	8.3	4.1	0.0	7.2	15.6	2.4	21.5	0.0	8.6	5.7	10.2	5.9	0.0	9.6	10.5	10.4	9.1	0.0	10.1	8.8
Cars Enter Leg	42	277	116	0	435	38	240	73	0	351	33	272	16	0	321	17	241	70	0	328	1435
Heavy Enter Leg	4	25	5	0	34	7	6	20	0	33	2	31	1	0	34	2	28	7	0	37	138
Total Entering Leg	46	302	121	0	469	45	246	93	0	384	35	303	17	0	355	19	269	77	0	365	1573
Cars Exiting Leg					380					390					367					298	1435
Heavy Exiting Leg					45					35					47					11	138
Total Exiting Leg					425					425					414					309	1573

PDI File #: **186566 E**
Location: **N: A Street S: A Street**
Location: **E: West Broadway W: West Broadway**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

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

Cars-Combined (Motorcycles, Cars, Light Goods)

	A Street from North					West Broadway from East					A Street from South					West Broadway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	4	54	27	0	85	10	84	13	0	107	7	49	5	0	61	7	52	10	0	69	322
7:15 AM	12	59	29	0	100	5	83	16	0	104	10	49	1	0	60	7	64	10	0	81	345
7:30 AM	10	63	23	0	96	11	72	15	0	98	4	59	3	0	66	4	45	8	0	57	317
7:45 AM	9	55	27	0	91	7	75	9	0	91	4	67	7	0	78	2	64	10	0	76	336
Total	35	231	106	0	372	33	314	53	0	400	25	224	16	0	265	20	225	38	0	283	1320
8:00 AM	7	66	31	0	104	6	67	19	0	92	12	59	5	0	76	5	69	11	0	85	357
8:15 AM	10	68	43	0	121	12	64	22	0	98	4	67	3	0	74	4	57	15	0	76	369
8:30 AM	10	70	21	0	101	8	57	24	0	89	8	63	6	0	77	2	53	28	0	83	350
8:45 AM	15	73	21	0	109	12	52	8	0	72	9	83	2	0	94	6	62	16	0	84	359
Total	42	277	116	0	435	38	240	73	0	351	33	272	16	0	321	17	241	70	0	328	1435
Grand Total	77	508	222	0	807	71	554	126	0	751	58	496	32	0	586	37	466	108	0	611	2755
Approach %	9.5	62.9	27.5	0.0		9.5	73.8	16.8	0.0		9.9	84.6	5.5	0.0		6.1	76.3	17.7	0.0		
Total %	2.8	18.4	8.1	0.0	29.3	2.6	20.1	4.6	0.0	27.3	2.1	18.0	1.2	0.0	21.3	1.3	16.9	3.9	0.0	22.2	
Exiting Leg Total					675					746					671					663	2755

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

8:00 AM	A Street from North					West Broadway from East					A Street from South					West Broadway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	7	66	31	0	104	6	67	19	0	92	12	59	5	0	76	5	69	11	0	85	357
8:15 AM	10	68	43	0	121	12	64	22	0	98	4	67	3	0	74	4	57	15	0	76	369
8:30 AM	10	70	21	0	101	8	57	24	0	89	8	63	6	0	77	2	53	28	0	83	350
8:45 AM	15	73	21	0	109	12	52	8	0	72	9	83	2	0	94	6	62	16	0	84	359
Total Volume	42	277	116	0	435	38	240	73	0	351	33	272	16	0	321	17	241	70	0	328	1435
% Approach Total	9.7	63.7	26.7	0.0		10.8	68.4	20.8	0.0		10.3	84.7	5.0	0.0		5.2	73.5	21.3	0.0		
PHF	0.700	0.949	0.674	0.000	0.899	0.792	0.896	0.760	0.000	0.895	0.688	0.819	0.667	0.000	0.854	0.708	0.873	0.625	0.000	0.965	0.972
Entering Leg	42	277	116	0	435	38	240	73	0	351	33	272	16	0	321	17	241	70	0	328	1435
Exiting Leg					380					390					367					298	1435
Total					815					741					688					626	2870

PDI File #: **186566 E**
Location: **N: A Street S: A Street**
Location: **E: West Broadway W: West Broadway**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

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

	A Street from North					West Broadway from East					A Street from South					West Broadway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	13	1	0	14	0	4	2	0	6	5	1	1	0	7	0	4	0	0	4	31
7:15 AM	0	8	0	0	8	0	1	2	0	3	8	8	0	0	16	0	6	0	0	6	33
7:30 AM	0	2	1	0	3	0	2	4	0	6	4	0	0	0	4	0	5	3	0	8	21
7:45 AM	1	5	0	0	6	0	3	3	0	6	2	8	0	0	10	2	2	0	0	4	26
Total	1	28	2	0	31	0	10	11	0	21	19	17	1	0	37	2	17	3	0	22	111
8:00 AM	0	7	1	0	8	1	1	3	0	5	0	6	0	0	6	0	4	3	0	7	26
8:15 AM	1	6	1	0	8	2	0	6	0	8	0	6	0	0	6	1	9	0	0	10	32
8:30 AM	1	5	2	0	8	3	3	7	0	13	1	11	1	0	13	0	8	1	0	9	43
8:45 AM	2	7	1	0	10	1	2	4	0	7	1	8	0	0	9	1	7	3	0	11	37
Total	4	25	5	0	34	7	6	20	0	33	2	31	1	0	34	2	28	7	0	37	138
Grand Total	5	53	7	0	65	7	16	31	0	54	21	48	2	0	71	4	45	10	0	59	249
Approach %	7.7	81.5	10.8	0.0		13.0	29.6	57.4	0.0		29.6	67.6	2.8	0.0		6.8	76.3	16.9	0.0		
Total %	2.0	21.3	2.8	0.0	26.1	2.8	6.4	12.4	0.0	21.7	8.4	19.3	0.8	0.0	28.5	1.6	18.1	4.0	0.0	23.7	
Exiting Leg Total					65					73					88					23	249
Buses	0	6	0	0	6	1	6	26	0	33	15	16	1	0	32	2	32	3	0	37	108
% Buses	0.0	11.3	0.0	0.0	9.2	14.3	37.5	83.9	0.0	61.1	71.4	33.3	50.0	0.0	45.1	50.0	71.1	30.0	0.0	62.7	43.4
Exiting Leg Total					20					47					34					7	108
Single-Unit Trucks	5	44	7	0	56	6	9	5	0	20	6	27	1	0	34	2	12	5	0	19	129
% Single-Unit	100.0	83.0	100.0	0.0	86.2	85.7	56.3	16.1	0.0	37.0	28.6	56.3	50.0	0.0	47.9	50.0	26.7	50.0	0.0	32.2	51.8
Exiting Leg Total					38					25					51					15	129
Articulated Trucks	0	3	0	0	3	0	1	0	0	1	0	5	0	0	5	0	1	2	0	3	12
% Articulated	0.0	5.7	0.0	0.0	4.6	0.0	6.3	0.0	0.0	1.9	0.0	10.4	0.0	0.0	7.0	0.0	2.2	20.0	0.0	5.1	4.8
Exiting Leg Total					7					1					3					1	12

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

8:00 AM	A Street from North					West Broadway from East					A Street from South					West Broadway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	7	1	0	8	1	1	3	0	5	0	6	0	0	6	0	4	3	0	7	26
8:15 AM	1	6	1	0	8	2	0	6	0	8	0	6	0	0	6	1	9	0	0	10	32
8:30 AM	1	5	2	0	8	3	3	7	0	13	1	11	1	0	13	0	8	1	0	9	43
8:45 AM	2	7	1	0	10	1	2	4	0	7	1	8	0	0	9	1	7	3	0	11	37
Total Volume	4	25	5	0	34	7	6	20	0	33	2	31	1	0	34	2	28	7	0	37	138
% Approach Total	11.8	73.5	14.7	0.0		21.2	18.2	60.6	0.0		5.9	91.2	2.9	0.0		5.4	75.7	18.9	0.0		
PHF	0.500	0.893	0.625	0.000	0.850	0.583	0.500	0.714	0.000	0.635	0.500	0.705	0.250	0.000	0.654	0.500	0.778	0.583	0.000	0.841	0.802
Buses	0	3	0	0	3	1	3	15	0	19	0	10	1	0	11	1	21	2	0	24	57
Buses %	0.0	12.0	0.0	0.0	8.8	14.3	50.0	75.0	0.0	57.6	0.0	32.3	100.0	0.0	32.4	50.0	75.0	28.6	0.0	64.9	41.3
Single-Unit Trucks	4	20	5	0	29	6	3	5	0	14	2	18	0	0	20	1	6	3	0	10	73
Single-Unit %	100.0	80.0	100.0	0.0	85.3	85.7	50.0	25.0	0.0	42.4	100.0	58.1	0.0	0.0	58.8	50.0	21.4	42.9	0.0	27.0	52.9
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	1	2	0	3	8
Articulated %	0.0	8.0	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	9.7	0.0	0.0	8.8	0.0	3.6	28.6	0.0	8.1	5.8
Buses	0	3	0	0	3	1	3	15	0	19	0	10	1	0	11	1	21	2	0	24	57
Single-Unit Trucks	4	20	5	0	29	6	3	5	0	14	2	18	0	0	20	1	6	3	0	10	73
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	1	2	0	3	8
Total Entering Leg	4	25	5	0	34	7	6	20	0	33	2	31	1	0	34	2	28	7	0	37	138
Buses					13					21					19					4	57
Single-Unit Trucks					27					13					26					7	73
Articulated Trucks					5					1					2					0	8
Total Exiting Leg					45					35					47					11	138

PDI File #: **186566 E**
Location: **N: A Street S: A Street**
Location: **E: West Broadway W: West Broadway**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

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

Cars

	A Street					West Broadway					A Street					West Broadway					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	4	46	25	0	75	7	79	12	0	98	6	42	5	0	53	7	45	10	0	62	288
7:15 AM	11	53	27	0	91	5	78	11	0	94	10	40	1	0	51	7	63	9	0	79	315
7:30 AM	9	49	22	0	80	9	70	13	0	92	3	51	3	0	57	4	39	5	0	48	277
7:45 AM	8	46	26	0	80	6	74	8	0	88	4	54	5	0	63	1	55	9	0	65	296
Total	32	194	100	0	326	27	301	44	0	372	23	187	14	0	224	19	202	33	0	254	1176
8:00 AM	6	60	29	0	95	5	64	18	0	87	10	53	2	0	65	5	56	10	0	71	318
8:15 AM	10	59	42	0	111	10	58	21	0	89	3	59	3	0	65	3	49	14	0	66	331
8:30 AM	10	62	18	0	90	8	54	22	0	84	8	57	6	0	71	1	46	26	0	73	318
8:45 AM	12	55	21	0	88	10	45	6	0	61	6	77	2	0	85	5	50	15	0	70	304
Total	38	236	110	0	384	33	221	67	0	321	27	246	13	0	286	14	201	65	0	280	1271
Grand Total	70	430	210	0	710	60	522	111	0	693	50	433	27	0	510	33	403	98	0	534	2447
Approach %	9.9	60.6	29.6	0.0		8.7	75.3	16.0	0.0		9.8	84.9	5.3	0.0		6.2	75.5	18.4	0.0		
Total %	2.9	17.6	8.6	0.0	29.0	2.5	21.3	4.5	0.0	28.3	2.0	17.7	1.1	0.0	20.8	1.3	16.5	4.0	0.0	21.8	
Exiting Leg Total					591					663					574					619	2447

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

8:00 AM	A Street					West Broadway					A Street					West Broadway					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	6	60	29	0	95	5	64	18	0	87	10	53	2	0	65	5	56	10	0	71	318
8:15 AM	10	59	42	0	111	10	58	21	0	89	3	59	3	0	65	3	49	14	0	66	331
8:30 AM	10	62	18	0	90	8	54	22	0	84	8	57	6	0	71	1	46	26	0	73	318
8:45 AM	12	55	21	0	88	10	45	6	0	61	6	77	2	0	85	5	50	15	0	70	304
Total Volume	38	236	110	0	384	33	221	67	0	321	27	246	13	0	286	14	201	65	0	280	1271
% Approach Total	9.9	61.5	28.6	0.0		10.3	68.8	20.9	0.0		9.4	86.0	4.5	0.0		5.0	71.8	23.2	0.0		
PHF	0.792	0.952	0.655	0.000	0.865	0.825	0.863	0.761	0.000	0.902	0.675	0.799	0.542	0.000	0.841	0.700	0.897	0.625	0.000	0.959	0.960
Entering Leg	38	236	110	0	384	33	221	67	0	321	27	246	13	0	286	14	201	65	0	280	1271
Exiting Leg					344					338					317					272	1271
Total					728					659					603					552	2542

PDI File #: **186566 E**
Location: **N: A Street S: A Street**
Location: **E: West Broadway W: West Broadway**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class: **Light Goods Vehicle**

	A Street from North					West Broadway from East					A Street from South					West Broadway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	8	2	0	10	3	5	1	0	9	1	7	0	0	8	0	7	0	0	7	34
7:15 AM	1	6	2	0	9	0	5	5	0	10	0	9	0	0	9	0	1	1	0	2	30
7:30 AM	1	14	1	0	16	2	2	2	0	6	1	8	0	0	9	0	6	2	0	8	39
7:45 AM	1	9	1	0	11	1	1	1	0	3	0	13	2	0	15	1	9	1	0	11	40
Total	3	37	6	0	46	6	13	9	0	28	2	37	2	0	41	1	23	4	0	28	143
8:00 AM	1	6	2	0	9	1	3	1	0	5	2	6	0	0	8	0	9	1	0	10	32
8:15 AM	0	9	1	0	10	2	6	0	0	8	1	8	0	0	9	1	8	1	0	10	37
8:30 AM	0	7	3	0	10	0	3	2	0	5	0	6	0	0	6	1	7	2	0	10	31
8:45 AM	3	18	0	0	21	2	7	2	0	11	3	6	0	0	9	1	12	1	0	14	55
Total	4	40	6	0	50	5	19	5	0	29	6	26	0	0	32	3	36	5	0	44	155
Grand Total	7	77	12	0	96	11	32	14	0	57	8	63	2	0	73	4	59	9	0	72	298
Approach %	7.3	80.2	12.5	0.0		19.3	56.1	24.6	0.0		11.0	86.3	2.7	0.0		5.6	81.9	12.5	0.0		
Total %	2.3	25.8	4.0	0.0	32.2	3.7	10.7	4.7	0.0	19.1	2.7	21.1	0.7	0.0	24.5	1.3	19.8	3.0	0.0	24.2	
Exiting Leg Total					83					79					95					41	298

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

8:00 AM	A Street from North					West Broadway from East					A Street from South					West Broadway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	1	6	2	0	9	1	3	1	0	5	2	6	0	0	8	0	9	1	0	10	32
8:15 AM	0	9	1	0	10	2	6	0	0	8	1	8	0	0	9	1	8	1	0	10	37
8:30 AM	0	7	3	0	10	0	3	2	0	5	0	6	0	0	6	1	7	2	0	10	31
8:45 AM	3	18	0	0	21	2	7	2	0	11	3	6	0	0	9	1	12	1	0	14	55
Total Volume	4	40	6	0	50	5	19	5	0	29	6	26	0	0	32	3	36	5	0	44	155
% Approach Total	8.0	80.0	12.0	0.0		17.2	65.5	17.2	0.0		18.8	81.3	0.0	0.0		6.8	81.8	11.4	0.0		
PHF	0.333	0.556	0.500	0.000	0.595	0.625	0.679	0.625	0.000	0.659	0.500	0.813	0.000	0.000	0.889	0.750	0.750	0.625	0.000	0.786	0.705
Entering Leg	4	40	6	0	50	5	19	5	0	29	6	26	0	0	32	3	36	5	0	44	155
Exiting Leg					36					48					48					23	155
Total					86					77					80					67	310

PDI File #: **186566 E**
Location: **N: A Street S: A Street**
Location: **E: West Broadway W: West Broadway**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class:

Buses

	A Street from North					West Broadway from East					A Street from South					West Broadway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	1	0	0	1	0	1	2	0	3	4	0	0	0	4	0	3	0	0	3	11
7:15 AM	0	1	0	0	1	0	0	2	0	2	6	1	0	0	7	0	4	0	0	4	14
7:30 AM	0	0	0	0	0	0	1	4	0	5	4	0	0	0	4	0	2	1	0	3	12
7:45 AM	0	1	0	0	1	0	1	3	0	4	1	5	0	0	6	1	2	0	0	3	14
Total	0	3	0	0	3	0	3	11	0	14	15	6	0	0	21	1	11	1	0	13	51
8:00 AM	0	2	0	0	2	0	1	3	0	4	0	1	0	0	1	0	4	1	0	5	12
8:15 AM	0	0	0	0	0	0	0	4	0	4	0	3	0	0	3	1	7	0	0	8	15
8:30 AM	0	0	0	0	0	1	1	5	0	7	0	4	1	0	5	0	6	0	0	6	18
8:45 AM	0	1	0	0	1	0	1	3	0	4	0	2	0	0	2	0	4	1	0	5	12
Total	0	3	0	0	3	1	3	15	0	19	0	10	1	0	11	1	21	2	0	24	57
Grand Total	0	6	0	0	6	1	6	26	0	33	15	16	1	0	32	2	32	3	0	37	108
Approach %	0.0	100.0	0.0	0.0		3.0	18.2	78.8	0.0		46.9	50.0	3.1	0.0		5.4	86.5	8.1	0.0		
Total %	0.0	5.6	0.0	0.0	5.6	0.9	5.6	24.1	0.0	30.6	13.9	14.8	0.9	0.0	29.6	1.9	29.6	2.8	0.0	34.3	
Exiting Leg Total					20					47					34					7	108

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

7:45 AM	A Street from North					West Broadway from East					A Street from South					West Broadway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:45 AM	0	1	0	0	1	0	1	3	0	4	1	5	0	0	6	1	2	0	0	3	14
8:00 AM	0	2	0	0	2	0	1	3	0	4	0	1	0	0	1	0	4	1	0	5	12
8:15 AM	0	0	0	0	0	0	0	4	0	4	0	3	0	0	3	1	7	0	0	8	15
8:30 AM	0	0	0	0	0	1	1	5	0	7	0	4	1	0	5	0	6	0	0	6	18
Total Volume	0	3	0	0	3	1	3	15	0	19	1	13	1	0	15	2	19	1	0	22	59
% Approach Total	0.0	100.0	0.0	0.0		5.3	15.8	78.9	0.0		6.7	86.7	6.7	0.0		9.1	86.4	4.5	0.0		
PHF	0.000	0.375	0.000	0.000	0.375	0.250	0.750	0.750	0.000	0.679	0.250	0.650	0.250	0.000	0.625	0.500	0.679	0.250	0.000	0.688	0.819
Entering Leg	0	3	0	0	3	1	3	15	0	19	1	13	1	0	15	2	19	1	0	22	59
Exiting Leg					15					20					20					4	59
Total					18					39					35					26	118

PDI File #: **186566 E**
Location: **N: A Street S: A Street**
Location: **E: West Broadway W: West Broadway**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class: **Single-Unit Trucks**

	A Street from North					West Broadway from East					A Street from South					West Broadway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	12	1	0	13	0	2	0	0	2	1	1	1	0	3	0	1	0	0	1	19
7:15 AM	0	6	0	0	6	0	1	0	0	1	2	6	0	0	8	0	2	0	0	2	17
7:30 AM	0	2	1	0	3	0	1	0	0	1	0	0	0	0	0	0	3	2	0	5	9
7:45 AM	1	4	0	0	5	0	2	0	0	2	1	2	0	0	3	1	0	0	0	1	11
Total	1	24	2	0	27	0	6	0	0	6	4	9	1	0	14	1	6	2	0	9	56
8:00 AM	0	4	1	0	5	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	11
8:15 AM	1	5	1	0	7	2	0	2	0	4	0	2	0	0	2	0	2	0	0	2	15
8:30 AM	1	5	2	0	8	2	2	2	0	6	1	5	0	0	6	0	2	1	0	3	23
8:45 AM	2	6	1	0	9	1	1	1	0	3	1	6	0	0	7	1	2	2	0	5	24
Total	4	20	5	0	29	6	3	5	0	14	2	18	0	0	20	1	6	3	0	10	73
Grand Total	5	44	7	0	56	6	9	5	0	20	6	27	1	0	34	2	12	5	0	19	129
Approach %	8.9	78.6	12.5	0.0		30.0	45.0	25.0	0.0		17.6	79.4	2.9	0.0		10.5	63.2	26.3	0.0		
Total %	3.9	34.1	5.4	0.0	43.4	4.7	7.0	3.9	0.0	15.5	4.7	20.9	0.8	0.0	26.4	1.6	9.3	3.9	0.0	14.7	
Exiting Leg Total					38					25					51					15	129

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

8:00 AM	A Street from North					West Broadway from East					A Street from South					West Broadway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	4	1	0	5	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	11
8:15 AM	1	5	1	0	7	2	0	2	0	4	0	2	0	0	2	0	2	0	0	2	15
8:30 AM	1	5	2	0	8	2	2	2	0	6	1	5	0	0	6	0	2	1	0	3	23
8:45 AM	2	6	1	0	9	1	1	1	0	3	1	6	0	0	7	1	2	2	0	5	24
Total Volume	4	20	5	0	29	6	3	5	0	14	2	18	0	0	20	1	6	3	0	10	73
% Approach Total	13.8	69.0	17.2	0.0		42.9	21.4	35.7	0.0		10.0	90.0	0.0	0.0		10.0	60.0	30.0	0.0		
PHF	0.500	0.833	0.625	0.000	0.806	0.750	0.375	0.625	0.000	0.583	0.500	0.750	0.000	0.000	0.714	0.250	0.750	0.375	0.000	0.500	0.760
Entering Leg	4	20	5	0	29	6	3	5	0	14	2	18	0	0	20	1	6	3	0	10	73
Exiting Leg					27					13					26					7	73
Total					56					27					46					17	146

PDI File #: **186566 E**
Location: **N: A Street S: A Street**
Location: **E: West Broadway W: West Broadway**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class:

Articulated Trucks

	A Street from North					West Broadway from East					A Street from South					West Broadway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	4
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	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	1	0	0	1	1
Total	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	1	2	0	3	8
Grand Total	0	3	0	0	3	0	1	0	0	1	0	5	0	0	5	0	1	2	0	3	12
Approach %	0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	33.3	66.7	0.0		
Total %	0.0	25.0	0.0	0.0	25.0	0.0	8.3	0.0	0.0	8.3	0.0	41.7	0.0	0.0	41.7	0.0	8.3	16.7	0.0	25.0	
Exiting Leg Total					7					1					3					1	12

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

7:45 AM	A Street from North					West Broadway from East					A Street from South					West Broadway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total Volume	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	2	0	2	8
% 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	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.250	0.000	0.250	0.667
Entering Leg	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	2	0	2	8
Exiting Leg					6					0					2					0	8
Total					8					0					6					2	16

PDI File #: **186566 E**
Location: **N: A Street S: A Street**
Location: **E: West Broadway W: West Broadway**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

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

Bicycles (on Roadway and Crosswalks)

	A Street from North							West Broadway from East							A Street from South							West Broadway from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	2	0	1	0	0	0	3	0	2	0	0	0	0	2	0	0	0	0	0	0	0	5
7:15 AM	1	1	0	0	0	0	2	2	1	0	0	0	0	3	1	1	0	0	1	0	3	0	1	0	0	0	1	2	10
7:30 AM	0	0	0	0	0	0	0	1	1	1	0	0	0	3	0	5	0	0	0	0	5	1	0	3	0	0	0	4	12
7:45 AM	0	1	0	0	0	0	1	0	2	1	0	0	0	3	0	3	0	0	0	0	3	0	1	0	0	0	0	1	8
Total	1	2	0	0	0	0	3	5	4	3	0	0	0	12	1	11	0	0	1	0	13	1	2	3	0	0	1	7	35
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	2	0	0	0	0	2	0	1	0	0	0	0	1	4
8:15 AM	0	1	0	0	0	0	1	0	0	1	0	0	0	1	0	5	0	0	0	0	5	0	0	0	0	0	0	0	7
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	4	0	0	0	0	6	0	1	0	0	0	0	1	8
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	4
Total	0	1	0	0	0	0	1	1	0	2	0	0	0	3	2	15	0	0	0	0	17	0	2	0	0	0	0	2	23
Grand Total	1	3	0	0	0	0	4	6	4	5	0	0	0	15	3	26	0	0	1	0	30	1	4	3	0	0	1	9	58
Approach %	25.0	75.0	0.0	0.0	0.0	0.0		40.0	26.7	33.3	0.0	0.0	0.0		10.0	86.7	0.0	0.0	3.3	0.0		11.1	44.4	33.3	0.0	0.0	11.1		
Total %	1.7	5.2	0.0	0.0	0.0	0.0	6.9	10.3	6.9	8.6	0.0	0.0	0.0	25.9	5.2	44.8	0.0	0.0	1.7	0.0	51.7	1.7	6.9	5.2	0.0	0.0	1.7	15.5	
Exiting Leg Total							35							7							10							6	58

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

7:00 AM	A Street from North							West Broadway from East							A Street from South							West Broadway from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	2	0	1	0	0	0	3	0	2	0	0	0	0	2	0	0	0	0	0	0	0	5
7:15 AM	1	1	0	0	0	0	2	2	1	0	0	0	0	3	1	1	0	0	1	0	3	0	1	0	0	0	1	2	10
7:30 AM	0	0	0	0	0	0	0	1	1	1	0	0	0	3	0	5	0	0	0	0	5	1	0	3	0	0	0	4	12
7:45 AM	0	1	0	0	0	0	1	0	2	1	0	0	0	3	0	3	0	0	0	0	3	0	1	0	0	0	0	1	8
Total Volume	1	2	0	0	0	0	3	5	4	3	0	0	0	12	1	11	0	0	1	0	13	1	2	3	0	0	1	7	35
% Approach Total	33.3	66.7	0.0	0.0	0.0	0.0		41.7	33.3	25.0	0.0	0.0	0.0		7.7	84.6	0.0	0.0	7.7	0.0		14.3	28.6	42.9	0.0	0.0	14.3		
PHF	0.250	0.500	0.000	0.000	0.000	0.000	0.375	0.625	0.500	0.750	0.000	0.000	0.000	1.000	0.250	0.550	0.000	0.000	0.250	0.000	0.650	0.250	0.500	0.250	0.000	0.000	0.250	0.438	0.729
Entering Leg	1	2	0	0	0	0	3	5	4	3	0	0	0	12	1	11	0	0	1	0	13	1	2	3	0	0	1	7	35
Exiting Leg							19							3							7							6	35
Total							22							15							20							13	70

PDI File #: **186566 E**
Location: **N: A Street S: A Street**
Location: **E: West Broadway W: West Broadway**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

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

Pedestrians

	A Street from North							West Broadway from East							A Street from South							West Broadway from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	13	10	23	0	0	0	0	4	9	13	0	0	0	0	32	16	48	0	0	0	0	10	11	21	105
7:15 AM	0	0	0	0	16	17	33	0	0	0	0	12	5	17	0	0	0	0	46	18	64	0	0	0	0	7	19	26	140
7:30 AM	0	0	0	0	20	17	37	0	0	0	0	9	12	21	0	0	0	0	51	28	79	0	0	0	0	17	18	35	172
7:45 AM	0	0	0	0	11	21	32	0	0	0	0	12	10	22	0	0	0	0	73	26	99	0	0	0	0	11	20	31	184
Total	0	0	0	0	60	65	125	0	0	0	0	37	36	73	0	0	0	0	202	88	290	0	0	0	0	45	68	113	601
8:00 AM	0	0	0	0	23	17	40	0	0	0	0	13	21	34	0	0	0	0	70	37	107	0	0	0	0	35	35	70	251
8:15 AM	0	0	0	0	10	7	17	0	0	0	0	13	37	50	0	0	0	0	115	52	167	0	0	0	0	26	18	44	278
8:30 AM	0	0	0	0	13	19	32	0	0	0	0	14	40	54	0	0	0	0	89	45	134	0	0	0	0	37	32	69	289
8:45 AM	0	0	0	0	3	7	10	0	0	0	0	13	35	48	0	0	0	0	69	54	123	0	0	0	0	35	16	51	232
Total	0	0	0	0	49	50	99	0	0	0	0	53	133	186	0	0	0	0	343	188	531	0	0	0	0	133	101	234	1050
Grand Total	0	0	0	0	109	115	224	0	0	0	0	90	169	259	0	0	0	0	545	276	821	0	0	0	0	178	169	347	1651
Approach %	0	0	0	0	48.7	51.3		0	0	0	0	34.7	65.3		0	0	0	0	66.4	33.6		0	0	0	0	51.3	48.7		
Total %	0	0	0	0	6.6	6.97	13.6	0	0	0	0	5.45	10.2	15.7	0	0	0	0	33	16.7	49.7	0	0	0	0	10.8	10.2	21	
Exiting Leg Total							224							259							821							347	1651

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

8:00 AM	A Street from North							West Broadway from East							A Street from South							West Broadway from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
8:00 AM	0	0	0	0	23	17	40	0	0	0	0	13	21	34	0	0	0	0	70	37	107	0	0	0	0	35	35	70	251
8:15 AM	0	0	0	0	10	7	17	0	0	0	0	13	37	50	0	0	0	0	115	52	167	0	0	0	0	26	18	44	278
8:30 AM	0	0	0	0	13	19	32	0	0	0	0	14	40	54	0	0	0	0	89	45	134	0	0	0	0	37	32	69	289
8:45 AM	0	0	0	0	3	7	10	0	0	0	0	13	35	48	0	0	0	0	69	54	123	0	0	0	0	35	16	51	232
Total Volume	0	0	0	0	49	50	99	0	0	0	0	53	133	186	0	0	0	0	343	188	531	0	0	0	0	133	101	234	1050
% Approach Total	0.0	0.0	0.0	0.0	49.5	50.5		0.0	0.0	0.0	0.0	28.5	71.5		0.0	0.0	0.0	0.0	64.6	35.4		0.0	0.0	0.0	0.0	56.8	43.2		
PHF	0.000	0.000	0.000	0.000	0.533	0.658	0.619	0.000	0.000	0.000	0.000	0.946	0.831	0.861	0.000	0.000	0.000	0.000	0.746	0.870	0.795	0.000	0.000	0.000	0.000	0.899	0.721	0.836	0.908
Entering Leg	0	0	0	0	49	50	99	0	0	0	0	53	133	186	0	0	0	0	343	188	531	0	0	0	0	133	101	234	1050
Exiting Leg							99							186							531							234	1050
Total							198							372							1062							468	2100

PDI File #: **186566 EE**
Location: **N: A Street S: A Street**
Location: **E: West Broadway W: West Broadway**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

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

Cars and Heavy Vehicles (Combined)

	A Street from North					West Broadway from East					A Street from South					West Broadway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	122	32	0	154	16	35	15	0	66	12	71	7	0	90	1	78	26	0	105	415
4:15 PM	2	134	28	0	164	13	38	16	0	67	14	78	2	0	94	6	85	15	1	107	432
4:30 PM	5	127	26	0	158	9	41	9	0	59	15	76	8	0	99	8	88	26	0	122	438
4:45 PM	11	133	29	0	173	9	43	16	0	68	8	82	6	0	96	6	99	8	0	113	450
Total	18	516	115	0	649	47	157	56	0	260	49	307	23	0	379	21	350	75	1	447	1735
5:00 PM	10	127	32	0	169	8	50	12	0	70	8	84	2	0	94	10	112	13	0	135	468
5:15 PM	9	116	17	0	142	12	37	14	0	63	16	55	2	0	73	11	79	19	0	109	387
5:30 PM	8	131	32	0	171	8	41	23	0	72	11	74	6	0	91	8	92	22	0	122	456
5:45 PM	9	130	37	0	176	9	31	9	0	49	20	76	5	0	101	1	104	18	0	123	449
Total	36	504	118	0	658	37	159	58	0	254	55	289	15	0	359	30	387	72	0	489	1760
Grand Total	54	1020	233	0	1307	84	316	114	0	514	104	596	38	0	738	51	737	147	1	936	3495
Approach %	4.1	78.0	17.8	0.0		16.3	61.5	22.2	0.0		14.1	80.8	5.1	0.0		5.4	78.7	15.7	0.1		
Total %	1.5	29.2	6.7	0.0	37.4	2.4	9.0	3.3	0.0	14.7	3.0	17.1	1.1	0.0	21.1	1.5	21.1	4.2	0.0	26.8	
Exiting Leg Total					827					1074					1185					409	3495
Cars	52	979	230	0	1261	82	307	100	0	489	95	586	38	0	719	49	697	145	1	892	3361
% Cars	96.3	96.0	98.7	0.0	96.5	97.6	97.2	87.7	0.0	95.1	91.3	98.3	100.0	0.0	97.4	96.1	94.6	98.6	100.0	95.3	96.2
Exiting Leg Total					813					1022					1128					398	3361
Heavy Vehicles	2	41	3	0	46	2	9	14	0	25	9	10	0	0	19	2	40	2	0	44	134
% Heavy Vehicles	3.7	4.0	1.3	0.0	3.5	2.4	2.8	12.3	0.0	4.9	8.7	1.7	0.0	0.0	2.6	3.9	5.4	1.4	0.0	4.7	3.8
Exiting Leg Total					14					52					57					11	134

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

4:15 PM	A Street from North					West Broadway from East					A Street from South					West Broadway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:15 PM	2	134	28	0	164	13	38	16	0	67	14	78	2	0	94	6	85	15	1	107	432
4:30 PM	5	127	26	0	158	9	41	9	0	59	15	76	8	0	99	8	88	26	0	122	438
4:45 PM	11	133	29	0	173	9	43	16	0	68	8	82	6	0	96	6	99	8	0	113	450
5:00 PM	10	127	32	0	169	8	50	12	0	70	8	84	2	0	94	10	112	13	0	135	468
Total Volume	28	521	115	0	664	39	172	53	0	264	45	320	18	0	383	30	384	62	1	477	1788
% Approach Total	4.2	78.5	17.3	0.0		14.8	65.2	20.1	0.0		11.7	83.6	4.7	0.0		6.3	80.5	13.0	0.2		
PHF	0.636	0.972	0.898	0.000	0.960	0.750	0.860	0.828	0.000	0.943	0.750	0.952	0.563	0.000	0.967	0.750	0.857	0.596	0.250	0.883	0.955
Cars	26	499	113	0	638	38	164	45	0	247	39	312	18	0	369	28	358	62	1	449	1703
Cars %	92.9	95.8	98.3	0.0	96.1	97.4	95.3	84.9	0.0	93.6	86.7	97.5	100.0	0.0	96.3	93.3	93.2	100.0	100.0	94.1	95.2
Heavy Vehicles	2	22	2	0	26	1	8	8	0	17	6	8	0	0	14	2	26	0	0	28	85
Heavy Vehicles %	7.1	4.2	1.7	0.0	3.9	2.6	4.7	15.1	0.0	6.4	13.3	2.5	0.0	0.0	3.7	6.7	6.8	0.0	0.0	5.9	4.8
Cars Enter Leg	26	499	113	0	638	38	164	45	0	247	39	312	18	0	369	28	358	62	1	449	1703
Heavy Enter Leg	2	22	2	0	26	1	8	8	0	17	6	8	0	0	14	2	26	0	0	28	85
Total Entering Leg	28	521	115	0	664	39	172	53	0	264	45	320	18	0	383	30	384	62	1	477	1788
Cars Exiting Leg					412					510					572					209	1703
Heavy Exiting Leg					9					34					32					10	85
Total Exiting Leg					421					544					604					219	1788

PDI File #: **186566 EE**
Location: **N: A Street S: A Street**
Location: **E: West Broadway W: West Broadway**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

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

Class: **Cars-Combined (Motorcycles, Cars, Light Goods)**

	A Street from North					West Broadway from East					A Street from South					West Broadway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	114	32	0	146	15	35	14	0	64	11	69	7	0	87	1	75	25	0	101	398
4:15 PM	1	127	27	0	155	12	36	13	0	61	10	75	2	0	87	5	74	15	1	95	398
4:30 PM	4	123	26	0	153	9	40	8	0	57	14	73	8	0	95	8	83	26	0	117	422
4:45 PM	11	128	29	0	168	9	40	16	0	65	8	80	6	0	94	6	94	8	0	108	435
Total	16	492	114	0	622	45	151	51	0	247	43	297	23	0	363	20	326	74	1	421	1653
5:00 PM	10	121	31	0	162	8	48	8	0	64	7	84	2	0	93	9	107	13	0	129	448
5:15 PM	9	111	16	0	136	12	37	13	0	62	15	55	2	0	72	11	76	19	0	106	376
5:30 PM	8	128	32	0	168	8	41	20	0	69	10	74	6	0	90	8	90	21	0	119	446
5:45 PM	9	127	37	0	173	9	30	8	0	47	20	76	5	0	101	1	98	18	0	117	438
Total	36	487	116	0	639	37	156	49	0	242	52	289	15	0	356	29	371	71	0	471	1708
Grand Total	52	979	230	0	1261	82	307	100	0	489	95	586	38	0	719	49	697	145	1	892	3361
Approach %	4.1	77.6	18.2	0.0		16.8	62.8	20.4	0.0		13.2	81.5	5.3	0.0		5.5	78.1	16.3	0.1		
Total %	1.5	29.1	6.8	0.0	37.5	2.4	9.1	3.0	0.0	14.5	2.8	17.4	1.1	0.0	21.4	1.5	20.7	4.3	0.0	26.5	
Exiting Leg Total					813					1022					1128					398	3361

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

5:00 PM	A Street from North					West Broadway from East					A Street from South					West Broadway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
5:00 PM	10	121	31	0	162	8	48	8	0	64	7	84	2	0	93	9	107	13	0	129	448
5:15 PM	9	111	16	0	136	12	37	13	0	62	15	55	2	0	72	11	76	19	0	106	376
5:30 PM	8	128	32	0	168	8	41	20	0	69	10	74	6	0	90	8	90	21	0	119	446
5:45 PM	9	127	37	0	173	9	30	8	0	47	20	76	5	0	101	1	98	18	0	117	438
Total Volume	36	487	116	0	639	37	156	49	0	242	52	289	15	0	356	29	371	71	0	471	1708
% Approach Total	5.6	76.2	18.2	0.0		15.3	64.5	20.2	0.0		14.6	81.2	4.2	0.0		6.2	78.8	15.1	0.0		
PHF	0.900	0.951	0.784	0.000	0.923	0.771	0.813	0.613	0.000	0.877	0.650	0.860	0.625	0.000	0.881	0.659	0.867	0.845	0.000	0.913	0.953
Entering Leg	36	487	116	0	639	37	156	49	0	242	52	289	15	0	356	29	371	71	0	471	1708
Exiting Leg					397					539					565					207	1708
Total					1036					781					921					678	3416

PDI File #: **186566 EE**
Location: **N: A Street S: A Street**
Location: **E: West Broadway W: West Broadway**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

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

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

	A Street from North					West Broadway from East					A Street from South					West Broadway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	8	0	0	8	1	0	1	0	2	1	2	0	0	3	0	3	1	0	4	17
4:15 PM	1	7	1	0	9	1	2	3	0	6	4	3	0	0	7	1	11	0	0	12	34
4:30 PM	1	4	0	0	5	0	1	1	0	2	1	3	0	0	4	0	5	0	0	5	16
4:45 PM	0	5	0	0	5	0	3	0	0	3	0	2	0	0	2	0	5	0	0	5	15
Total	2	24	1	0	27	2	6	5	0	13	6	10	0	0	16	1	24	1	0	26	82
5:00 PM	0	6	1	0	7	0	2	4	0	6	1	0	0	0	1	1	5	0	0	6	20
5:15 PM	0	5	1	0	6	0	0	1	0	1	1	0	0	0	1	0	3	0	0	3	11
5:30 PM	0	3	0	0	3	0	0	3	0	3	1	0	0	0	1	0	2	1	0	3	10
5:45 PM	0	3	0	0	3	0	1	1	0	2	0	0	0	0	0	0	6	0	0	6	11
Total	0	17	2	0	19	0	3	9	0	12	3	0	0	0	3	1	16	1	0	18	52
Grand Total	2	41	3	0	46	2	9	14	0	25	9	10	0	0	19	2	40	2	0	44	134
Approach %	4.3	89.1	6.5	0.0		8.0	36.0	56.0	0.0		47.4	52.6	0.0	0.0		4.5	90.9	4.5	0.0		
Total %	1.5	30.6	2.2	0.0	34.3	1.5	6.7	10.4	0.0	18.7	6.7	7.5	0.0	0.0	14.2	1.5	29.9	1.5	0.0	32.8	
Exiting Leg Total					14					52					57					11	134
Buses	0	19	1	0	20	1	6	9	0	16	6	2	0	0	8	2	24	0	0	26	70
% Buses	0.0	46.3	33.3	0.0	43.5	50.0	66.7	64.3	0.0	64.0	66.7	20.0	0.0	0.0	42.1	100.0	60.0	0.0	0.0	59.1	52.2
Exiting Leg Total					3					31					30					6	70
Single-Unit Trucks	2	19	2	0	23	0	3	5	0	8	3	6	0	0	9	0	16	1	0	17	57
% Single-Unit	100.0	46.3	66.7	0.0	50.0	0.0	33.3	35.7	0.0	32.0	33.3	60.0	0.0	0.0	47.4	0.0	40.0	50.0	0.0	38.6	42.5
Exiting Leg Total					7					21					24					5	57
Articulated Trucks	0	3	0	0	3	1	0	0	0	1	0	2	0	0	2	0	0	1	0	1	7
% Articulated	0.0	7.3	0.0	0.0	6.5	50.0	0.0	0.0	0.0	4.0	0.0	20.0	0.0	0.0	10.5	0.0	0.0	50.0	0.0	2.3	5.2
Exiting Leg Total					4					0					3					0	7

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

4:15 PM	A Street from North					West Broadway from East					A Street from South					West Broadway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:15 PM	1	7	1	0	9	1	2	3	0	6	4	3	0	0	7	1	11	0	0	12	34
4:30 PM	1	4	0	0	5	0	1	1	0	2	1	3	0	0	4	0	5	0	0	5	16
4:45 PM	0	5	0	0	5	0	3	0	0	3	0	2	0	0	2	0	5	0	0	5	15
5:00 PM	0	6	1	0	7	0	2	4	0	6	1	0	0	0	1	1	5	0	0	6	20
Total Volume	2	22	2	0	26	1	8	8	0	17	6	8	0	0	14	2	26	0	0	28	85
% Approach Total	7.7	84.6	7.7	0.0		5.9	47.1	47.1	0.0		42.9	57.1	0.0	0.0		7.1	92.9	0.0	0.0		
PHF	0.500	0.786	0.500	0.000	0.722	0.250	0.667	0.500	0.000	0.708	0.375	0.667	0.000	0.000	0.500	0.500	0.591	0.000	0.000	0.583	0.625
Buses	0	9	0	0	9	1	5	4	0	10	3	2	0	0	5	2	13	0	0	15	39
Buses %	0.0	40.9	0.0	0.0	34.6	100.0	62.5	50.0	0.0	58.8	50.0	25.0	0.0	0.0	35.7	100.0	50.0	0.0	0.0	53.6	45.9
Single-Unit Trucks	2	12	2	0	16	0	3	4	0	7	3	5	0	0	8	0	13	0	0	13	44
Single-Unit %	100.0	54.5	100.0	0.0	61.5	0.0	37.5	50.0	0.0	41.2	50.0	62.5	0.0	0.0	57.1	0.0	50.0	0.0	0.0	46.4	51.8
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Articulated %	0.0	4.5	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	2.4
Buses	0	9	0	0	9	1	5	4	0	10	3	2	0	0	5	2	13	0	0	15	39
Single-Unit Trucks	2	12	2	0	16	0	3	4	0	7	3	5	0	0	8	0	13	0	0	13	44
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total Entering Leg	2	22	2	0	26	1	8	8	0	17	6	8	0	0	14	2	26	0	0	28	85
Buses					3					16					15					5	39
Single-Unit Trucks					5					18					16					5	44
Articulated Trucks					1					0					1					0	2
Total Exiting Leg					9					34					32					10	85

PDI File #: **186566 EE**
Location: **N: A Street S: A Street**
Location: **E: West Broadway W: West Broadway**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

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

Class:

Cars

	A Street					West Broadway					A Street					West Broadway					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	105	29	0	134	14	33	11	0	58	10	62	6	0	78	1	69	24	0	94	364
4:15 PM	1	117	23	0	141	11	34	13	0	58	9	69	2	0	80	5	69	13	1	88	367
4:30 PM	4	115	25	0	144	8	37	6	0	51	11	72	7	0	90	8	77	23	0	108	393
4:45 PM	7	120	26	0	153	8	32	16	0	56	7	71	5	0	83	5	84	8	0	97	389
Total	12	457	103	0	572	41	136	46	0	223	37	274	20	0	331	19	299	68	1	387	1513
5:00 PM	10	110	29	0	149	6	45	8	0	59	5	77	2	0	84	9	102	13	0	124	416
5:15 PM	8	104	16	0	128	12	35	12	0	59	15	52	2	0	69	11	73	18	0	102	358
5:30 PM	8	125	29	0	162	7	35	19	0	61	9	71	6	0	86	8	87	21	0	116	425
5:45 PM	9	122	32	0	163	8	29	7	0	44	19	70	4	0	93	1	92	17	0	110	410
Total	35	461	106	0	602	33	144	46	0	223	48	270	14	0	332	29	354	69	0	452	1609
Grand Total	47	918	209	0	1174	74	280	92	0	446	85	544	34	0	663	48	653	137	1	839	3122
Approach %	4.0	78.2	17.8	0.0		16.6	62.8	20.6	0.0		12.8	82.1	5.1	0.0		5.7	77.8	16.3	0.1		
Total %	1.5	29.4	6.7	0.0	37.6	2.4	9.0	2.9	0.0	14.3	2.7	17.4	1.1	0.0	21.2	1.5	20.9	4.4	0.0	26.9	
Exiting Leg Total					755					947					1058					362	3122

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

5:00 PM	A Street					West Broadway					A Street					West Broadway					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
5:00 PM	10	110	29	0	149	6	45	8	0	59	5	77	2	0	84	9	102	13	0	124	416
5:15 PM	8	104	16	0	128	12	35	12	0	59	15	52	2	0	69	11	73	18	0	102	358
5:30 PM	8	125	29	0	162	7	35	19	0	61	9	71	6	0	86	8	87	21	0	116	425
5:45 PM	9	122	32	0	163	8	29	7	0	44	19	70	4	0	93	1	92	17	0	110	410
Total Volume	35	461	106	0	602	33	144	46	0	223	48	270	14	0	332	29	354	69	0	452	1609
% Approach Total	5.8	76.6	17.6	0.0		14.8	64.6	20.6	0.0		14.5	81.3	4.2	0.0		6.4	78.3	15.3	0.0		
PHF	0.875	0.922	0.828	0.000	0.923	0.688	0.800	0.605	0.000	0.914	0.632	0.877	0.583	0.000	0.892	0.659	0.868	0.821	0.000	0.911	0.946
Entering Leg	35	461	106	0	602	33	144	46	0	223	48	270	14	0	332	29	354	69	0	452	1609
Exiting Leg					372					508					536					193	1609
Total					974					731					868					645	3218

PDI File #: **186566 EE**
Location: **N: A Street S: A Street**
Location: **E: West Broadway W: West Broadway**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

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

Class: **Light Goods Vehicle**

	A Street from North					West Broadway from East					A Street from South					West Broadway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	7	2	0	9	1	2	3	0	6	1	7	1	0	9	0	6	1	0	7	31
4:15 PM	0	9	4	0	13	1	2	0	0	3	1	6	0	0	7	0	5	2	0	7	30
4:30 PM	0	7	0	0	7	1	3	2	0	6	3	1	1	0	5	0	6	3	0	9	27
4:45 PM	4	6	3	0	13	1	8	0	0	9	1	9	0	0	10	1	9	0	0	10	42
Total	4	29	9	0	42	4	15	5	0	24	6	23	2	0	31	1	26	6	0	33	130
5:00 PM	0	11	1	0	12	2	3	0	0	5	2	7	0	0	9	0	5	0	0	5	31
5:15 PM	1	7	0	0	8	0	2	1	0	3	0	3	0	0	3	0	3	1	0	4	18
5:30 PM	0	3	3	0	6	1	6	1	0	8	1	3	0	0	4	0	1	0	0	1	19
5:45 PM	0	4	4	0	8	1	1	1	0	3	1	5	1	0	7	0	6	1	0	7	25
Total	1	25	8	0	34	4	12	3	0	19	4	18	1	0	23	0	15	2	0	17	93
Grand Total	5	54	17	0	76	8	27	8	0	43	10	41	3	0	54	1	41	8	0	50	223
Approach %	6.6	71.1	22.4	0.0		18.6	62.8	18.6	0.0		18.5	75.9	5.6	0.0		2.0	82.0	16.0	0.0		
Total %	2.2	24.2	7.6	0.0	34.1	3.6	12.1	3.6	0.0	19.3	4.5	18.4	1.3	0.0	24.2	0.4	18.4	3.6	0.0	22.4	
Exiting Leg Total					57					68					63					35	223

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

4:00 PM	A Street from North					West Broadway from East					A Street from South					West Broadway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	7	2	0	9	1	2	3	0	6	1	7	1	0	9	0	6	1	0	7	31
4:15 PM	0	9	4	0	13	1	2	0	0	3	1	6	0	0	7	0	5	2	0	7	30
4:30 PM	0	7	0	0	7	1	3	2	0	6	3	1	1	0	5	0	6	3	0	9	27
4:45 PM	4	6	3	0	13	1	8	0	0	9	1	9	0	0	10	1	9	0	0	10	42
Total Volume	4	29	9	0	42	4	15	5	0	24	6	23	2	0	31	1	26	6	0	33	130
% Approach Total	9.5	69.0	21.4	0.0		16.7	62.5	20.8	0.0		19.4	74.2	6.5	0.0		3.0	78.8	18.2	0.0		
PHF	0.250	0.806	0.563	0.000	0.808	1.000	0.469	0.417	0.000	0.667	0.500	0.639	0.500	0.000	0.775	0.250	0.722	0.500	0.000	0.825	0.774
Entering Leg	4	29	9	0	42	4	15	5	0	24	6	23	2	0	31	1	26	6	0	33	130
Exiting Leg					33					41					35					21	130
Total					75					65					66					54	260

PDI File #: **186566 EE**
Location: **N: A Street S: A Street**
Location: **E: West Broadway W: West Broadway**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

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

Class:

Buses

	A Street from North					West Broadway from East					A Street from South					West Broadway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	3	0	0	3	0	0	1	0	1	1	0	0	0	1	0	2	0	0	2	7
4:15 PM	0	1	0	0	1	1	0	1	0	2	2	1	0	0	3	1	5	0	0	6	12
4:30 PM	0	2	0	0	2	0	1	0	0	1	1	1	0	0	2	0	3	0	0	3	8
4:45 PM	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	8
Total	0	9	0	0	9	1	3	2	0	6	4	2	0	0	6	1	13	0	0	14	35
5:00 PM	0	3	0	0	3	0	2	3	0	5	0	0	0	0	0	1	2	0	0	3	11
5:15 PM	0	4	1	0	5	0	0	1	0	1	1	0	0	0	1	0	2	0	0	2	9
5:30 PM	0	1	0	0	1	0	0	2	0	2	1	0	0	0	1	0	2	0	0	2	6
5:45 PM	0	2	0	0	2	0	1	1	0	2	0	0	0	0	0	0	5	0	0	5	9
Total	0	10	1	0	11	0	3	7	0	10	2	0	0	0	2	1	11	0	0	12	35
Grand Total	0	19	1	0	20	1	6	9	0	16	6	2	0	0	8	2	24	0	0	26	70
Approach %	0.0	95.0	5.0	0.0		6.3	37.5	56.3	0.0		75.0	25.0	0.0	0.0		7.7	92.3	0.0	0.0		
Total %	0.0	27.1	1.4	0.0	28.6	1.4	8.6	12.9	0.0	22.9	8.6	2.9	0.0	0.0	11.4	2.9	34.3	0.0	0.0	37.1	
Exiting Leg Total					3					31					30					6	70

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

4:15 PM	A Street from North					West Broadway from East					A Street from South					West Broadway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:15 PM	0	1	0	0	1	1	0	1	0	2	2	1	0	0	3	1	5	0	0	6	12
4:30 PM	0	2	0	0	2	0	1	0	0	1	1	1	0	0	2	0	3	0	0	3	8
4:45 PM	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	8
5:00 PM	0	3	0	0	3	0	2	3	0	5	0	0	0	0	0	1	2	0	0	3	11
Total Volume	0	9	0	0	9	1	5	4	0	10	3	2	0	0	5	2	13	0	0	15	39
% Approach Total	0.0	100.0	0.0	0.0		10.0	50.0	40.0	0.0		60.0	40.0	0.0	0.0		13.3	86.7	0.0	0.0		
PHF	0.000	0.750	0.000	0.000	0.750	0.250	0.625	0.333	0.000	0.500	0.375	0.500	0.000	0.000	0.417	0.500	0.650	0.000	0.000	0.625	0.813
Entering Leg	0	9	0	0	9	1	5	4	0	10	3	2	0	0	5	2	13	0	0	15	39
Exiting Leg					3					16					15					5	39
Total					12					26					20					20	78

PDI File #: **186566 EE**
Location: **N: A Street S: A Street**
Location: **E: West Broadway W: West Broadway**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

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

Class: **Single-Unit Trucks**

	A Street from North					West Broadway from East					A Street from South					West Broadway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	5
4:15 PM	1	6	1	0	8	0	2	2	0	4	2	1	0	0	3	0	6	0	0	6	21
4:30 PM	1	1	0	0	2	0	0	1	0	1	0	2	0	0	2	0	2	0	0	2	7
4:45 PM	0	2	0	0	2	0	1	0	0	1	0	2	0	0	2	0	2	0	0	2	7
Total	2	12	1	0	15	0	3	3	0	6	2	6	0	0	8	0	11	0	0	11	40
5:00 PM	0	3	1	0	4	0	0	1	0	1	1	0	0	0	1	0	3	0	0	3	9
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
5:30 PM	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	4
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	0	7	1	0	8	0	0	2	0	2	1	0	0	0	1	0	5	1	0	6	17
Grand Total	2	19	2	0	23	0	3	5	0	8	3	6	0	0	9	0	16	1	0	17	57
Approach %	8.7	82.6	8.7	0.0		0.0	37.5	62.5	0.0		33.3	66.7	0.0	0.0		0.0	94.1	5.9	0.0		
Total %	3.5	33.3	3.5	0.0	40.4	0.0	5.3	8.8	0.0	14.0	5.3	10.5	0.0	0.0	15.8	0.0	28.1	1.8	0.0	29.8	
Exiting Leg Total					7					21					24					5	57

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

4:15 PM	A Street from North					West Broadway from East					A Street from South					West Broadway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:15 PM	1	6	1	0	8	0	2	2	0	4	2	1	0	0	3	0	6	0	0	6	21
4:30 PM	1	1	0	0	2	0	0	1	0	1	0	2	0	0	2	0	2	0	0	2	7
4:45 PM	0	2	0	0	2	0	1	0	0	1	0	2	0	0	2	0	2	0	0	2	7
5:00 PM	0	3	1	0	4	0	0	1	0	1	1	0	0	0	1	0	3	0	0	3	9
Total Volume	2	12	2	0	16	0	3	4	0	7	3	5	0	0	8	0	13	0	0	13	44
% Approach Total	12.5	75.0	12.5	0.0		0.0	42.9	57.1	0.0		37.5	62.5	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.500	0.500	0.500	0.000	0.500	0.000	0.375	0.500	0.000	0.438	0.375	0.625	0.000	0.000	0.667	0.000	0.542	0.000	0.000	0.542	0.524
Entering Leg	2	12	2	0	16	0	3	4	0	7	3	5	0	0	8	0	13	0	0	13	44
Exiting Leg					5					18					16					5	44
Total					21					25					24					18	88

PDI File #: **186566 EE**
Location: **N: A Street S: A Street**
Location: **E: West Broadway W: West Broadway**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

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

Articulated Trucks

	A Street from North					West Broadway from East					A Street from South					West Broadway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	2	0	0	2	1	0	0	0	1	0	1	0	0	1	0	0	1	0	1	5
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:30 PM	0	1	0	0	1	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
Total	0	3	0	0	3	1	0	0	0	1	0	2	0	0	2	0	0	1	0	1	7
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	3	0	0	3	1	0	0	0	1	0	2	0	0	2	0	0	1	0	1	7
Approach %	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	0.0	42.9	0.0	0.0	42.9	14.3	0.0	0.0	0.0	14.3	0.0	28.6	0.0	0.0	28.6	0.0	0.0	14.3	0.0	14.3	
Exiting Leg Total					4					0					3					0	7

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

4:00 PM	A Street from North					West Broadway from East					A Street from South					West Broadway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	2	0	0	2	1	0	0	0	1	0	1	0	0	1	0	0	1	0	1	5
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:30 PM	0	1	0	0	1	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
Total Volume	0	3	0	0	3	1	0	0	0	1	0	2	0	0	2	0	0	1	0	1	7
% Approach Total	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.000	0.375	0.000	0.000	0.375	0.250	0.000	0.000	0.000	0.250	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.250	0.000	0.250	0.350
Entering Leg	0	3	0	0	3	1	0	0	0	1	0	2	0	0	2	0	0	1	0	1	7
Exiting Leg					4					0					3					0	7
Total					7					1					5					1	14

PDI File #: **186566 EE**
Location: **N: A Street S: A Street**
Location: **E: West Broadway W: West Broadway**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

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

Bicycles (on Roadway and Crosswalks)

	A Street from North							West Broadway from East							A Street from South							West Broadway from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	1	0	0	0	0	1	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	1	4
4:15 PM	0	3	1	0	1	0	5	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	4	0	0	0	0	4	11
4:30 PM	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	0	0	0	0	2	5
4:45 PM	0	2	0	0	0	0	2	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	1	5
Total	0	8	1	0	1	0	10	0	1	3	0	0	0	4	0	3	0	0	0	0	3	0	8	0	0	0	0	8	25
5:00 PM	0	9	2	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	13
5:15 PM	0	5	1	0	0	0	6	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	8
5:30 PM	0	12	1	0	0	0	13	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	1	15
5:45 PM	0	5	4	0	0	0	9	0	0	1	0	0	0	1	0	1	0	0	0	0	1	0	2	1	0	0	0	3	14
Total	0	31	8	0	0	0	39	0	0	2	0	0	0	2	0	2	0	0	0	0	2	0	6	1	0	0	0	7	50
Grand Total	0	39	9	0	1	0	49	0	1	5	0	0	0	6	0	5	0	0	0	0	5	0	14	1	0	0	0	15	75
Approach %	0.0	79.6	18.4	0.0	2.0	0.0		0.0	16.7	83.3	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	93.3	6.7	0.0	0.0	0.0		
Total %	0.0	52.0	12.0	0.0	1.3	0.0	65.3	0.0	1.3	6.7	0.0	0.0	0.0	8.0	0.0	6.7	0.0	0.0	0.0	0.0	6.7	0.0	18.7	1.3	0.0	0.0	0.0	20.0	
Exiting Leg Total							7							23							44							1	75

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

5:00 PM	A Street from North							West Broadway from East							A Street from South							West Broadway from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
5:00 PM	0	9	2	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	13
5:15 PM	0	5	1	0	0	0	6	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	8
5:30 PM	0	12	1	0	0	0	13	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	1	15
5:45 PM	0	5	4	0	0	0	9	0	0	1	0	0	0	1	0	1	0	0	0	0	1	0	2	1	0	0	0	3	14
Total Volume	0	31	8	0	0	0	39	0	0	2	0	0	0	2	0	2	0	0	0	0	2	0	6	1	0	0	0	7	50
% Approach Total	0.0	79.5	20.5	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	85.7	14.3	0.0	0.0	0.0		
PHF	0.000	0.646	0.500	0.000	0.000	0.000	0.750	0.000	0.000	0.500	0.000	0.000	0.000	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.500	0.000	0.750	0.250	0.000	0.000	0.000	0.583	0.833
Entering Leg	0	31	8	0	0	0	39	0	0	2	0	0	0	2	0	2	0	0	0	0	2	0	6	1	0	0	0	7	50
Exiting Leg							3							14							33							0	50
Total							42							16							35							7	100

PDI File #: **186566 EE**
Location: **N: A Street S: A Street**
Location: **E: West Broadway W: West Broadway**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

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

Pedestrians

	A Street from North							West Broadway from East							A Street from South							West Broadway from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	15	21	36	0	0	0	0	3	4	7	0	0	0	0	16	26	42	0	0	0	0	9	22	31	116
4:15 PM	0	0	0	0	19	10	29	0	0	0	0	7	4	11	0	0	0	0	22	46	68	0	0	0	0	10	17	27	135
4:30 PM	0	0	0	0	10	17	27	0	0	0	0	13	10	23	0	0	0	0	18	42	60	0	0	0	0	9	26	35	145
4:45 PM	0	0	0	0	16	13	29	0	0	0	0	7	16	23	0	0	0	0	28	54	82	0	0	0	0	15	28	43	177
Total	0	0	0	0	60	61	121	0	0	0	0	30	34	64	0	0	0	0	84	168	252	0	0	0	0	43	93	136	573
5:00 PM	0	0	0	0	12	33	45	0	0	0	0	16	59	75	0	0	0	0	23	60	83	0	0	0	0	12	65	77	280
5:15 PM	0	0	0	0	26	30	56	0	0	0	0	12	7	19	0	0	0	0	20	112	132	0	0	0	0	18	57	75	282
5:30 PM	0	0	0	0	37	26	63	0	0	0	0	20	10	30	0	0	0	0	35	120	155	0	0	0	0	25	51	76	324
5:45 PM	0	0	0	0	32	26	58	0	0	0	0	14	11	25	0	0	0	0	19	111	130	0	0	0	0	29	60	89	302
Total	0	0	0	0	107	115	222	0	0	0	0	62	87	149	0	0	0	0	97	403	500	0	0	0	0	84	233	317	1188
Grand Total	0	0	0	0	167	176	343	0	0	0	0	92	121	213	0	0	0	0	181	571	752	0	0	0	0	127	326	453	1761
Approach %	0	0	0	0	48.7	51.3		0	0	0	0	43.2	56.8		0	0	0	0	24.1	75.9		0	0	0	0	28	72		
Total %	0	0	0	0	9.48	9.99	19.5	0	0	0	0	5.22	6.87	12.1	0	0	0	0	10.3	32.4	42.7	0	0	0	0	7.21	18.5	25.7	
Exiting Leg Total							343							213							752							453	1761

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

5:00 PM	A Street from North							West Broadway from East							A Street from South							West Broadway from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
5:00 PM	0	0	0	0	12	33	45	0	0	0	0	16	59	75	0	0	0	0	23	60	83	0	0	0	0	12	65	77	280
5:15 PM	0	0	0	0	26	30	56	0	0	0	0	12	7	19	0	0	0	0	20	112	132	0	0	0	0	18	57	75	282
5:30 PM	0	0	0	0	37	26	63	0	0	0	0	20	10	30	0	0	0	0	35	120	155	0	0	0	0	25	51	76	324
5:45 PM	0	0	0	0	32	26	58	0	0	0	0	14	11	25	0	0	0	0	19	111	130	0	0	0	0	29	60	89	302
Total Volume	0	0	0	0	107	115	222	0	0	0	0	62	87	149	0	0	0	0	97	403	500	0	0	0	0	84	233	317	1188
% Approach Total	0.0	0.0	0.0	0.0	48.2	51.8		0.0	0.0	0.0	0.0	41.6	58.4		0.0	0.0	0.0	0.0	19.4	80.6		0.0	0.0	0.0	0.0	26.5	73.5		
PHF	0.000	0.000	0.000	0.000	0.723	0.871	0.881	0.000	0.000	0.000	0.000	0.775	0.369	0.497	0.000	0.000	0.000	0.000	0.693	0.840	0.806	0.000	0.000	0.000	0.000	0.724	0.896	0.890	0.917
Entering Leg	0	0	0	0	107	115	222	0	0	0	0	62	87	149	0	0	0	0	97	403	500	0	0	0	0	84	233	317	1188
Exiting Leg							222							149							500							317	1188
Total							444							298							1000							634	2376

PDI File #: **186566 F**
Location: **N: B Street S: B Street**
Location: **E: West Broadway W: West Broadway**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

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

Cars and Heavy Vehicles (Combined)

	B Street from North					West Broadway from East					B Street from South					West Broadway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	6	5	4	0	15	0	104	27	0	131	14	7	6	0	27	10	81	2	1	94	267
7:15 AM	3	2	2	0	7	2	89	30	0	121	16	5	6	0	27	10	103	4	0	117	272
7:30 AM	5	3	0	0	8	1	97	19	0	117	18	2	5	0	25	5	74	1	1	81	231
7:45 AM	0	4	1	0	5	2	86	30	0	118	22	4	3	0	29	7	100	4	0	111	263
Total	14	14	7	0	35	5	376	106	0	487	70	18	20	0	108	32	358	11	2	403	1033
8:00 AM	11	12	4	1	28	2	98	18	0	118	23	9	3	0	35	10	97	2	0	109	290
8:15 AM	7	11	3	0	21	4	97	25	0	126	29	10	5	0	44	10	103	2	0	115	306
8:30 AM	4	6	4	0	14	3	85	25	0	113	20	12	6	0	38	8	96	0	0	104	269
8:45 AM	6	16	7	0	29	1	79	23	0	103	27	4	6	0	37	7	96	4	0	107	276
Total	28	45	18	1	92	10	359	91	0	460	99	35	20	0	154	35	392	8	0	435	1141
Grand Total	42	59	25	1	127	15	735	197	0	947	169	53	40	0	262	67	750	19	2	838	2174
Approach %	33.1	46.5	19.7	0.8		1.6	77.6	20.8	0.0		64.5	20.2	15.3	0.0		8.0	89.5	2.3	0.2		
Total %	1.9	2.7	1.1	0.0	5.8	0.7	33.8	9.1	0.0	43.6	7.8	2.4	1.8	0.0	12.1	3.1	34.5	0.9	0.1	38.5	
Exiting Leg Total					88					944					323					819	2174
Cars	40	57	22	1	120	15	691	195	0	901	151	51	39	0	241	56	681	19	2	758	2020
% Cars	95.2	96.6	88.0	100.0	94.5	100.0	94.0	99.0	0.0	95.1	89.3	96.2	97.5	0.0	92.0	83.6	90.8	100.0	100.0	90.5	92.9
Exiting Leg Total					86					854					308					772	2020
Heavy Vehicles	2	2	3	0	7	0	44	2	0	46	18	2	1	0	21	11	69	0	0	80	154
% Heavy Vehicles	4.8	3.4	12.0	0.0	5.5	0.0	6.0	1.0	0.0	4.9	10.7	3.8	2.5	0.0	8.0	16.4	9.2	0.0	0.0	9.5	7.1
Exiting Leg Total					2					90					15					47	154

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

8:00 AM	B Street from North					West Broadway from East					B Street from South					West Broadway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	11	12	4	1	28	2	98	18	0	118	23	9	3	0	35	10	97	2	0	109	290
8:15 AM	7	11	3	0	21	4	97	25	0	126	29	10	5	0	44	10	103	2	0	115	306
8:30 AM	4	6	4	0	14	3	85	25	0	113	20	12	6	0	38	8	96	0	0	104	269
8:45 AM	6	16	7	0	29	1	79	23	0	103	27	4	6	0	37	7	96	4	0	107	276
Total Volume	28	45	18	1	92	10	359	91	0	460	99	35	20	0	154	35	392	8	0	435	1141
% Approach Total	30.4	48.9	19.6	1.1		2.2	78.0	19.8	0.0		64.3	22.7	13.0	0.0		8.0	90.1	1.8	0.0		
PHF	0.636	0.703	0.643	0.250	0.793	0.625	0.916	0.910	0.000	0.913	0.853	0.729	0.833	0.000	0.875	0.875	0.951	0.500	0.000	0.946	0.932
Cars	26	44	17	1	88	10	337	89	0	436	89	34	19	0	142	30	361	8	0	399	1065
Cars %	92.9	97.8	94.4	100.0	95.7	100.0	93.9	97.8	0.0	94.8	89.9	97.1	95.0	0.0	92.2	85.7	92.1	100.0	0.0	91.7	93.3
Heavy Vehicles	2	1	1	0	4	0	22	2	0	24	10	1	1	0	12	5	31	0	0	36	76
Heavy Vehicles %	7.1	2.2	5.6	0.0	4.3	0.0	6.1	2.2	0.0	5.2	10.1	2.9	5.0	0.0	7.8	14.3	7.9	0.0	0.0	8.3	6.7
Cars Enter Leg	26	44	17	1	88	10	337	89	0	436	89	34	19	0	142	30	361	8	0	399	1065
Heavy Enter Leg	2	1	1	0	4	0	22	2	0	24	10	1	1	0	12	5	31	0	0	36	76
Total Entering Leg	28	45	18	1	92	10	359	91	0	460	99	35	20	0	154	35	392	8	0	435	1141
Cars Exiting Leg					53					467					163					382	1065
Heavy Exiting Leg					1					42					8					25	76
Total Exiting Leg					54					509					171					407	1141

PDI File #: **186566 F**
Location: **N: B Street S: B Street**
Location: **E: West Broadway W: West Broadway**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

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

Cars-Combined (Motorcycles, Cars, Light Goods)

	B Street from North					West Broadway from East					B Street from South					West Broadway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	6	5	3	0	14	0	97	27	0	124	13	6	6	0	25	8	73	2	1	84	247
7:15 AM	3	2	2	0	7	2	87	30	0	119	13	5	6	0	24	8	91	4	0	103	253
7:30 AM	5	3	0	0	8	1	91	19	0	111	17	2	5	0	24	4	66	1	1	72	215
7:45 AM	0	3	0	0	3	2	79	30	0	111	19	4	3	0	26	6	90	4	0	100	240
Total	14	13	5	0	32	5	354	106	0	465	62	17	20	0	99	26	320	11	2	359	955
8:00 AM	11	12	3	1	27	2	95	18	0	115	21	9	3	0	33	9	94	2	0	105	280
8:15 AM	6	10	3	0	19	4	92	25	0	121	27	10	4	0	41	9	94	2	0	105	286
8:30 AM	4	6	4	0	14	3	77	24	0	104	17	11	6	0	34	6	89	0	0	95	247
8:45 AM	5	16	7	0	28	1	73	22	0	96	24	4	6	0	34	6	84	4	0	94	252
Total	26	44	17	1	88	10	337	89	0	436	89	34	19	0	142	30	361	8	0	399	1065
Grand Total	40	57	22	1	120	15	691	195	0	901	151	51	39	0	241	56	681	19	2	758	2020
Approach %	33.3	47.5	18.3	0.8		1.7	76.7	21.6	0.0		62.7	21.2	16.2	0.0		7.4	89.8	2.5	0.3		
Total %	2.0	2.8	1.1	0.0	5.9	0.7	34.2	9.7	0.0	44.6	7.5	2.5	1.9	0.0	11.9	2.8	33.7	0.9	0.1	37.5	
Exiting Leg Total					86					854					308					772	2020

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

8:00 AM	B Street from North					West Broadway from East					B Street from South					West Broadway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	11	12	3	1	27	2	95	18	0	115	21	9	3	0	33	9	94	2	0	105	280
8:15 AM	6	10	3	0	19	4	92	25	0	121	27	10	4	0	41	9	94	2	0	105	286
8:30 AM	4	6	4	0	14	3	77	24	0	104	17	11	6	0	34	6	89	0	0	95	247
8:45 AM	5	16	7	0	28	1	73	22	0	96	24	4	6	0	34	6	84	4	0	94	252
Total Volume	26	44	17	1	88	10	337	89	0	436	89	34	19	0	142	30	361	8	0	399	1065
% Approach Total	29.5	50.0	19.3	1.1		2.3	77.3	20.4	0.0		62.7	23.9	13.4	0.0		7.5	90.5	2.0	0.0		
PHF	0.591	0.688	0.607	0.250	0.786	0.625	0.887	0.890	0.000	0.901	0.824	0.773	0.792	0.000	0.866	0.833	0.960	0.500	0.000	0.950	0.931
Entering Leg	26	44	17	1	88	10	337	89	0	436	89	34	19	0	142	30	361	8	0	399	1065
Exiting Leg					53					467					163					382	1065
Total					141					903					305					781	2130

PDI File #: **186566 F**
Location: **N: B Street S: B Street**
Location: **E: West Broadway W: West Broadway**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

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

	B Street from North					West Broadway from East					B Street from South					West Broadway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	1	0	1	0	7	0	0	7	1	1	0	0	2	2	8	0	0	10	20
7:15 AM	0	0	0	0	0	0	2	0	0	2	3	0	0	0	3	2	12	0	0	14	19
7:30 AM	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	1	8	0	0	9	16
7:45 AM	0	1	1	0	2	0	7	0	0	7	3	0	0	0	3	1	10	0	0	11	23
Total	0	1	2	0	3	0	22	0	0	22	8	1	0	0	9	6	38	0	0	44	78
8:00 AM	0	0	1	0	1	0	3	0	0	3	2	0	0	0	2	1	3	0	0	4	10
8:15 AM	1	1	0	0	2	0	5	0	0	5	2	0	1	0	3	1	9	0	0	10	20
8:30 AM	0	0	0	0	0	0	8	1	0	9	3	1	0	0	4	2	7	0	0	9	22
8:45 AM	1	0	0	0	1	0	6	1	0	7	3	0	0	0	3	1	12	0	0	13	24
Total	2	1	1	0	4	0	22	2	0	24	10	1	1	0	12	5	31	0	0	36	76
Grand Total	2	2	3	0	7	0	44	2	0	46	18	2	1	0	21	11	69	0	0	80	154
Approach %	28.6	28.6	42.9	0.0		0.0	95.7	4.3	0.0		85.7	9.5	4.8	0.0		13.8	86.3	0.0	0.0		
Total %	1.3	1.3	1.9	0.0	4.5	0.0	28.6	1.3	0.0	29.9	11.7	1.3	0.6	0.0	13.6	7.1	44.8	0.0	0.0	51.9	
Exiting Leg Total					2					90					15					47	154
Buses	0	0	0	0	0	0	31	1	0	32	7	0	0	0	7	11	42	0	0	53	92
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	70.5	50.0	0.0	69.6	38.9	0.0	0.0	0.0	33.3	100.0	60.9	0.0	0.0	66.3	59.7
Exiting Leg Total					0					49					12					31	92
Single-Unit Trucks	2	2	3	0	7	0	12	1	0	13	11	1	1	0	13	0	26	0	0	26	59
% Single-Unit	100.0	100.0	100.0	0.0	100.0	0.0	27.3	50.0	0.0	28.3	61.1	50.0	100.0	0.0	61.9	0.0	37.7	0.0	0.0	32.5	38.3
Exiting Leg Total					1					40					3					15	59
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	3
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0	2.2	0.0	50.0	0.0	0.0	4.8	0.0	1.4	0.0	0.0	1.3	1.9
Exiting Leg Total					1					1					0					1	3

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

7:00 AM	B Street from North					West Broadway from East					B Street from South					West Broadway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	1	0	1	0	7	0	0	7	1	1	0	0	2	2	8	0	0	10	20
7:15 AM	0	0	0	0	0	0	2	0	0	2	3	0	0	0	3	2	12	0	0	14	19
7:30 AM	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	1	8	0	0	9	16
7:45 AM	0	1	1	0	2	0	7	0	0	7	3	0	0	0	3	1	10	0	0	11	23
Total Volume	0	1	2	0	3	0	22	0	0	22	8	1	0	0	9	6	38	0	0	44	78
% Approach Total	0.0	33.3	66.7	0.0		0.0	100.0	0.0	0.0		88.9	11.1	0.0	0.0		13.6	86.4	0.0	0.0		
PHF	0.000	0.250	0.500	0.000	0.375	0.000	0.786	0.000	0.000	0.786	0.667	0.250	0.000	0.000	0.750	0.750	0.792	0.000	0.000	0.786	0.848
Buses	0	0	0	0	0	0	14	0	0	14	3	0	0	0	3	6	25	0	0	31	48
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	63.6	0.0	0.0	63.6	37.5	0.0	0.0	0.0	33.3	100.0	65.8	0.0	0.0	70.5	61.5
Single-Unit Trucks	0	1	2	0	3	0	7	0	0	7	5	0	0	0	5	0	13	0	0	13	28
Single-Unit %	0.0	100.0	100.0	0.0	100.0	0.0	31.8	0.0	0.0	31.8	62.5	0.0	0.0	0.0	55.6	0.0	34.2	0.0	0.0	29.5	35.9
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	4.5	0.0	0.0	4.5	0.0	100.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	2.6
Buses	0	0	0	0	0	0	14	0	0	14	3	0	0	0	3	6	25	0	0	31	48
Single-Unit Trucks	0	1	2	0	3	0	7	0	0	7	5	0	0	0	5	0	13	0	0	13	28
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
Total Entering Leg	0	1	2	0	3	0	22	0	0	22	8	1	0	0	9	6	38	0	0	44	78
Buses					0					28					6					14	48
Single-Unit Trucks					0					20					1					7	28
Articulated Trucks					1					0					0					1	2
Total Exiting Leg					1					48					7					22	78

PDI File #: **186566 F**
Location: **N: B Street S: B Street**
Location: **E: West Broadway W: West Broadway**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

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

Cars

	B Street					West Broadway					B Street					West Broadway					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	6	5	3	0	14	0	94	24	0	118	10	4	3	0	17	6	65	2	1	74	223
7:15 AM	2	2	1	0	5	0	84	28	0	112	12	5	4	0	21	8	86	4	0	98	236
7:30 AM	4	3	0	0	7	1	87	18	0	106	16	2	4	0	22	4	63	1	1	69	204
7:45 AM	0	3	0	0	3	2	76	29	0	107	17	4	3	0	24	6	79	4	0	89	223
Total	12	13	4	0	29	3	341	99	0	443	55	15	14	0	84	24	293	11	2	330	886
8:00 AM	11	12	3	1	27	1	92	18	0	111	18	7	3	0	28	8	88	0	0	96	262
8:15 AM	4	8	3	0	15	4	86	22	0	112	22	9	4	0	35	8	87	2	0	97	259
8:30 AM	4	6	4	0	14	2	72	23	0	97	17	9	6	0	32	5	82	0	0	87	230
8:45 AM	5	14	7	0	26	1	66	19	0	86	23	4	6	0	33	6	73	3	0	82	227
Total	24	40	17	1	82	8	316	82	0	406	80	29	19	0	128	27	330	5	0	362	978
Grand Total	36	53	21	1	111	11	657	181	0	849	135	44	33	0	212	51	623	16	2	692	1864
Approach %	32.4	47.7	18.9	0.9		1.3	77.4	21.3	0.0		63.7	20.8	15.6	0.0		7.4	90.0	2.3	0.3		
Total %	1.9	2.8	1.1	0.1	6.0	0.6	35.2	9.7	0.0	45.5	7.2	2.4	1.8	0.0	11.4	2.7	33.4	0.9	0.1	37.1	
Exiting Leg Total					72					779					285					728	1864

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

8:00 AM	B Street					West Broadway					B Street					West Broadway					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	11	12	3	1	27	1	92	18	0	111	18	7	3	0	28	8	88	0	0	96	262
8:15 AM	4	8	3	0	15	4	86	22	0	112	22	9	4	0	35	8	87	2	0	97	259
8:30 AM	4	6	4	0	14	2	72	23	0	97	17	9	6	0	32	5	82	0	0	87	230
8:45 AM	5	14	7	0	26	1	66	19	0	86	23	4	6	0	33	6	73	3	0	82	227
Total Volume	24	40	17	1	82	8	316	82	0	406	80	29	19	0	128	27	330	5	0	362	978
% Approach Total	29.3	48.8	20.7	1.2		2.0	77.8	20.2	0.0		62.5	22.7	14.8	0.0		7.5	91.2	1.4	0.0		
PHF	0.545	0.714	0.607	0.250	0.759	0.500	0.859	0.891	0.000	0.906	0.870	0.806	0.792	0.000	0.914	0.844	0.938	0.417	0.000	0.933	0.933
Entering Leg	24	40	17	1	82	8	316	82	0	406	80	29	19	0	128	27	330	5	0	362	978
Exiting Leg					43					427					149					359	978
Total					125					833					277					721	1956

PDI File #: **186566 F**
Location: **N: B Street S: B Street**
Location: **E: West Broadway W: West Broadway**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class: **Light Goods Vehicle**

	B Street from North					West Broadway from East					B Street from South					West Broadway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	3	3	0	6	3	2	3	0	8	2	8	0	0	10	24
7:15 AM	1	0	1	0	2	2	3	2	0	7	1	0	2	0	3	0	5	0	0	5	17
7:30 AM	1	0	0	0	1	0	4	1	0	5	1	0	1	0	2	0	3	0	0	3	11
7:45 AM	0	0	0	0	0	0	3	1	0	4	2	0	0	0	2	0	11	0	0	11	17
Total	2	0	1	0	3	2	13	7	0	22	7	2	6	0	15	2	27	0	0	29	69
8:00 AM	0	0	0	0	0	1	3	0	0	4	3	2	0	0	5	1	6	2	0	9	18
8:15 AM	2	2	0	0	4	0	6	2	0	8	4	1	0	0	5	1	7	0	0	8	25
8:30 AM	0	0	0	0	0	1	5	1	0	7	0	2	0	0	2	1	7	0	0	8	17
8:45 AM	0	2	0	0	2	0	7	3	0	10	1	0	0	0	1	0	11	1	0	12	25
Total	2	4	0	0	6	2	21	6	0	29	8	5	0	0	13	3	31	3	0	37	85
Grand Total	4	4	1	0	9	4	34	13	0	51	15	7	6	0	28	5	58	3	0	66	154
Approach %	44.4	44.4	11.1	0.0		7.8	66.7	25.5	0.0		53.6	25.0	21.4	0.0		7.6	87.9	4.5	0.0		
Total %	2.6	2.6	0.6	0.0	5.8	2.6	22.1	8.4	0.0	33.1	9.7	4.5	3.9	0.0	18.2	3.2	37.7	1.9	0.0	42.9	
Exiting Leg Total					14					74					22					44	154

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

8:00 AM	B Street from North					West Broadway from East					B Street from South					West Broadway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	0	0	0	0	1	3	0	0	4	3	2	0	0	5	1	6	2	0	9	18
8:15 AM	2	2	0	0	4	0	6	2	0	8	4	1	0	0	5	1	7	0	0	8	25
8:30 AM	0	0	0	0	0	1	5	1	0	7	0	2	0	0	2	1	7	0	0	8	17
8:45 AM	0	2	0	0	2	0	7	3	0	10	1	0	0	0	1	0	11	1	0	12	25
Total Volume	2	4	0	0	6	2	21	6	0	29	8	5	0	0	13	3	31	3	0	37	85
% Approach Total	33.3	66.7	0.0	0.0		6.9	72.4	20.7	0.0		61.5	38.5	0.0	0.0		8.1	83.8	8.1	0.0		
PHF	0.250	0.500	0.000	0.000	0.375	0.500	0.750	0.500	0.000	0.725	0.500	0.625	0.000	0.000	0.650	0.750	0.705	0.375	0.000	0.771	0.850
Entering Leg	2	4	0	0	6	2	21	6	0	29	8	5	0	0	13	3	31	3	0	37	85
Exiting Leg					10					39					13					23	85
Total					16					68					26					60	170

PDI File #: **186566 F**
Location: **N: B Street S: B Street**
Location: **E: West Broadway W: West Broadway**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class: **Buses**

	B Street					West Broadway					B Street					West Broadway					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	2	6	0	0	8	12
7:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	7	0	0	9	11
7:30 AM	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	1	5	0	0	6	11
7:45 AM	0	0	0	0	0	0	4	0	0	4	2	0	0	0	2	1	7	0	0	8	14
Total	0	0	0	0	0	0	14	0	0	14	3	0	0	0	3	6	25	0	0	31	48
8:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	3	0	0	4	7
8:15 AM	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	1	6	0	0	7	12
8:30 AM	0	0	0	0	0	0	7	0	0	7	2	0	0	0	2	2	2	0	0	4	13
8:45 AM	0	0	0	0	0	0	3	1	0	4	1	0	0	0	1	1	6	0	0	7	12
Total	0	0	0	0	0	0	17	1	0	18	4	0	0	0	4	5	17	0	0	22	44
Grand Total	0	0	0	0	0	0	31	1	0	32	7	0	0	0	7	11	42	0	0	53	92
Approach %	0.0	0.0	0.0	0.0		0.0	96.9	3.1	0.0		100.0	0.0	0.0	0.0		20.8	79.2	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	33.7	1.1	0.0	34.8	7.6	0.0	0.0	0.0	7.6	12.0	45.7	0.0	0.0	57.6	
Exiting Leg Total					0					49					12					31	92

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

7:00 AM	B Street					West Broadway					B Street					West Broadway					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	2	6	0	0	8	12
7:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	7	0	0	9	11
7:30 AM	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	1	5	0	0	6	11
7:45 AM	0	0	0	0	0	0	4	0	0	4	2	0	0	0	2	1	7	0	0	8	14
Total Volume	0	0	0	0	0	0	14	0	0	14	3	0	0	0	3	6	25	0	0	31	48
% Approach Total	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		19.4	80.6	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.875	0.000	0.000	0.875	0.375	0.000	0.000	0.000	0.375	0.750	0.893	0.000	0.000	0.861	0.857
Entering Leg	0	0	0	0	0	0	14	0	0	14	3	0	0	0	3	6	25	0	0	31	48
Exiting Leg					0					28					6					14	48
Total					0					42					9					45	96

PDI File #: **186566 F**
Location: **N: B Street S: B Street**
Location: **E: West Broadway W: West Broadway**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class: **Single-Unit Trucks**

	B Street from North					West Broadway from East					B Street from South					West Broadway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	1	0	1	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	6
7:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	5	0	0	5	8
7:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
7:45 AM	0	1	1	0	2	0	3	0	0	3	1	0	0	0	1	0	3	0	0	3	9
Total	0	1	2	0	3	0	7	0	0	7	5	0	0	0	5	0	13	0	0	13	28
8:00 AM	0	0	1	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
8:15 AM	1	1	0	0	2	0	1	0	0	1	1	0	1	0	2	0	3	0	0	3	8
8:30 AM	0	0	0	0	0	0	1	1	0	2	1	1	0	0	2	0	5	0	0	5	9
8:45 AM	1	0	0	0	1	0	3	0	0	3	2	0	0	0	2	0	5	0	0	5	11
Total	2	1	1	0	4	0	5	1	0	6	6	1	1	0	8	0	13	0	0	13	31
Grand Total	2	2	3	0	7	0	12	1	0	13	11	1	1	0	13	0	26	0	0	26	59
Approach %	28.6	28.6	42.9	0.0		0.0	92.3	7.7	0.0		84.6	7.7	7.7	0.0		0.0	100.0	0.0	0.0		
Total %	3.4	3.4	5.1	0.0	11.9	0.0	20.3	1.7	0.0	22.0	18.6	1.7	1.7	0.0	22.0	0.0	44.1	0.0	0.0	44.1	
Exiting Leg Total					1					40					3					15	59

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

8:00 AM	B Street from North					West Broadway from East					B Street from South					West Broadway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	0	1	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
8:15 AM	1	1	0	0	2	0	1	0	0	1	1	0	1	0	2	0	3	0	0	3	8
8:30 AM	0	0	0	0	0	0	1	1	0	2	1	1	0	0	2	0	5	0	0	5	9
8:45 AM	1	0	0	0	1	0	3	0	0	3	2	0	0	0	2	0	5	0	0	5	11
Total Volume	2	1	1	0	4	0	5	1	0	6	6	1	1	0	8	0	13	0	0	13	31
% Approach Total	50.0	25.0	25.0	0.0		0.0	83.3	16.7	0.0		75.0	12.5	12.5	0.0		0.0	100.0	0.0	0.0		
PHF	0.500	0.250	0.250	0.000	0.500	0.000	0.417	0.250	0.000	0.500	0.750	0.250	0.250	0.000	1.000	0.000	0.650	0.000	0.000	0.650	0.705
Entering Leg	2	1	1	0	4	0	5	1	0	6	6	1	1	0	8	0	13	0	0	13	31
Exiting Leg					1					20					2					8	31
Total					5					26					10					21	62

PDI File #: **186566 F**
Location: **N: B Street S: B Street**
Location: **E: West Broadway W: West Broadway**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

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

Articulated Trucks

	B Street from North					West Broadway from East					B Street from South					West Broadway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	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
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Grand Total	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	3
Approach %	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	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	33.3	0.0	33.3	0.0	0.0	33.3	0.0	33.3	0.0	0.0	33.3	
Exiting Leg Total					1					1					0					1	3

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

7:00 AM	B Street from North					West Broadway from East					B Street from South					West Broadway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	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
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	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	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	0.250	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
Exiting Leg					1					0					0					1	2
Total					1					1					1					1	4

PDI File #: **186566 F**
Location: **N: B Street S: B Street**
Location: **E: West Broadway W: West Broadway**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

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

Bicycles (on Roadway and Crosswalks)

	B Street from North							West Broadway from East							B Street from South							West Broadway from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	2	0	0	0	0	2	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
7:15 AM	0	0	0	0	0	0	0	0	2	0	0	0	1	3	0	0	0	0	1	0	1	0	2	1	0	0	0	3	7
7:30 AM	0	1	0	0	0	0	1	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:45 AM	0	0	0	0	0	0	0	0	4	1	0	0	0	5	0	1	0	0	0	0	1	0	1	0	0	0	0	1	7
Total	0	3	0	0	0	0	3	0	11	1	0	0	1	13	0	1	0	0	1	0	2	0	3	1	0	0	0	4	22
8:00 AM	0	0	0	0	0	1	1	0	10	0	0	0	0	10	0	1	1	0	0	0	2	0	1	0	0	0	1	2	15
8:15 AM	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	2	2	0	0	0	4	0	1	0	0	0	0	1	8
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	1	3
8:45 AM	0	1	0	0	0	0	1	0	1	0	0	0	0	1	0	2	0	0	0	0	2	0	0	0	0	0	0	0	4
Total	0	1	0	0	0	1	2	0	14	1	0	0	0	15	0	6	3	0	0	0	9	0	3	0	0	0	1	4	30
Grand Total	0	4	0	0	0	1	5	0	25	2	0	0	1	28	0	7	3	0	1	0	11	0	6	1	0	0	1	8	52
Approach %	0.0	80.0	0.0	0.0	0.0	20.0		0.0	89.3	7.1	0.0	0.0	3.6		0.0	63.6	27.3	0.0	9.1	0.0		0.0	75.0	12.5	0.0	0.0	12.5		
Total %	0.0	7.7	0.0	0.0	0.0	1.9	9.6	0.0	48.1	3.8	0.0	0.0	1.9	53.8	0.0	13.5	5.8	0.0	1.9	0.0	21.2	0.0	11.5	1.9	0.0	0.0	1.9	15.4	
Exiting Leg Total							9							7							7							29	52

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

7:30 AM	B Street from North							West Broadway from East							B Street from South							West Broadway from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:30 AM	0	1	0	0	0	0	1	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:45 AM	0	0	0	0	0	0	0	0	4	1	0	0	0	5	0	1	0	0	0	0	1	0	1	0	0	0	0	1	7
8:00 AM	0	0	0	0	0	1	1	0	10	0	0	0	0	10	0	1	1	0	0	0	2	0	1	0	0	0	1	2	15
8:15 AM	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	2	2	0	0	0	4	0	1	0	0	0	0	1	8
Total Volume	0	1	0	0	0	1	2	0	19	1	0	0	0	20	0	4	3	0	0	0	7	0	3	0	0	0	1	4	33
% Approach Total	0.0	50.0	0.0	0.0	0.0	50.0		0.0	95.0	5.0	0.0	0.0	0.0		0.0	57.1	42.9	0.0	0.0	0.0		0.0	75.0	0.0	0.0	0.0	25.0		
PHF	0.000	0.250	0.000	0.000	0.000	0.250	0.500	0.000	0.475	0.250	0.000	0.000	0.000	0.500	0.000	0.500	0.375	0.000	0.000	0.000	0.438	0.000	0.750	0.000	0.000	0.000	0.250	0.500	0.550
Entering Leg	0	1	0	0	0	1	2	0	19	1	0	0	0	20	0	4	3	0	0	0	7	0	3	0	0	0	1	4	33
Exiting Leg							5							3							2							23	33
Total							7							23							9							27	66

PDI File #: **186566 F**
Location: **N: B Street S: B Street**
Location: **E: West Broadway W: West Broadway**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

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

Pedestrians

	B Street from North							West Broadway from East							B Street from South							West Broadway from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	3	11	14	0	0	0	0	2	1	3	0	0	0	0	27	7	34	0	0	0	0	6	4	10	61
7:15 AM	0	0	0	0	4	11	15	0	0	0	0	2	4	6	0	0	0	0	33	10	43	0	0	0	0	3	5	8	72
7:30 AM	0	0	0	0	4	14	18	0	0	0	0	2	3	5	0	0	0	0	45	14	59	0	0	0	0	7	7	14	96
7:45 AM	0	0	0	0	10	23	33	0	0	0	0	3	2	5	0	0	0	0	53	22	75	0	0	0	0	11	10	21	134
Total	0	0	0	0	21	59	80	0	0	0	0	9	10	19	0	0	0	0	158	53	211	0	0	0	0	27	26	53	363
8:00 AM	0	0	0	0	1	25	26	0	0	0	0	2	1	3	0	0	0	0	65	15	80	0	0	0	0	1	7	8	117
8:15 AM	0	0	0	0	4	24	28	0	0	0	0	3	3	6	0	0	0	0	93	22	115	0	0	0	0	4	11	15	164
8:30 AM	0	0	0	0	1	32	33	0	0	0	0	2	13	15	0	0	0	0	73	15	88	0	0	0	0	3	5	8	144
8:45 AM	0	0	0	0	3	15	18	0	0	0	0	3	4	7	0	0	0	0	44	14	58	0	0	0	0	0	9	9	92
Total	0	0	0	0	9	96	105	0	0	0	0	10	21	31	0	0	0	0	275	66	341	0	0	0	0	8	32	40	517
Grand Total	0	0	0	0	30	155	185	0	0	0	0	19	31	50	0	0	0	0	433	119	552	0	0	0	0	35	58	93	880
Approach %	0	0	0	0	16.2	83.8		0	0	0	0	38	62		0	0	0	0	78.4	21.6		0	0	0	0	37.6	62.4		
Total %	0	0	0	0	3.41	17.6	21	0	0	0	0	2.16	3.52	5.68	0	0	0	0	49.2	13.5	62.7	0	0	0	0	3.98	6.59	10.6	
Exiting Leg Total							185							50							552							93	880

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

7:45 AM	B Street from North							West Broadway from East							B Street from South							West Broadway from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:45 AM	0	0	0	0	10	23	33	0	0	0	0	3	2	5	0	0	0	0	53	22	75	0	0	0	0	11	10	21	134
8:00 AM	0	0	0	0	1	25	26	0	0	0	0	2	1	3	0	0	0	0	65	15	80	0	0	0	0	1	7	8	117
8:15 AM	0	0	0	0	4	24	28	0	0	0	0	3	3	6	0	0	0	0	93	22	115	0	0	0	0	4	11	15	164
8:30 AM	0	0	0	0	1	32	33	0	0	0	0	2	13	15	0	0	0	0	73	15	88	0	0	0	0	3	5	8	144
Total Volume	0	0	0	0	16	104	120	0	0	0	0	10	19	29	0	0	0	0	284	74	358	0	0	0	0	19	33	52	559
% Approach Total	0.0	0.0	0.0	0.0	13.3	86.7		0.0	0.0	0.0	0.0	34.5	65.5		0.0	0.0	0.0	0.0	79.3	20.7		0.0	0.0	0.0	0.0	36.5	63.5		
PHF	0.000	0.000	0.000	0.000	0.400	0.813	0.909	0.000	0.000	0.000	0.000	0.833	0.365	0.483	0.000	0.000	0.000	0.000	0.763	0.841	0.778	0.000	0.000	0.000	0.000	0.432	0.750	0.619	0.852
Entering Leg	0	0	0	0	16	104	120	0	0	0	0	10	19	29	0	0	0	0	284	74	358	0	0	0	0	19	33	52	559
Exiting Leg							120							29							358							52	559
Total							240							58							716							104	1118

PDI File #: **186566 FF**
Location: **N: B Street S: B Street**
Location: **E: West Broadway W: West Broadway**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

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

Cars and Heavy Vehicles (Combined)

	B Street from North					West Broadway from East					B Street from South					West Broadway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	8	6	5	0	19	0	57	13	1	71	32	3	4	0	39	11	107	1	0	119	248
4:15 PM	9	7	6	0	22	0	61	21	0	82	33	6	6	0	45	9	120	2	0	131	280
4:30 PM	3	7	1	0	11	4	64	8	0	76	27	6	7	0	40	9	114	8	0	131	258
4:45 PM	7	5	3	0	15	4	67	18	0	89	21	2	2	0	25	7	119	3	2	131	260
Total	27	25	15	0	67	8	249	60	1	318	113	17	19	0	149	36	460	14	2	512	1046
5:00 PM	1	9	6	0	16	3	78	18	0	99	30	6	4	0	40	10	140	1	1	152	307
5:15 PM	5	7	1	0	13	0	58	21	0	79	25	2	7	0	34	6	95	2	0	103	229
5:30 PM	8	13	4	0	25	3	66	12	0	81	28	6	7	0	41	9	120	2	0	131	278
5:45 PM	2	4	5	0	11	3	56	13	0	72	32	7	2	0	41	9	153	5	0	167	291
Total	16	33	16	0	65	9	258	64	0	331	115	21	20	0	156	34	508	10	1	553	1105
Grand Total	43	58	31	0	132	17	507	124	1	649	228	38	39	0	305	70	968	24	3	1065	2151
Approach %	32.6	43.9	23.5	0.0		2.6	78.1	19.1	0.2		74.8	12.5	12.8	0.0		6.6	90.9	2.3	0.3		
Total %	2.0	2.7	1.4	0.0	6.1	0.8	23.6	5.8	0.0	30.2	10.6	1.8	1.8	0.0	14.2	3.3	45.0	1.1	0.1	49.5	
Exiting Leg Total					79					1228					252					592	2151
Cars	41	58	30	0	129	17	485	123	1	626	223	36	36	0	295	59	927	24	2	1012	2062
% Cars	95.3	100.0	96.8	0.0	97.7	100.0	95.7	99.2	100.0	96.5	97.8	94.7	92.3	0.0	96.7	84.3	95.8	100.0	66.7	95.0	95.9
Exiting Leg Total					77					1181					240					564	2062
Heavy Vehicles	2	0	1	0	3	0	22	1	0	23	5	2	3	0	10	11	41	0	1	53	89
% Heavy Vehicles	4.7	0.0	3.2	0.0	2.3	0.0	4.3	0.8	0.0	3.5	2.2	5.3	7.7	0.0	3.3	15.7	4.2	0.0	33.3	5.0	4.1
Exiting Leg Total					2					47					12					28	89

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

4:15 PM	B Street from North					West Broadway from East					B Street from South					West Broadway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:15 PM	9	7	6	0	22	0	61	21	0	82	33	6	6	0	45	9	120	2	0	131	280
4:30 PM	3	7	1	0	11	4	64	8	0	76	27	6	7	0	40	9	114	8	0	131	258
4:45 PM	7	5	3	0	15	4	67	18	0	89	21	2	2	0	25	7	119	3	2	131	260
5:00 PM	1	9	6	0	16	3	78	18	0	99	30	6	4	0	40	10	140	1	1	152	307
Total Volume	20	28	16	0	64	11	270	65	0	346	111	20	19	0	150	35	493	14	3	545	1105
% Approach Total	31.3	43.8	25.0	0.0		3.2	78.0	18.8	0.0		74.0	13.3	12.7	0.0		6.4	90.5	2.6	0.6		
PHF	0.556	0.778	0.667	0.000	0.727	0.688	0.865	0.774	0.000	0.874	0.841	0.833	0.679	0.000	0.833	0.875	0.880	0.438	0.375	0.896	0.900
Cars	18	28	15	0	61	11	257	64	0	332	109	19	16	0	144	28	467	14	2	511	1048
Cars %	90.0	100.0	93.8	0.0	95.3	100.0	95.2	98.5	0.0	96.0	98.2	95.0	84.2	0.0	96.0	80.0	94.7	100.0	66.7	93.8	94.8
Heavy Vehicles	2	0	1	0	3	0	13	1	0	14	2	1	3	0	6	7	26	0	1	34	57
Heavy Vehicles %	10.0	0.0	6.3	0.0	4.7	0.0	4.8	1.5	0.0	4.0	1.8	5.0	15.8	0.0	4.0	20.0	5.3	0.0	33.3	6.2	5.2
Cars Enter Leg	18	28	15	0	61	11	257	64	0	332	109	19	16	0	144	28	467	14	2	511	1048
Heavy Enter Leg	2	0	1	0	3	0	13	1	0	14	2	1	3	0	6	7	26	0	1	34	57
Total Entering Leg	20	28	16	0	64	11	270	65	0	346	111	20	19	0	150	35	493	14	3	545	1105
Cars Exiting Leg					44					591					120					293	1048
Heavy Exiting Leg					1					29					8					19	57
Total Exiting Leg					45					620					128					312	1105

PDI File #: **186566 FF**
Location: **N: B Street S: B Street**
Location: **E: West Broadway W: West Broadway**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

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

Cars-Combined (Motorcycles, Cars, Light Goods)

	B Street from North					West Broadway from East					B Street from South					West Broadway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	8	6	5	0	19	0	54	13	1	68	32	2	4	0	38	11	103	1	0	115	240
4:15 PM	7	7	5	0	19	0	59	20	0	79	31	5	3	0	39	6	106	2	0	114	251
4:30 PM	3	7	1	0	11	4	63	8	0	75	27	6	7	0	40	7	111	8	0	126	252
4:45 PM	7	5	3	0	15	4	62	18	0	84	21	2	2	0	25	6	115	3	2	126	250
Total	25	25	14	0	64	8	238	59	1	306	111	15	16	0	142	30	435	14	2	481	993
5:00 PM	1	9	6	0	16	3	73	18	0	94	30	6	4	0	40	9	135	1	0	145	295
5:15 PM	5	7	1	0	13	0	57	21	0	78	23	2	7	0	32	5	91	2	0	98	221
5:30 PM	8	13	4	0	25	3	63	12	0	78	27	6	7	0	40	8	118	2	0	128	271
5:45 PM	2	4	5	0	11	3	54	13	0	70	32	7	2	0	41	7	148	5	0	160	282
Total	16	33	16	0	65	9	247	64	0	320	112	21	20	0	153	29	492	10	0	531	1069
Grand Total	41	58	30	0	129	17	485	123	1	626	223	36	36	0	295	59	927	24	2	1012	2062
Approach %	31.8	45.0	23.3	0.0		2.7	77.5	19.6	0.2		75.6	12.2	12.2	0.0		5.8	91.6	2.4	0.2		
Total %	2.0	2.8	1.5	0.0	6.3	0.8	23.5	6.0	0.0	30.4	10.8	1.7	1.7	0.0	14.3	2.9	45.0	1.2	0.1	49.1	
Exiting Leg Total					77					1181					240					564	2062

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

5:00 PM	B Street from North					West Broadway from East					B Street from South					West Broadway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
5:00 PM	1	9	6	0	16	3	73	18	0	94	30	6	4	0	40	9	135	1	0	145	295
5:15 PM	5	7	1	0	13	0	57	21	0	78	23	2	7	0	32	5	91	2	0	98	221
5:30 PM	8	13	4	0	25	3	63	12	0	78	27	6	7	0	40	8	118	2	0	128	271
5:45 PM	2	4	5	0	11	3	54	13	0	70	32	7	2	0	41	7	148	5	0	160	282
Total Volume	16	33	16	0	65	9	247	64	0	320	112	21	20	0	153	29	492	10	0	531	1069
% Approach Total	24.6	50.8	24.6	0.0		2.8	77.2	20.0	0.0		73.2	13.7	13.1	0.0		5.5	92.7	1.9	0.0		
PHF	0.500	0.635	0.667	0.000	0.650	0.750	0.846	0.762	0.000	0.851	0.875	0.750	0.714	0.000	0.933	0.806	0.831	0.500	0.000	0.830	0.906
Entering Leg	16	33	16	0	65	9	247	64	0	320	112	21	20	0	153	29	492	10	0	531	1069
Exiting Leg					40					620					126					283	1069
Total					105					940					279					814	2138

PDI File #: **186566 FF**
Location: **N: B Street S: B Street**
Location: **E: West Broadway W: West Broadway**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

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

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

	B Street from North					West Broadway from East					B Street from South					West Broadway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	0	4	0	0	4	8
4:15 PM	2	0	1	0	3	0	2	1	0	3	2	1	3	0	6	3	14	0	0	17	29
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	3	0	0	5	6
4:45 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	1	4	0	0	5	10
Total	2	0	1	0	3	0	11	1	0	12	2	2	3	0	7	6	25	0	0	31	53
5:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	1	5	0	1	7	12
5:15 PM	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	1	4	0	0	5	8
5:30 PM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	1	2	0	0	3	7
5:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	5	0	0	7	9
Total	0	0	0	0	0	0	11	0	0	11	3	0	0	0	3	5	16	0	1	22	36
Grand Total	2	0	1	0	3	0	22	1	0	23	5	2	3	0	10	11	41	0	1	53	89
Approach %	66.7	0.0	33.3	0.0		0.0	95.7	4.3	0.0		50.0	20.0	30.0	0.0		20.8	77.4	0.0	1.9		
Total %	2.2	0.0	1.1	0.0	3.4	0.0	24.7	1.1	0.0	25.8	5.6	2.2	3.4	0.0	11.2	12.4	46.1	0.0	1.1	59.6	
Exiting Leg Total					2					47					12					28	89
Buses	0	0	0	0	0	0	17	1	0	18	3	1	2	0	6	10	24	0	0	34	58
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	77.3	100.0	0.0	78.3	60.0	50.0	66.7	0.0	60.0	90.9	58.5	0.0	0.0	64.2	65.2
Exiting Leg Total					1					27					11					19	58
Single-Unit Trucks	2	0	1	0	3	0	5	0	0	5	2	1	1	0	4	1	17	0	1	19	31
% Single-Unit	100.0	0.0	100.0	0.0	100.0	0.0	22.7	0.0	0.0	21.7	40.0	50.0	33.3	0.0	40.0	9.1	41.5	0.0	100.0	35.8	34.8
Exiting Leg Total					1					20					1					9	31
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total					0					0					0					0	0

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

4:15 PM	B Street from North					West Broadway from East					B Street from South					West Broadway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:15 PM	2	0	1	0	3	0	2	1	0	3	2	1	3	0	6	3	14	0	0	17	29
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	3	0	0	5	6
4:45 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	1	4	0	0	5	10
5:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	1	5	0	1	7	12
Total Volume	2	0	1	0	3	0	13	1	0	14	2	1	3	0	6	7	26	0	1	34	57
% Approach Total	66.7	0.0	33.3	0.0		0.0	92.9	7.1	0.0		33.3	16.7	50.0	0.0		20.6	76.5	0.0	2.9		
PHF	0.250	0.000	0.250	0.000	0.250	0.000	0.650	0.250	0.000	0.700	0.250	0.250	0.250	0.000	0.250	0.583	0.464	0.000	0.250	0.500	0.491
Buses	0	0	0	0	0	0	10	1	0	11	1	0	2	0	3	6	13	0	0	19	33
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	76.9	100.0	0.0	78.6	50.0	0.0	66.7	0.0	50.0	85.7	50.0	0.0	0.0	55.9	57.9
Single-Unit Trucks	2	0	1	0	3	0	3	0	0	3	1	1	1	0	3	1	13	0	1	15	24
Single-Unit %	100.0	0.0	100.0	0.0	100.0	0.0	23.1	0.0	0.0	21.4	50.0	100.0	33.3	0.0	50.0	14.3	50.0	0.0	100.0	44.1	42.1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	0	0	0	0	0	0	10	1	0	11	1	0	2	0	3	6	13	0	0	19	33
Single-Unit Trucks	2	0	1	0	3	0	3	0	0	3	1	1	1	0	3	1	13	0	1	15	24
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	2	0	1	0	3	0	13	1	0	14	2	1	3	0	6	7	26	0	1	34	57
Buses					0					14					7					12	33
Single-Unit Trucks					1					15					1					7	24
Articulated Trucks					0					0					0					0	0
Total Exiting Leg					1					29					8					19	57

PDI File #: **186566 FF**
Location: **N: B Street S: B Street**
Location: **E: West Broadway W: West Broadway**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

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

Cars

	B Street from North					West Broadway from East					B Street from South					West Broadway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	8	5	5	0	18	0	54	12	1	67	30	1	4	0	35	11	97	1	0	109	229
4:15 PM	7	7	4	0	18	0	59	19	0	78	28	5	3	0	36	6	100	2	0	108	240
4:30 PM	3	7	1	0	11	4	60	7	0	71	27	6	5	0	38	7	106	7	0	120	240
4:45 PM	6	5	2	0	13	4	52	18	0	74	19	1	2	0	22	6	106	3	2	117	226
Total	24	24	12	0	60	8	225	56	1	290	104	13	14	0	131	30	409	13	2	454	935
5:00 PM	1	9	5	0	15	3	68	16	0	87	27	5	4	0	36	9	129	1	0	139	277
5:15 PM	5	7	1	0	13	0	56	20	0	76	21	2	6	0	29	5	90	2	0	97	215
5:30 PM	8	13	3	0	24	3	55	11	0	69	26	5	7	0	38	8	110	2	0	120	251
5:45 PM	1	4	5	0	10	3	53	13	0	69	29	6	2	0	37	7	138	5	0	150	266
Total	15	33	14	0	62	9	232	60	0	301	103	18	19	0	140	29	467	10	0	506	1009
Grand Total	39	57	26	0	122	17	457	116	1	591	207	31	33	0	271	59	876	23	2	960	1944
Approach %	32.0	46.7	21.3	0.0		2.9	77.3	19.6	0.2		76.4	11.4	12.2	0.0		6.1	91.3	2.4	0.2		
Total %	2.0	2.9	1.3	0.0	6.3	0.9	23.5	6.0	0.1	30.4	10.6	1.6	1.7	0.0	13.9	3.0	45.1	1.2	0.1	49.4	
Exiting Leg Total					71					1110					232					531	1944

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

5:00 PM	B Street from North					West Broadway from East					B Street from South					West Broadway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
5:00 PM	1	9	5	0	15	3	68	16	0	87	27	5	4	0	36	9	129	1	0	139	277
5:15 PM	5	7	1	0	13	0	56	20	0	76	21	2	6	0	29	5	90	2	0	97	215
5:30 PM	8	13	3	0	24	3	55	11	0	69	26	5	7	0	38	8	110	2	0	120	251
5:45 PM	1	4	5	0	10	3	53	13	0	69	29	6	2	0	37	7	138	5	0	150	266
Total Volume	15	33	14	0	62	9	232	60	0	301	103	18	19	0	140	29	467	10	0	506	1009
% Approach Total	24.2	53.2	22.6	0.0		3.0	77.1	19.9	0.0		73.6	12.9	13.6	0.0		5.7	92.3	2.0	0.0		
PHF	0.469	0.635	0.700	0.000	0.646	0.750	0.853	0.750	0.000	0.865	0.888	0.750	0.679	0.000	0.921	0.806	0.846	0.500	0.000	0.843	0.911
Entering Leg	15	33	14	0	62	9	232	60	0	301	103	18	19	0	140	29	467	10	0	506	1009
Exiting Leg					37					584					122					266	1009
Total					99					885					262					772	2018

PDI File #: **186566 FF**
Location: **N: B Street S: B Street**
Location: **E: West Broadway W: West Broadway**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

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

Class: **Light Goods Vehicle**

	B Street from North					West Broadway from East					B Street from South					West Broadway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	1	0	1	2	1	0	0	3	0	5	0	0	5	9
4:15 PM	0	0	1	0	1	0	0	1	0	1	3	0	0	0	3	0	6	0	0	6	11
4:30 PM	0	0	0	0	0	0	3	1	0	4	0	0	2	0	2	0	5	1	0	6	12
4:45 PM	1	0	1	0	2	0	10	0	0	10	2	1	0	0	3	0	8	0	0	8	23
Total	1	0	2	0	3	0	13	3	0	16	7	2	2	0	11	0	24	1	0	25	55
5:00 PM	0	0	1	0	1	0	4	1	0	5	3	1	0	0	4	0	5	0	0	5	15
5:15 PM	0	0	0	0	0	0	1	1	0	2	2	0	1	0	3	0	1	0	0	1	6
5:30 PM	0	0	1	0	1	0	8	1	0	9	1	0	0	0	1	0	6	0	0	6	17
5:45 PM	1	0	0	0	1	0	1	0	0	1	3	1	0	0	4	0	8	0	0	8	14
Total	1	0	2	0	3	0	14	3	0	17	9	2	1	0	12	0	20	0	0	20	52
Grand Total	2	0	4	0	6	0	27	6	0	33	16	4	3	0	23	0	44	1	0	45	107
Approach %	33.3	0.0	66.7	0.0		0.0	81.8	18.2	0.0		69.6	17.4	13.0	0.0		0.0	97.8	2.2	0.0		
Total %	1.9	0.0	3.7	0.0	5.6	0.0	25.2	5.6	0.0	30.8	15.0	3.7	2.8	0.0	21.5	0.0	41.1	0.9	0.0	42.1	
Exiting Leg Total					5					64					6					32	107

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

4:15 PM	B Street from North					West Broadway from East					B Street from South					West Broadway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:15 PM	0	0	1	0	1	0	0	1	0	1	3	0	0	0	3	0	6	0	0	6	11
4:30 PM	0	0	0	0	0	0	3	1	0	4	0	0	2	0	2	0	5	1	0	6	12
4:45 PM	1	0	1	0	2	0	10	0	0	10	2	1	0	0	3	0	8	0	0	8	23
5:00 PM	0	0	1	0	1	0	4	1	0	5	3	1	0	0	4	0	5	0	0	5	15
Total Volume	1	0	3	0	4	0	17	3	0	20	8	2	2	0	12	0	24	1	0	25	61
% Approach Total	25.0	0.0	75.0	0.0		0.0	85.0	15.0	0.0		66.7	16.7	16.7	0.0		0.0	96.0	4.0	0.0		
PHF	0.250	0.000	0.750	0.000	0.500	0.000	0.425	0.750	0.000	0.500	0.667	0.500	0.250	0.000	0.750	0.000	0.750	0.250	0.000	0.781	0.663
Entering Leg	1	0	3	0	4	0	17	3	0	20	8	2	2	0	12	0	24	1	0	25	61
Exiting Leg					3					35					3					20	61
Total					7					55					15					45	122

PDI File #: **186566 FF**
Location: **N: B Street S: B Street**
Location: **E: West Broadway W: West Broadway**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

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

Class: **Buses**

	B Street					West Broadway					B Street					West Broadway					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	2	0	0	2	5
4:15 PM	0	0	0	0	0	0	2	1	0	3	1	0	2	0	3	2	6	0	0	8	14
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	5	5
4:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	3	0	0	4	7
Total	0	0	0	0	0	0	7	1	0	8	1	1	2	0	4	5	14	0	0	19	31
5:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	1	1	0	0	2	7
5:15 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	1	3	0	0	4	6
5:30 PM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	1	2	0	0	3	6
5:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	4	0	0	6	8
Total	0	0	0	0	0	0	10	0	0	10	2	0	0	0	2	5	10	0	0	15	27
Grand Total	0	0	0	0	0	0	17	1	0	18	3	1	2	0	6	10	24	0	0	34	58
Approach %	0.0	0.0	0.0	0.0		0.0	94.4	5.6	0.0		50.0	16.7	33.3	0.0		29.4	70.6	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	29.3	1.7	0.0	31.0	5.2	1.7	3.4	0.0	10.3	17.2	41.4	0.0	0.0	58.6	
Exiting Leg Total					1					27					11					19	58

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

4:15 PM	B Street					West Broadway					B Street					West Broadway					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:15 PM	0	0	0	0	0	0	2	1	0	3	1	0	2	0	3	2	6	0	0	8	14
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	5	5
4:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	3	0	0	4	7
5:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	1	1	0	0	2	7
Total Volume	0	0	0	0	0	0	10	1	0	11	1	0	2	0	3	6	13	0	0	19	33
% Approach Total	0.0	0.0	0.0	0.0		0.0	90.9	9.1	0.0		33.3	0.0	66.7	0.0		31.6	68.4	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.250	0.000	0.550	0.250	0.000	0.250	0.000	0.250	0.750	0.542	0.000	0.000	0.594	0.589
Entering Leg	0	0	0	0	0	0	10	1	0	11	1	0	2	0	3	6	13	0	0	19	33
Exiting Leg					0					14					7					12	33
Total					0					25					10					31	66

PDI File #: **186566 FF**
Location: **N: B Street S: B Street**
Location: **E: West Broadway W: West Broadway**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

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

Class: **Single-Unit Trucks**

	B Street from North					West Broadway from East					B Street from South					West Broadway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
4:15 PM	2	0	1	0	3	0	0	0	0	0	1	1	1	0	3	1	8	0	0	9	15
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
Total	2	0	1	0	3	0	4	0	0	4	1	1	1	0	3	1	11	0	0	12	22
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	5	5
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
5:30 PM	0	0	0	0	0	0	1	0	0	1	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	1	0	0	1	1
Total	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	6	0	1	7	9
Grand Total	2	0	1	0	3	0	5	0	0	5	2	1	1	0	4	1	17	0	1	19	31
Approach %	66.7	0.0	33.3	0.0		0.0	100.0	0.0	0.0		50.0	25.0	25.0	0.0		5.3	89.5	0.0	5.3		
Total %	6.5	0.0	3.2	0.0	9.7	0.0	16.1	0.0	0.0	16.1	6.5	3.2	3.2	0.0	12.9	3.2	54.8	0.0	3.2	61.3	
Exiting Leg Total					1					20					1					9	31

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

4:15 PM	B Street from North					West Broadway from East					B Street from South					West Broadway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:15 PM	2	0	1	0	3	0	0	0	0	0	1	1	1	0	3	1	8	0	0	9	15
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	5	5
Total Volume	2	0	1	0	3	0	3	0	0	3	1	1	1	0	3	1	13	0	1	15	24
% Approach Total	66.7	0.0	33.3	0.0		0.0	100.0	0.0	0.0		33.3	33.3	33.3	0.0		6.7	86.7	0.0	6.7		
PHF	0.250	0.000	0.250	0.000	0.250	0.000	0.375	0.000	0.000	0.375	0.250	0.250	0.250	0.000	0.250	0.250	0.406	0.000	0.250	0.417	0.400
Entering Leg	2	0	1	0	3	0	3	0	0	3	1	1	1	0	3	1	13	0	1	15	24
Exiting Leg					1					15					1					7	24
Total					4					18					4					22	48

PDI File #: **186566 FF**
Location: **N: B Street S: B Street**
Location: **E: West Broadway W: West Broadway**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

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

Class:

Articulated Trucks

	B Street					West Broadway					B Street					West Broadway					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					0					0					0					0	0

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

4:00 PM	B Street					West Broadway					B Street					West Broadway					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg					0					0					0					0	0
Total					0					0					0					0	0

PDI File #: **186566 FF**
Location: **N: B Street S: B Street**
Location: **E: West Broadway W: West Broadway**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

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

Bicycles (on Roadway and Crosswalks)

	B Street from North							West Broadway from East							B Street from South							West Broadway from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	2	1	0	0	0	0	0	1	0	1	0	0	0	0	1	4
4:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	4	0	0	0	0	4	5
4:30 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0	2	0	0	0	0	2	5
4:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	0	0	0	0	0	2	0	1	0	0	0	0	1	4
Total	0	0	1	0	0	0	1	0	4	0	0	0	0	4	4	1	0	0	0	0	5	0	8	0	0	0	0	8	18
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	5	5
5:15 PM	0	0	0	0	0	0	0	0	2	0	0	1	1	4	0	0	0	0	0	0	0	0	4	0	0	0	0	4	8
5:30 PM	0	0	1	0	0	0	1	0	0	0	0	0	1	1	1	0	1	0	0	0	2	0	4	0	0	0	0	4	8
5:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	9	0	0	0	0	9	10
Total	0	0	1	0	0	0	1	0	3	0	0	1	2	6	1	0	1	0	0	0	2	2	20	0	0	0	0	22	31
Grand Total	0	0	2	0	0	0	2	0	7	0	0	1	2	10	5	1	1	0	0	0	7	2	28	0	0	0	0	30	49
Approach %	0.0	0.0	100.0	0.0	0.0	0.0		0.0	70.0	0.0	0.0	10.0	20.0		71.4	14.3	14.3	0.0	0.0	0.0		6.7	93.3	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	4.1	0.0	0.0	0.0	4.1	0.0	14.3	0.0	0.0	2.0	4.1	20.4	10.2	2.0	2.0	0.0	0.0	0.0	14.3	4.1	57.1	0.0	0.0	0.0	0.0	61.2	
Exiting Leg Total							1							38							2							8	49

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

5:00 PM	B Street from North							West Broadway from East							B Street from South							West Broadway from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	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	2	3	0	0	0	0	5	5
5:15 PM	0	0	0	0	0	0	0	0	2	0	0	1	1	4	0	0	0	0	0	0	0	0	4	0	0	0	0	4	8
5:30 PM	0	0	1	0	0	0	1	0	0	0	0	0	1	1	1	0	1	0	0	0	2	0	4	0	0	0	0	4	8
5:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	9	0	0	0	0	9	10
Total Volume	0	0	1	0	0	0	1	0	3	0	0	1	2	6	1	0	1	0	0	0	2	2	20	0	0	0	0	22	31
% Approach Total	0.0	0.0	100.0	0.0	0.0	0.0		0.0	50.0	0.0	0.0	16.7	33.3		50.0	0.0	50.0	0.0	0.0	0.0		9.1	90.9	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.375	0.000	0.000	0.250	0.500	0.375	0.250	0.000	0.250	0.000	0.000	0.000	0.250	0.250	0.556	0.000	0.000	0.000	0.000	0.611	0.775
Entering Leg	0	0	1	0	0	0	1	0	3	0	0	1	2	6	1	0	1	0	0	0	2	2	20	0	0	0	0	22	31
Exiting Leg							0							25							2							4	31
Total							1							31							4							26	62

PDI File #: **186566 FF**
Location: **N: B Street S: B Street**
Location: **E: West Broadway W: West Broadway**
City, State: **South Boston, MA**
Client: **VHB/ R. White**
Site Code: **14375.06**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

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

Pedestrians

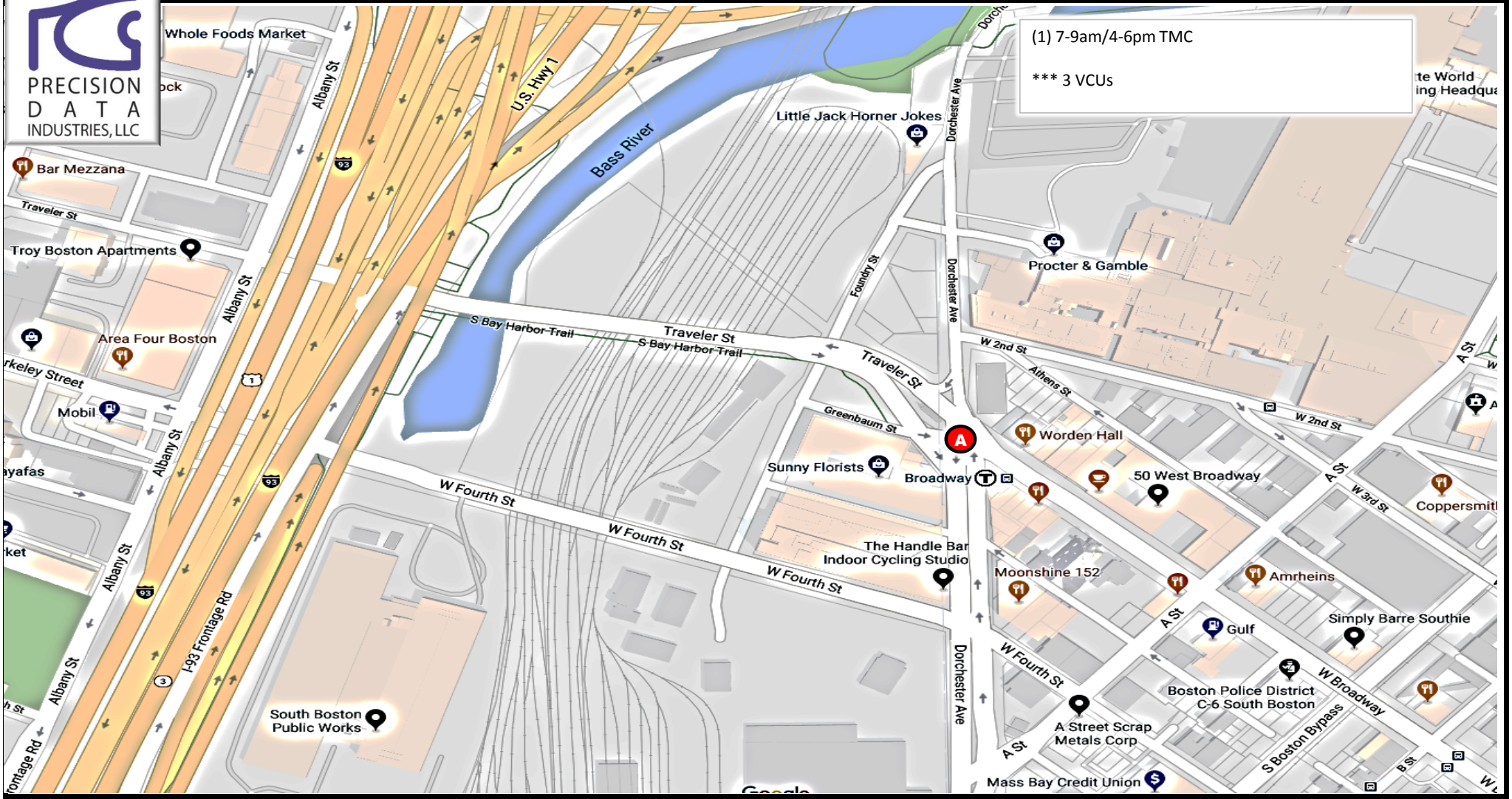
	B Street							West Broadway							B Street							West Broadway							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	9	16	25	0	0	0	0	3	4	7	0	0	0	0	15	22	37	0	0	0	0	3	6	9	78
4:15 PM	0	0	0	0	11	12	23	0	0	0	0	1	6	7	0	0	0	0	17	39	56	0	0	0	0	4	5	9	95
4:30 PM	0	0	0	0	17	12	29	0	0	0	0	0	1	1	0	0	0	0	12	44	56	0	0	0	0	3	8	11	97
4:45 PM	0	0	0	0	16	12	28	0	0	0	0	1	6	7	0	0	0	0	63	45	108	0	0	0	0	3	3	6	149
Total	0	0	0	0	53	52	105	0	0	0	0	5	17	22	0	0	0	0	107	150	257	0	0	0	0	13	22	35	419
5:00 PM	0	0	0	0	29	8	37	0	0	0	0	3	2	5	0	0	0	0	14	52	66	0	0	0	0	3	10	13	121
5:15 PM	0	0	0	0	32	13	45	0	0	0	0	2	2	4	0	0	0	0	11	84	95	0	0	0	0	8	6	14	158
5:30 PM	0	0	0	0	35	14	49	0	0	0	0	1	7	8	0	0	0	0	19	122	141	0	0	0	0	11	5	16	214
5:45 PM	0	0	0	0	34	14	48	0	0	0	0	3	5	8	0	0	0	0	8	90	98	0	0	0	0	8	4	12	166
Total	0	0	0	0	130	49	179	0	0	0	0	9	16	25	0	0	0	0	52	348	400	0	0	0	0	30	25	55	659
Grand Total	0	0	0	0	183	101	284	0	0	0	0	14	33	47	0	0	0	0	159	498	657	0	0	0	0	43	47	90	1078
Approach %	0	0	0	0	64.4	35.6		0	0	0	0	29.8	70.2		0	0	0	0	24.2	75.8		0	0	0	0	47.8	52.2		
Total %	0	0	0	0	17	9.37	26.3	0	0	0	0	1.3	3.06	4.36	0	0	0	0	14.7	46.2	60.9	0	0	0	0	3.99	4.36	8.35	
Exiting Leg Total							284							47							657							90	1078

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

5:00 PM	B Street							West Broadway							B Street							West Broadway							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
5:00 PM	0	0	0	0	29	8	37	0	0	0	0	3	2	5	0	0	0	0	14	52	66	0	0	0	0	3	10	13	121
5:15 PM	0	0	0	0	32	13	45	0	0	0	0	2	2	4	0	0	0	0	11	84	95	0	0	0	0	8	6	14	158
5:30 PM	0	0	0	0	35	14	49	0	0	0	0	1	7	8	0	0	0	0	19	122	141	0	0	0	0	11	5	16	214
5:45 PM	0	0	0	0	34	14	48	0	0	0	0	3	5	8	0	0	0	0	8	90	98	0	0	0	0	8	4	12	166
Total Volume	0	0	0	0	130	49	179	0	0	0	0	9	16	25	0	0	0	0	52	348	400	0	0	0	0	30	25	55	659
% Approach Total	0.0	0.0	0.0	0.0	72.6	27.4		0.0	0.0	0.0	0.0	36.0	64.0		0.0	0.0	0.0	0.0	13.0	87.0		0.0	0.0	0.0	0.0	54.5	45.5		
PHF	0.000	0.000	0.000	0.000	0.929	0.875	0.913	0.000	0.000	0.000	0.000	0.750	0.571	0.781	0.000	0.000	0.000	0.000	0.684	0.713	0.709	0.000	0.000	0.000	0.000	0.682	0.625	0.859	0.770
Entering Leg	0	0	0	0	130	49	179	0	0	0	0	9	16	25	0	0	0	0	52	348	400	0	0	0	0	30	25	55	659
Exiting Leg							179							25							400							55	659
Total							358							50							800							110	1318

Location Map: 196731 South Boston, MA

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



Client:	Engineer:	Site Code:	Date:	PDI Job #	City, State:
VHB	C. Bouchard	14375.00	Thursday 1/31/2019	196731	South Boston, MA

PDI File #: **196731 A**
Location: **N: Dorchester Avenue S: Dorchester Avenue**
Location: **E: West Broadway W: Traveler Street SW: Greenbaum Street**
City, State: **South Boston, MA**
Client: **VHB/ C. Bouchard**
Site Code: **14375.00**
Count Date: **Thursday, January 31, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

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

Cars and Heavy Vehicles (Combined)

	Dorchester Avenue from North						West Broadway from East						Dorchester Avenue from South						Greenbaum Street from Southwest						Traveler Street from West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	47	0	8	2	0	57	2	60	0	5	0	67	19	26	140	0	0	185	8	0	0	0	0	8	0	44	61	18	0	123	440
7:15 AM	66	0	17	3	0	86	3	81	0	12	0	96	10	21	141	0	0	172	7	0	0	0	0	7	0	44	74	19	0	137	498
7:30 AM	44	0	13	8	0	65	5	83	0	4	0	92	8	28	136	0	0	172	15	1	0	1	0	17	0	45	69	19	0	133	479
7:45 AM	76	0	18	6	0	100	3	78	0	14	0	95	11	22	200	0	0	233	15	3	0	2	0	20	0	40	65	27	3	135	583
Total	233	0	56	19	0	308	13	302	0	35	0	350	48	97	617	0	0	762	45	4	0	3	0	52	0	173	269	83	3	528	2000
8:00 AM	86	0	16	3	0	105	6	81	0	5	0	92	14	26	184	0	0	224	13	0	0	1	0	14	0	60	67	24	1	152	587
8:15 AM	67	0	20	2	0	89	8	74	0	11	0	93	10	32	154	0	1	197	16	0	0	0	0	16	0	59	81	27	0	167	562
8:30 AM	74	0	20	7	0	101	7	81	0	11	0	99	5	20	148	0	1	174	7	0	0	1	0	8	0	40	76	17	2	135	517
8:45 AM	30	0	22	10	0	62	6	57	0	18	0	81	12	19	140	0	2	173	13	1	0	0	0	14	0	38	79	20	1	138	468
Total	257	0	78	22	0	357	27	293	0	45	0	365	41	97	626	0	4	768	49	1	0	2	0	52	0	197	303	88	4	592	2134
Grand Total	490	0	134	41	0	665	40	595	0	80	0	715	89	194	1243	0	4	1530	94	5	0	5	0	104	0	370	572	171	7	1120	4134
Approach %	73.7	0.0	20.2	6.2	0.0		5.6	83.2	0.0	11.2	0.0		5.8	12.7	81.2	0.0	0.3		90.4	4.8	0.0	4.8	0.0		0.0	33.0	51.1	15.3	0.6		
Total %	11.9	0.0	3.2	1.0	0.0	16.1	1.0	14.4	0.0	1.9	0.0	17.3	2.2	4.7	30.1	0.0	0.1	37.0	2.3	0.1	0.0	0.1	0.0	2.5	0.0	9.0	13.8	4.1	0.2	27.1	
Exiting Leg Total						405						707						682						0						2340	4134
Cars	467	0	117	32	0	616	39	571	0	75	0	685	83	132	1212	0	4	1431	43	5	0	5	0	53	0	343	521	157	7	1028	3813
% Cars	95.3	0.0	87.3	78.0	0.0	92.6	97.5	96.0	0.0	93.8	0.0	95.8	93.3	68.0	97.5	0.0	100.0	93.5	45.7	100.0	0.0	100.0	0.0	51.0	0.0	92.7	91.1	91.8	100.0	91.8	92.2
Exiting Leg Total						328						641						582						0						2262	3813
Heavy Vehicles	23	0	17	9	0	49	1	24	0	5	0	30	6	62	31	0	0	99	51	0	0	0	0	51	0	27	51	14	0	92	321
% Heavy Vehicles	4.7	0.0	12.7	22.0	0.0	7.4	2.5	4.0	0.0	6.3	0.0	4.2	6.7	32.0	2.5	0.0	0.0	6.5	54.3	0.0	0.0	0.0	0.0	49.0	0.0	7.3	8.9	8.2	0.0	8.2	7.8
Exiting Leg Total						77						66						100						0						78	321

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

7:45 AM	Dorchester Avenue from North						West Broadway from East						Dorchester Avenue from South						Greenbaum Street from Southwest						Traveler Street from West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
7:45 AM	76	0	18	6	0	100	3	78	0	14	0	95	11	22	200	0	0	233	15	3	0	2	0	20	0	40	65	27	3	135	583
8:00 AM	86	0	16	3	0	105	6	81	0	5	0	92	14	26	184	0	0	224	13	0	0	1	0	14	0	60	67	24	1	152	587
8:15 AM	67	0	20	2	0	89	8	74	0	11	0	93	10	32	154	0	1	197	16	0	0	0	0	16	0	59	81	27	0	167	562
8:30 AM	74	0	20	7	0	101	7	81	0	11	0	99	5	20	148	0	1	174	7	0	0	1	0	8	0	40	76	17	2	135	517
Total Volume	303	0	74	18	0	395	24	314	0	41	0	379	40	100	686	0	2	828	51	3	0	4	0	58	0	199	289	95	6	589	2249
% Approach Total	76.7	0.0	18.7	4.6	0.0		6.3	82.8	0.0	10.8	0.0		4.8	12.1	82.9	0.0	0.2		87.9	5.2	0.0	6.9	0.0		0.0	33.8	49.1	16.1	1.0		
PHF	0.881	0.000	0.925	0.643	0.000	0.940	0.750	0.969	0.000	0.732	0.000	0.957	0.714	0.781	0.858	0.000	0.500	0.888	0.797	0.250	0.000	0.500	0.000	0.725	0.000	0.829	0.892	0.880	0.500	0.882	0.958
Cars	292	0	67	13	0	372	23	299	0	40	0	362	39	66	669	0	2	776	27	3	0	4	0	34	0	185	257	86	6	534	2078
Cars %	96.4	0.0	90.5	72.2	0.0	94.2	95.8	95.2	0.0	97.6	0.0	95.5	97.5	66.0	97.5	0.0	100.0	93.7	52.9	100.0	0.0	100.0	0.0	58.6	0.0	93.0	88.9	90.5	100.0	90.7	92.4
Heavy Vehicles	11	0	7	5	0	23	1	15	0	1	0	17	1	34	17	0	0	52	24	0	0	0	0	24	0	14	32	9	0	55	171
Heavy Vehicles %	3.6	0.0	9.5	27.8	0.0	5.8	4.2	4.8	0.0	2.4	0.0	4.5	2.5	34.0	2.5	0.0	0.0	6.3	47.1	0.0	0.0	0.0	0.0	41.4	0.0	7.0	11.1	9.5	0.0	9.3	7.6
Cars Enter Leg	292	0	67	13	0	372	23	299	0	40	0	362	39	66	669	0	2	776	27	3	0	4	0	34	0	185	257	86	6	534	2078
Heavy Enter Leg	11	0	7	5	0	23	1	15	0	1	0	17	1	34	17	0	0	52	24	0	0	0	0	24	0	14	32	9	0	55	171
Total Entering Leg	303	0	74	18	0	395	24	314	0	41	0	379	40	100	686	0	2	828	51	3	0	4	0	58	0	199	289	95	6	589	2249
Cars Exiting Leg						175						312						321						0						1270	2078
Heavy Exiting Leg						44						38						46						0						43	171
Total Exiting Leg						219						350						367						0						1313	2249

PDI File #: **196731 A**
Location: **N: Dorchester Avenue S: Dorchester Avenue**
Location: **E: West Broadway W: Traveler Street SW: Greenbaum Street**
City, State: **South Boston, MA**
Client: **VHB/ C. Bouchard**
Site Code: **14375.00**
Count Date: **Thursday, January 31, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class:

Cars-Combined (Motorcycles, Cars, Light Goods)

	Dorchester Avenue from North						West Broadway from East						Dorchester Avenue from South						Greenbaum Street from Southwest						Traveler Street from West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	44	0	5	2	0	51	2	56	0	4	0	62	17	22	135	0	0	174	3	0	0	0	0	3	0	42	58	16	0	116	406
7:15 AM	59	0	13	1	0	73	3	79	0	10	0	92	9	17	136	0	0	162	4	0	0	0	0	4	0	41	71	17	0	129	460
7:30 AM	42	0	11	7	0	60	5	81	0	4	0	90	7	16	133	0	0	156	6	1	0	1	0	8	0	41	60	19	0	120	434
7:45 AM	69	0	15	5	0	89	3	74	0	14	0	91	11	12	198	0	0	221	8	3	0	2	0	13	0	36	58	24	3	121	535
Total	214	0	44	15	0	273	13	290	0	32	0	335	44	67	602	0	0	713	21	4	0	3	0	28	0	160	247	76	3	486	1835
8:00 AM	85	0	14	2	0	101	6	78	0	5	0	89	14	19	178	0	0	211	8	0	0	1	0	9	0	54	58	20	1	133	543
8:15 AM	66	0	18	2	0	86	7	70	0	10	0	87	9	23	148	0	1	181	8	0	0	0	0	8	0	57	72	27	0	156	518
8:30 AM	72	0	20	4	0	96	7	77	0	11	0	95	5	12	145	0	1	163	3	0	0	1	0	4	0	38	69	15	2	124	482
8:45 AM	30	0	21	9	0	60	6	56	0	17	0	79	11	11	139	0	2	163	3	1	0	0	0	4	0	34	75	19	1	129	435
Total	253	0	73	17	0	343	26	281	0	43	0	350	39	65	610	0	4	718	22	1	0	2	0	25	0	183	274	81	4	542	1978
Grand Total	467	0	117	32	0	616	39	571	0	75	0	685	83	132	1212	0	4	1431	43	5	0	5	0	53	0	343	521	157	7	1028	3813
Approach %	75.8	0.0	19.0	5.2	0.0		5.7	83.4	0.0	10.9	0.0		5.8	9.2	84.7	0.0	0.3		81.1	9.4	0.0	9.4	0.0		0.0	33.4	50.7	15.3	0.7		
Total %	12.2	0.0	3.1	0.8	0.0	16.2	1.0	15.0	0.0	2.0	0.0	18.0	2.2	3.5	31.8	0.0	0.1	37.5	1.1	0.1	0.0	0.1	0.0	1.4	0.0	9.0	13.7	4.1	0.2	27.0	
Exiting Leg Total						328						641						582						0						2262	3813

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

7:45 AM	Dorchester Avenue from North						West Broadway from East						Dorchester Avenue from South						Greenbaum Street from Southwest						Traveler Street from West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
7:45 AM	69	0	15	5	0	89	3	74	0	14	0	91	11	12	198	0	0	221	8	3	0	2	0	13	0	36	58	24	3	121	535
8:00 AM	85	0	14	2	0	101	6	78	0	5	0	89	14	19	178	0	0	211	8	0	0	1	0	9	0	54	58	20	1	133	543
8:15 AM	66	0	18	2	0	86	7	70	0	10	0	87	9	23	148	0	1	181	8	0	0	0	0	8	0	57	72	27	0	156	518
8:30 AM	72	0	20	4	0	96	7	77	0	11	0	95	5	12	145	0	1	163	3	0	0	1	0	4	0	38	69	15	2	124	482
Total Volume	292	0	67	13	0	372	23	299	0	40	0	362	39	66	669	0	2	776	27	3	0	4	0	34	0	185	257	86	6	534	2078
% Approach Total	78.5	0.0	18.0	3.5	0.0		6.4	82.6	0.0	11.0	0.0		5.0	8.5	86.2	0.0	0.3		79.4	8.8	0.0	11.8	0.0		0.0	34.6	48.1	16.1	1.1		
PHF	0.859	0.000	0.838	0.650	0.000	0.921	0.821	0.958	0.000	0.714	0.000	0.953	0.696	0.717	0.845	0.000	0.500	0.878	0.844	0.250	0.000	0.500	0.000	0.654	0.000	0.811	0.892	0.796	0.500	0.856	0.957
Entering Leg	292	0	67	13	0	372	23	299	0	40	0	362	39	66	669	0	2	776	27	3	0	4	0	34	0	185	257	86	6	534	2078
Exiting Leg						175						312						321						0						1270	2078
Total						547						674						1097						34						1804	4156

PDI File #: **196731 A**
Location: **N: Dorchester Avenue S: Dorchester Avenue**
Location: **E: West Broadway W: Traveler Street SW: Greenbaum Street**
City, State: **South Boston, MA**
Client: **VHB/ C. Bouchard**
Site Code: **14375.00**
Count Date: **Thursday, January 31, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class:

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

	Dorchester Avenue						West Broadway						Dorchester Avenue						Greenbaum Street						Traveler Street						
	from North						from East						from South						from Southwest						from West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	3	0	3	0	0	6	0	4	0	1	0	5	2	4	5	0	0	11	5	0	0	0	0	5	0	2	3	2	0	7	34
7:15 AM	7	0	4	2	0	13	0	2	0	2	0	4	1	4	5	0	0	10	3	0	0	0	0	3	0	3	3	2	0	8	38
7:30 AM	2	0	2	1	0	5	0	2	0	0	0	2	1	12	3	0	0	16	9	0	0	0	0	9	0	4	9	0	0	13	45
7:45 AM	7	0	3	1	0	11	0	4	0	0	0	4	0	10	2	0	0	12	7	0	0	0	0	7	0	4	7	3	0	14	48
Total	19	0	12	4	0	35	0	12	0	3	0	15	4	30	15	0	0	49	24	0	0	0	0	24	0	13	22	7	0	42	165
8:00 AM	1	0	2	1	0	4	0	3	0	0	0	3	0	7	6	0	0	13	5	0	0	0	0	5	0	6	9	4	0	19	44
8:15 AM	1	0	2	0	0	3	1	4	0	1	0	6	1	9	6	0	0	16	8	0	0	0	0	8	0	2	9	0	0	11	44
8:30 AM	2	0	0	3	0	5	0	4	0	0	0	4	0	8	3	0	0	11	4	0	0	0	0	4	0	2	7	2	0	11	35
8:45 AM	0	0	1	1	0	2	0	1	0	1	0	2	1	8	1	0	0	10	10	0	0	0	0	10	0	4	4	1	0	9	33
Total	4	0	5	5	0	14	1	12	0	2	0	15	2	32	16	0	0	50	27	0	0	0	0	27	0	14	29	7	0	50	156
Grand Total	23	0	17	9	0	49	1	24	0	5	0	30	6	62	31	0	0	99	51	0	0	0	0	51	0	27	51	14	0	92	321
Approach %	46.9	0.0	34.7	18.4	0.0		3.3	80.0	0.0	16.7	0.0		6.1	62.6	31.3	0.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	29.3	55.4	15.2	0.0		
Total %	7.2	0.0	5.3	2.8	0.0	15.3	0.3	7.5	0.0	1.6	0.0	9.3	1.9	19.3	9.7	0.0	0.0	30.8	15.9	0.0	0.0	0.0	0.0	15.9	0.0	8.4	15.9	4.4	0.0	28.7	
Exiting Leg Total						77						66						100						0						78	321
Buses	4	0	0	9	0	13	0	14	0	0	0	14	2	49	13	0	0	64	50	0	0	0	0	50	0	10	32	1	0	43	184
% Buses	17.4	0.0	0.0	100.0	0.0	26.5	0.0	58.3	0.0	0.0	0.0	46.7	33.3	79.0	41.9	0.0	0.0	64.6	98.0	0.0	0.0	0.0	0.0	98.0	0.0	37.0	62.7	7.1	0.0	46.7	57.3
Exiting Leg Total						50						43						60						0						31	184
Single-Unit Trucks	16	0	17	0	0	33	1	10	0	5	0	16	4	12	16	0	0	32	1	0	0	0	0	1	0	17	16	11	0	44	126
% Single-Unit	69.6	0.0	100.0	0.0	0.0	67.3	100.0	41.7	0.0	100.0	0.0	53.3	66.7	19.4	51.6	0.0	0.0	32.3	2.0	0.0	0.0	0.0	0.0	2.0	0.0	63.0	31.4	78.6	0.0	47.8	39.3
Exiting Leg Total						24						20						40						0						42	126
Articulated Trucks	3	0	0	0	0	3	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	3	2	0	5	11
% Articulated	13.0	0.0	0.0	0.0	0.0	6.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6	6.5	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.9	14.3	0.0	5.4	3.4
Exiting Leg Total						3						3						0						0						5	11

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

7:30 AM	Dorchester Avenue						West Broadway						Dorchester Avenue						Greenbaum Street						Traveler Street						
	from North						from East						from South						from Southwest						from West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	2	0	2	1	0	5	0	2	0	0	0	2	1	12	3	0	0	16	9	0	0	0	0	9	0	4	9	0	0	13	45
7:45 AM	7	0	3	1	0	11	0	4	0	0	0	4	0	10	2	0	0	12	7	0	0	0	0	7	0	4	7	3	0	14	48
8:00 AM	1	0	2	1	0	4	0	3	0	0	0	3	0	7	6	0	0	13	5	0	0	0	0	5	0	6	9	4	0	19	44
8:15 AM	1	0	2	0	0	3	1	4	0	1	0	6	1	9	6	0	0	16	8	0	0	0	0	8	0	2	9	0	0	11	44
Total Volume	11	0	9	3	0	23	1	13	0	1	0	15	2	38	17	0	0	57	29	0	0	0	0	29	0	16	34	7	0	57	181
% Approach Total	47.8	0.0	39.1	13.0	0.0		6.7	86.7	0.0	6.7	0.0		3.5	66.7	29.8	0.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	28.1	59.6	12.3	0.0		
PHF	0.393	0.000	0.750	0.750	0.000	0.523	0.250	0.813	0.000	0.250	0.000	0.625	0.500	0.792	0.708	0.000	0.000	0.891	0.806	0.000	0.000	0.000	0.000	0.806	0.000	0.667	0.944	0.438	0.000	0.750	0.943
Buses	2	0	0	3	0	5	0	7	0	0	0	7	0	29	5	0	0	34	28	0	0	0	0	28	0	4	21	1	0	26	100
Buses %	18.2	0.0	0.0	100.0	0.0	21.7	0.0	53.8	0.0	0.0	0.0	46.7	0.0	76.3	29.4	0.0	0.0	59.6	96.6	0.0	0.0	0.0	0.0	96.6	0.0	25.0	61.8	14.3	0.0	45.6	55.2
Single-Unit Trucks	8	0	9	0	0	17	1	6	0	1	0	8	2	9	11	0	0	22	1	0	0	0	0	1	0	12	11	6	0	29	77
Single-Unit %	72.7	0.0	100.0	0.0	0.0	73.9	100.0	46.2	0.0	100.0	0.0	53.3	100.0	23.7	64.7	0.0	0.0	38.6	3.4	0.0	0.0	0.0	0.0	3.4	0.0	75.0	32.4	85.7	0.0	50.9	42.5
Articulated Trucks	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	4
Articulated %	9.1	0.0	0.0	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.9	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.9	0.0	0.0	3.5	2.2

PDI File #: **196731 A**
Location: **N: Dorchester Avenue S: Dorchester Avenue**
Location: **E: West Broadway W: Traveler Street SW: Greenbaum Street**
City, State: **South Boston, MA**
Client: **VHB/ C. Bouchard**
Site Code: **14375.00**
Count Date: **Thursday, January 31, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

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

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

	Dorchester Avenue from North						West Broadway from East						Dorchester Avenue from South						Greenbaum Street from Southwest						Traveler Street from West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
Buses	2	0	0	3	0	5	0	7	0	0	0	7	0	29	5	0	0	34	28	0	0	0	0	28	0	4	21	1	0	26	100
Single-Unit Trucks	8	0	9	0	0	17	1	6	0	1	0	8	2	9	11	0	0	22	1	0	0	0	0	1	0	12	11	6	0	29	77
Articulated Trucks	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	4
Total Entering Leg	11	0	9	3	0	23	1	13	0	1	0	15	2	38	17	0	0	57	29	0	0	0	0	29	0	16	34	7	0	57	181
Buses						30						24						32						0						14	100
Single-Unit Trucks						16						13						23						0						25	77
Articulated Trucks						0						2						0						0						2	4
Total Exiting Leg						46						39						55						0						41	181

PDI File #: **196731 A**
Location: **N: Dorchester Avenue S: Dorchester Avenue**
Location: **E: West Broadway W: Traveler Street SW: Greenbaum Street**
City, State: **South Boston, MA**
Client: **VHB/ C. Bouchard**
Site Code: **14375.00**
Count Date: **Thursday, January 31, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

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

Cars

	Dorchester Avenue from North						West Broadway from East						Dorchester Avenue from South						Greenbaum Street from Southwest						Traveler Street from West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	40	0	3	2	0	45	1	54	0	3	0	58	14	18	116	0	0	148	3	0	0	0	0	3	0	36	52	12	0	100	354
7:15 AM	59	0	10	1	0	70	2	77	0	8	0	87	8	13	122	0	0	143	0	0	0	0	0	0	0	33	66	15	0	114	414
7:30 AM	41	0	9	7	0	57	5	79	0	3	0	87	6	11	123	0	0	140	4	0	0	0	0	4	0	32	56	16	0	104	392
7:45 AM	67	0	14	5	0	86	3	70	0	12	0	85	10	12	185	0	0	207	8	3	0	2	0	13	0	25	51	23	2	101	492
Total	207	0	36	15	0	258	11	280	0	26	0	317	38	54	546	0	0	638	15	3	0	2	0	20	0	126	225	66	2	419	1652
8:00 AM	82	0	14	2	0	98	6	76	0	5	0	87	14	15	170	0	0	199	5	0	0	1	0	6	0	48	47	20	1	116	506
8:15 AM	63	0	18	2	0	83	6	65	0	10	0	81	8	21	139	0	1	169	6	0	0	0	0	6	0	51	65	25	0	141	480
8:30 AM	68	0	18	4	0	90	7	68	0	8	0	83	5	8	131	0	1	145	3	0	0	1	0	4	0	34	62	15	2	113	435
8:45 AM	25	0	18	9	0	52	5	50	0	15	0	70	10	9	123	0	2	144	3	0	0	0	0	3	0	29	72	17	1	119	388
Total	238	0	68	17	0	323	24	259	0	38	0	321	37	53	563	0	4	657	17	0	0	2	0	19	0	162	246	77	4	489	1809
Grand Total	445	0	104	32	0	581	35	539	0	64	0	638	75	107	1109	0	4	1295	32	3	0	4	0	39	0	288	471	143	6	908	3461
Approach %	76.6	0.0	17.9	5.5	0.0		5.5	84.5	0.0	10.0	0.0		5.8	8.3	85.6	0.0	0.3		82.1	7.7	0.0	10.3	0.0		0.0	31.7	51.9	15.7	0.7		
Total %	12.9	0.0	3.0	0.9	0.0	16.8	1.0	15.6	0.0	1.8	0.0	18.4	2.2	3.1	32.0	0.0	0.1	37.4	0.9	0.1	0.0	0.1	0.0	1.1	0.0	8.3	13.6	4.1	0.2	26.2	
Exiting Leg Total						285						581						492						0						2103	3461

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

7:45 AM	Dorchester Avenue from North						West Broadway from East						Dorchester Avenue from South						Greenbaum Street from Southwest						Traveler Street from West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
7:45 AM	67	0	14	5	0	86	3	70	0	12	0	85	10	12	185	0	0	207	8	3	0	2	0	13	0	25	51	23	2	101	492
8:00 AM	82	0	14	2	0	98	6	76	0	5	0	87	14	15	170	0	0	199	5	0	0	1	0	6	0	48	47	20	1	116	506
8:15 AM	63	0	18	2	0	83	6	65	0	10	0	81	8	21	139	0	1	169	6	0	0	0	0	6	0	51	65	25	0	141	480
8:30 AM	68	0	18	4	0	90	7	68	0	8	0	83	5	8	131	0	1	145	3	0	0	1	0	4	0	34	62	15	2	113	435
Total Volume	280	0	64	13	0	357	22	279	0	35	0	336	37	56	625	0	2	720	22	3	0	4	0	29	0	158	225	83	5	471	1913
% Approach Total	78.4	0.0	17.9	3.6	0.0		6.5	83.0	0.0	10.4	0.0		5.1	7.8	86.8	0.0	0.3		75.9	10.3	0.0	13.8	0.0		0.0	33.5	47.8	17.6	1.1		
PHF	0.854	0.000	0.889	0.650	0.000	0.911	0.786	0.918	0.000	0.729	0.000	0.966	0.661	0.667	0.845	0.000	0.500	0.870	0.688	0.250	0.000	0.500	0.000	0.558	0.000	0.775	0.865	0.830	0.625	0.835	0.945
Entering Leg	280	0	64	13	0	357	22	279	0	35	0	336	37	56	625	0	2	720	22	3	0	4	0	29	0	158	225	83	5	471	1913
Exiting Leg						161						278						281						0						1193	1913
Total						518						614						1001						29						1664	3826

PDI File #: **196731 A**
Location: **N: Dorchester Avenue S: Dorchester Avenue**
Location: **E: West Broadway W: Traveler Street SW: Greenbaum Street**
City, State: **South Boston, MA**
Client: **VHB/ C. Bouchard**
Site Code: **14375.00**
Count Date: **Thursday, January 31, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

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

Light Goods Vehicle

	Dorchester Avenue from North						West Broadway from East						Dorchester Avenue from South						Greenbaum Street from Southwest						Traveler Street from West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	4	0	2	0	0	6	1	2	0	1	0	4	3	4	19	0	0	26	0	0	0	0	0	0	0	6	6	4	0	16	52
7:15 AM	0	0	3	0	0	3	1	2	0	2	0	5	1	4	14	0	0	19	4	0	0	0	0	4	0	8	5	2	0	15	46
7:30 AM	1	0	2	0	0	3	0	2	0	1	0	3	1	5	10	0	0	16	2	1	0	1	0	4	0	9	4	3	0	16	42
7:45 AM	2	0	1	0	0	3	0	4	0	2	0	6	1	0	13	0	0	14	0	0	0	0	0	0	0	11	7	1	1	20	43
Total	7	0	8	0	0	15	2	10	0	6	0	18	6	13	56	0	0	75	6	1	0	1	0	8	0	34	22	10	1	67	183
8:00 AM	3	0	0	0	0	3	0	2	0	0	0	2	0	4	8	0	0	12	3	0	0	0	0	3	0	6	11	0	0	17	37
8:15 AM	3	0	0	0	0	3	1	5	0	0	0	6	1	2	9	0	0	12	2	0	0	0	0	2	0	6	7	2	0	15	38
8:30 AM	4	0	2	0	0	6	0	9	0	3	0	12	0	4	14	0	0	18	0	0	0	0	0	0	0	4	7	0	0	11	47
8:45 AM	5	0	3	0	0	8	1	6	0	2	0	9	1	2	16	0	0	19	0	1	0	0	0	1	0	5	3	2	0	10	47
Total	15	0	5	0	0	20	2	22	0	5	0	29	2	12	47	0	0	61	5	1	0	0	0	6	0	21	28	4	0	53	169
Grand Total	22	0	13	0	0	35	4	32	0	11	0	47	8	25	103	0	0	136	11	2	0	1	0	14	0	55	50	14	1	120	352
Approach %	62.9	0.0	37.1	0.0	0.0		8.5	68.1	0.0	23.4	0.0		5.9	18.4	75.7	0.0	0.0		78.6	14.3	0.0	7.1	0.0		0.0	45.8	41.7	11.7	0.8		
Total %	6.3	0.0	3.7	0.0	0.0	9.9	1.1	9.1	0.0	3.1	0.0	13.4	2.3	7.1	29.3	0.0	0.0	38.6	3.1	0.6	0.0	0.3	0.0	4.0	0.0	15.6	14.2	4.0	0.3	34.1	
Exiting Leg Total						43						60						90						0						159	352

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

7:00 AM	Dorchester Avenue from North						West Broadway from East						Dorchester Avenue from South						Greenbaum Street from Southwest						Traveler Street from West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	4	0	2	0	0	6	1	2	0	1	0	4	3	4	19	0	0	26	0	0	0	0	0	0	0	6	6	4	0	16	52
7:15 AM	0	0	3	0	0	3	1	2	0	2	0	5	1	4	14	0	0	19	4	0	0	0	0	4	0	8	5	2	0	15	46
7:30 AM	1	0	2	0	0	3	0	2	0	1	0	3	1	5	10	0	0	16	2	1	0	1	0	4	0	9	4	3	0	16	42
7:45 AM	2	0	1	0	0	3	0	4	0	2	0	6	1	0	13	0	0	14	0	0	0	0	0	0	0	11	7	1	1	20	43
Total Volume	7	0	8	0	0	15	2	10	0	6	0	18	6	13	56	0	0	75	6	1	0	1	0	8	0	34	22	10	1	67	183
% Approach Total	46.7	0.0	53.3	0.0	0.0		11.1	55.6	0.0	33.3	0.0		8.0	17.3	74.7	0.0	0.0		75.0	12.5	0.0	12.5	0.0		0.0	50.7	32.8	14.9	1.5		
PHF	0.438	0.000	0.667	0.000	0.000	0.625	0.500	0.625	0.000	0.750	0.000	0.750	0.500	0.650	0.737	0.000	0.000	0.721	0.375	0.250	0.000	0.250	0.000	0.500	0.000	0.773	0.786	0.625	0.250	0.838	0.880
Entering Leg	7	0	8	0	0	15	2	10	0	6	0	18	6	13	56	0	0	75	6	1	0	1	0	8	0	34	22	10	1	67	183
Exiting Leg						25						29						54						0						75	183
Total						40						47						129						8						142	366

PDI File #: **196731 A**
Location: **N: Dorchester Avenue S: Dorchester Avenue**
Location: **E: West Broadway W: Traveler Street SW: Greenbaum Street**
City, State: **South Boston, MA**
Client: **VHB/ C. Bouchard**
Site Code: **14375.00**
Count Date: **Thursday, January 31, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

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

Buses

	Dorchester Avenue						West Broadway						Dorchester Avenue						Greenbaum Street						Traveler Street						
	from North						from East						from South						from Southwest						from West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	2	0	0	0	2	1	4	3	0	0	8	5	0	0	0	0	5	0	0	2	0	0	2	17
7:15 AM	1	0	0	2	0	3	0	0	0	0	0	0	1	3	2	0	0	6	3	0	0	0	0	3	0	1	2	0	0	3	15
7:30 AM	0	0	0	1	0	1	0	2	0	0	0	2	0	8	2	0	0	10	8	0	0	0	0	8	0	1	6	0	0	7	28
7:45 AM	1	0	0	1	0	2	0	1	0	0	0	1	0	8	0	0	0	8	7	0	0	0	0	7	0	1	4	0	0	5	23
Total	2	0	0	4	0	6	0	5	0	0	0	5	2	23	7	0	0	32	23	0	0	0	0	23	0	3	14	0	0	17	83
8:00 AM	0	0	0	1	0	1	0	3	0	0	0	3	0	5	2	0	0	7	5	0	0	0	0	5	0	1	3	1	0	5	21
8:15 AM	1	0	0	0	0	1	0	1	0	0	0	1	0	8	1	0	0	9	8	0	0	0	0	8	0	1	8	0	0	9	28
8:30 AM	1	0	0	3	0	4	0	4	0	0	0	4	0	6	2	0	0	8	4	0	0	0	0	4	0	2	3	0	0	5	25
8:45 AM	0	0	0	1	0	1	0	1	0	0	0	1	0	7	1	0	0	8	10	0	0	0	0	10	0	3	4	0	0	7	27
Total	2	0	0	5	0	7	0	9	0	0	0	9	0	26	6	0	0	32	27	0	0	0	0	27	0	7	18	1	0	26	101
Grand Total	4	0	0	9	0	13	0	14	0	0	0	14	2	49	13	0	0	64	50	0	0	0	0	50	0	10	32	1	0	43	184
Approach %	30.8	0.0	0.0	69.2	0.0		0.0	100.0	0.0	0.0	0.0		3.1	76.6	20.3	0.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	23.3	74.4	2.3	0.0		
Total %	2.2	0.0	0.0	4.9	0.0	7.1	0.0	7.6	0.0	0.0	0.0	7.6	1.1	26.6	7.1	0.0	0.0	34.8	27.2	0.0	0.0	0.0	0.0	27.2	0.0	5.4	17.4	0.5	0.0	23.4	
Exiting Leg Total						50						43						60						0						31	184

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

8:00 AM	Dorchester Avenue						West Broadway						Dorchester Avenue						Greenbaum Street						Traveler Street						
	from North						from East						from South						from Southwest						from West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	0	0	1	0	1	0	3	0	0	0	3	0	5	2	0	0	7	5	0	0	0	0	5	0	1	3	1	0	5	21
8:15 AM	1	0	0	0	0	1	0	1	0	0	0	1	0	8	1	0	0	9	8	0	0	0	0	8	0	1	8	0	0	9	28
8:30 AM	1	0	0	3	0	4	0	4	0	0	0	4	0	6	2	0	0	8	4	0	0	0	0	4	0	2	3	0	0	5	25
8:45 AM	0	0	0	1	0	1	0	1	0	0	0	1	0	7	1	0	0	8	10	0	0	0	0	10	0	3	4	0	0	7	27
Total Volume	2	0	0	5	0	7	0	9	0	0	0	9	0	26	6	0	0	32	27	0	0	0	0	27	0	7	18	1	0	26	101
% Approach Total	28.6	0.0	0.0	71.4	0.0		0.0	100.0	0.0	0.0	0.0		0.0	81.3	18.8	0.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	26.9	69.2	3.8	0.0		
PHF	0.500	0.000	0.000	0.417	0.000	0.438	0.000	0.563	0.000	0.000	0.000	0.563	0.000	0.813	0.750	0.000	0.000	0.889	0.675	0.000	0.000	0.000	0.000	0.675	0.000	0.583	0.563	0.250	0.000	0.722	0.902
Entering Leg	2	0	0	5	0	7	0	9	0	0	0	9	0	26	6	0	0	32	27	0	0	0	0	27	0	7	18	1	0	26	101
Exiting Leg						27						23						34						0						17	101
Total						34						32						66						27						43	202

PDI File #: **196731 A**
Location: **N: Dorchester Avenue S: Dorchester Avenue**
Location: **E: West Broadway W: Traveler Street SW: Greenbaum Street**
City, State: **South Boston, MA**
Client: **VHB/ C. Bouchard**
Site Code: **14375.00**
Count Date: **Thursday, January 31, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class:

Single-Unit Trucks

	Dorchester Avenue from North						West Broadway from East						Dorchester Avenue from South						Greenbaum Street from Southwest						Traveler Street from West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	3	0	3	0	0	6	0	2	0	1	0	3	1	0	2	0	0	3	0	0	0	0	0	0	0	2	1	1	0	4	16
7:15 AM	4	0	4	0	0	8	0	2	0	2	0	4	0	1	2	0	0	3	0	0	0	0	0	0	0	2	1	1	0	4	19
7:30 AM	2	0	2	0	0	4	0	0	0	0	0	0	1	4	1	0	0	6	1	0	0	0	0	1	0	3	2	0	0	5	16
7:45 AM	5	0	3	0	0	8	0	3	0	0	0	3	0	2	2	0	0	4	0	0	0	0	0	0	0	3	3	3	0	9	24
Total	14	0	12	0	0	26	0	7	0	3	0	10	2	7	7	0	0	16	1	0	0	0	0	1	0	10	7	5	0	22	75
8:00 AM	1	0	2	0	0	3	0	0	0	0	0	0	0	2	4	0	0	6	0	0	0	0	0	0	0	5	5	3	0	13	22
8:15 AM	0	0	2	0	0	2	1	3	0	1	0	5	1	1	4	0	0	6	0	0	0	0	0	0	0	1	1	0	0	2	15
8:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	3	2	0	5	8
8:45 AM	0	0	1	0	0	1	0	0	0	1	0	1	1	1	0	0	0	2	0	0	0	0	0	0	0	1	0	1	0	2	6
Total	2	0	5	0	0	7	1	3	0	2	0	6	2	5	9	0	0	16	0	0	0	0	0	0	0	7	9	6	0	22	51
Grand Total	16	0	17	0	0	33	1	10	0	5	0	16	4	12	16	0	0	32	1	0	0	0	0	1	0	17	16	11	0	44	126
Approach %	48.5	0.0	51.5	0.0	0.0		6.3	62.5	0.0	31.3	0.0		12.5	37.5	50.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	38.6	36.4	25.0	0.0		
Total %	12.7	0.0	13.5	0.0	0.0	26.2	0.8	7.9	0.0	4.0	0.0	12.7	3.2	9.5	12.7	0.0	0.0	25.4	0.8	0.0	0.0	0.0	0.0	0.8	0.0	13.5	12.7	8.7	0.0	34.9	
Exiting Leg Total						24						20						40						0						42	126

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

7:15 AM	Dorchester Avenue from North						West Broadway from East						Dorchester Avenue from South						Greenbaum Street from Southwest						Traveler Street from West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	4	0	4	0	0	8	0	2	0	2	0	4	0	1	2	0	0	3	0	0	0	0	0	0	0	2	1	1	0	4	19
7:30 AM	2	0	2	0	0	4	0	0	0	0	0	0	1	4	1	0	0	6	1	0	0	0	0	1	0	3	2	0	0	5	16
7:45 AM	5	0	3	0	0	8	0	3	0	0	0	3	0	2	2	0	0	4	0	0	0	0	0	0	0	3	3	3	0	9	24
8:00 AM	1	0	2	0	0	3	0	0	0	0	0	0	0	2	4	0	0	6	0	0	0	0	0	0	0	5	5	3	0	13	22
Total Volume	12	0	11	0	0	23	0	5	0	2	0	7	1	9	9	0	0	19	1	0	0	0	0	1	0	13	11	7	0	31	81
% Approach Total	52.2	0.0	47.8	0.0	0.0		0.0	71.4	0.0	28.6	0.0		5.3	47.4	47.4	0.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	41.9	35.5	22.6	0.0		
PHF	0.600	0.000	0.688	0.000	0.000	0.719	0.000	0.417	0.000	0.250	0.000	0.438	0.250	0.563	0.563	0.000	0.000	0.792	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.650	0.550	0.583	0.000	0.596	0.844
Entering Leg	12	0	11	0	0	23	0	5	0	2	0	7	1	9	9	0	0	19	1	0	0	0	0	1	0	13	11	7	0	31	81
Exiting Leg						16						12						27						0						26	81
Total						39						19						46						1						57	162

PDI File #: **196731 A**
Location: **N: Dorchester Avenue S: Dorchester Avenue**
Location: **E: West Broadway W: Traveler Street SW: Greenbaum Street**
City, State: **South Boston, MA**
Client: **VHB/ C. Bouchard**
Site Code: **14375.00**
Count Date: **Thursday, January 31, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class: **Articulated Trucks**

	Dorchester Avenue from North						West Broadway from East						Dorchester Avenue from South						Greenbaum Street from Southwest						Traveler Street from West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
7:15 AM	2	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	4
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	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	0	0	0	0	0	0	1
Total	3	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	2	0	3	7
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	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	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	2	0	0	2	4
Grand Total	3	0	0	0	0	3	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	3	2	0	5	11
Approach %	100.0	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	0.0	60.0	40.0	0.0		
Total %	27.3	0.0	0.0	0.0	0.0	27.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.1	18.2	0.0	0.0	27.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.3	18.2	0.0	45.5	
Exiting Leg Total						3						3						0						0						5	11

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

7:00 AM	Dorchester Avenue from North						West Broadway from East						Dorchester Avenue from South						Greenbaum Street from Southwest						Traveler Street from West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
7:15 AM	2	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	4
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	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	0	0	0	0	0	0	1
Total Volume	3	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	2	0	3	7
% 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	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	33.3	66.7	0.0		
PHF	0.375	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.750	0.438
Entering Leg	3	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	2	0	3	7
Exiting Leg						2						1						0						0						4	7
Total						5						1						1						0						7	14

PDI File #: **196731 A**
Location: **N: Dorchester Avenue S: Dorchester Avenue**
Location: **E: West Broadway W: Traveler Street SW: Greenbaum Street**
City, State: **South Boston, MA**
Client: **VHB/ C. Bouchard**
Site Code: **14375.00**
Count Date: **Thursday, January 31, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

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

Bicycles (on Roadway and Crosswalks)

	Dorchester Avenue								West Broadway								Dorchester Avenue								Greenbaum Street								Traveler Street								
	from North								from East								from South								from Southwest								from West								
	Right	Bear Righ	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Righ	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
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
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 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	0	0	0	0	0	0	1	0	0	0	0	1	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3
Total	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	0	0	0	0	1	0	2	1	0	0	0	0	0	1	2	0	0	1	0	0	0	0	1	7
Grand Total	1	0	0	0	0	0	0	1	0	1	0	1	0	0	0	2	1	0	0	0	0	1	0	2	1	0	0	0	0	0	1	2	0	0	1	0	0	0	0	1	8
Approach %	100.0	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		50.0	0.0	0.0	0.0	0.0	50.0	0.0		50.0	0.0	0.0	0.0	0.0	0.0	50.0		0.0	0.0	100.0	0.0	0.0	0.0	0.0		
Total %	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	12.5	0.0	12.5	0.0	0.0	0.0	25.0	12.5	0.0	0.0	0.0	0.0	12.5	0.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	12.5	25.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	12.5	
Exiting Leg Total								0								2								3								1								2	8

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

8:00 AM	Dorchester Avenue								West Broadway								Dorchester Avenue								Greenbaum Street								Traveler Street								
	from North								from East								from South								from Southwest								from West								
	Right	Bear Righ	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Righ	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 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	0	0	0	0	0	0	1	0	0	0	0	1	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3
Total Volume	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	0	0	0	0	1	0	2	1	0	0	0	0	0	1	2	0	0	1	0	0	0	0	1	7
% Approach Total	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	0.0		50.0	0.0	0.0	0.0	0.0	50.0	0.0		50.0	0.0	0.0	0.0	0.0	0.0	50.0		0.0	0.0	100.0	0.0	0.0	0.0	0.0		
PHF	0.250	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	0.250	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.500	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.583
Entering Leg	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	0	0	0	0	1	0	2	1	0	0	0	0	0	1	2	0	0	1	0	0	0	0	1	7
Exiting Leg								0								2								2								1								2	7
Total								1								3								4								3								3	14

PDI File #: **196731 A**
Location: **N: Dorchester Avenue S: Dorchester Avenue**
Location: **E: West Broadway W: Traveler Street SW: Greenbaum Street**
City, State: **South Boston, MA**
Client: **VHB/ C. Bouchard**
Site Code: **14375.00**
Count Date: **Thursday, January 31, 2019**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

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

Pedestrians

	Dorchester Avenue from North								West Broadway from East								Dorchester Avenue from South								Greenbaum Street from Southwest								Traveler Street from West								
	Right	Bear Righ	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Righ	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	1	2	3	0	0	0	0	0	2	2	4	0	0	0	0	0	12	5	17	0	0	0	0	0	6	4	10	0	0	0	0	0	8	0	8	42
7:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	7	5	12	0	0	0	0	0	2	8	10	0	0	0	0	0	3	1	4	0	0	0	0	0	8	2	10	37
7:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	5	7	0	0	0	0	0	1	11	12	0	0	0	0	0	1	4	5	0	0	0	0	0	9	0	9	34
7:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	7	7	0	0	0	0	0	15	13	28	0	0	0	0	0	8	2	10	0	0	0	0	0	14	1	15	64
Total	0	0	0	0	0	7	2	9	0	0	0	0	0	11	19	30	0	0	0	0	0	30	37	67	0	0	0	0	0	18	11	29	0	0	0	0	0	39	3	42	177
8:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	5	6	11	0	0	0	0	0	6	16	22	0	0	0	0	0	7	5	12	0	0	0	0	0	8	1	9	56
8:15 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	1	10	11	0	0	0	0	0	8	10	18	0	0	0	0	0	9	1	10	0	0	0	0	0	12	2	14	55
8:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	2	11	13	0	0	0	0	0	5	11	16	0	0	0	0	0	3	3	6	0	0	0	0	0	7	2	9	45
8:45 AM	0	0	0	0	0	2	1	3	0	0	0	0	0	8	6	14	0	0	0	0	0	11	14	25	0	0	0	0	0	6	3	9	0	0	0	0	0	9	3	12	63
Total	0	0	0	0	0	5	3	8	0	0	0	0	0	16	33	49	0	0	0	0	0	30	51	81	0	0	0	0	0	25	12	37	0	0	0	0	0	36	8	44	219
Grand Total	0	0	0	0	0	12	5	17	0	0	0	0	0	27	52	79	0	0	0	0	0	60	88	148	0	0	0	0	0	43	23	66	0	0	0	0	0	75	11	86	396
Approach %	0	0	0	0	0	70.6	29.4		0	0	0	0	0	34.2	65.8		0	0	0	0	0	40.5	59.5		0	0	0	0	0	65.2	34.8		0	0	0	0	0	87.2	12.8		
Total %	0	0	0	0	0	3.03	1.26	4.29	0	0	0	0	0	6.82	13.1	19.9	0	0	0	0	0	15.2	22.2	37.4	0	0	0	0	0	10.9	5.81	16.7	0	0	0	0	0	18.9	2.78	21.7	
Exiting Leg Total								17								79								148								66								86	396

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

7:45 AM	Dorchester Avenue from North								West Broadway from East								Dorchester Avenue from South								Greenbaum Street from Southwest								Traveler Street from West								
	Right	Bear Righ	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Righ	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	7	7	0	0	0	0	0	15	13	28	0	0	0	0	0	8	2	10	0	0	0	0	0	14	1	15	64
8:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	5	6	11	0	0	0	0	0	6	16	22	0	0	0	0	0	7	5	12	0	0	0	0	0	8	1	9	56
8:15 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	1	10	11	0	0	0	0	0	8	10	18	0	0	0	0	0	9	1	10	0	0	0	0	0	12	2	14	55
8:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	2	11	13	0	0	0	0	0	5	11	16	0	0	0	0	0	3	3	6	0	0	0	0	0	7	2	9	45
Total Volume	0	0	0	0	0	7	2	9	0	0	0	0	0	8	34	42	0	0	0	0	0	34	50	84	0	0	0	0	0	27	11	38	0	0	0	0	0	41	6	47	220
% Approach Total	0.0	0.0	0.0	0.0	0.0	77.8	22.2		0.0	0.0	0.0	0.0	0.0	19.0	81.0		0.0	0.0	0.0	0.0	0.0	40.5	59.5		0.0	0.0	0.0	0.0	0.0	71.1	28.9		0.0	0.0	0.0	0.0	0.0	87.2	12.8		
PHF	0.000	0.000	0.000	0.000	0.000	0.438	0.500	0.563	0.000	0.000	0.000	0.000	0.000	0.400	0.773	0.808	0.000	0.000	0.000	0.000	0.000	0.567	0.781	0.750	0.000	0.000	0.000	0.000	0.000	0.750	0.550	0.792	0.000	0.000	0.000	0.000	0.000	0.732	0.750	0.783	0.859
Entering Leg	0	0	0	0	0	7	2	9	0	0	0	0	0	8	34	42	0	0	0	0	0	34	50	84	0	0	0	0	0	27	11	38	0	0	0	0	0	41	6	47	220
Exiting Leg								9								42								84								38								47	220
Total								18								84								168								76								94	440

PDI File #: **196731 AA**
Location: **N: Dorchester Avenue S: Dorchester Avenue**
Location: **E: West Broadway W: Traveler Street SW: Greenbaum Street**
City, State: **South Boston, MA**
Client: **VHB/ C. Bouchard**
Site Code: **14375.00**
Count Date: **Thursday, January 31, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

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

Cars and Heavy Vehicles (Combined)

	Dorchester Avenue from North						West Broadway from East						Dorchester Avenue from South						Greenbaum Street from Southwest						Traveler Street from West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	63	0	39	3	0	105	3	39	0	11	0	53	13	17	57	0	2	89	11	2	0	0	0	13	0	90	74	8	2	174	434
4:15 PM	57	0	40	7	0	104	3	47	0	12	0	62	10	16	79	0	1	106	7	0	0	0	0	7	0	99	73	7	1	180	459
4:30 PM	86	0	51	9	0	146	5	38	0	9	0	52	13	14	82	0	0	109	9	1	0	0	0	10	0	98	74	12	0	184	501
4:45 PM	61	0	42	1	0	104	5	29	0	9	0	43	10	18	68	0	1	97	13	0	0	0	0	13	0	96	97	9	0	202	459
Total	267	0	172	20	0	459	16	153	0	41	0	210	46	65	286	0	4	401	40	3	0	0	0	43	0	383	318	36	3	740	1853
5:00 PM	54	0	43	4	0	101	8	33	0	18	2	61	11	14	59	0	0	84	11	0	0	0	0	11	0	100	107	20	1	228	485
5:15 PM	65	0	53	3	0	121	7	43	0	7	0	57	15	12	48	0	3	78	12	0	0	1	0	13	0	107	104	16	3	230	499
5:30 PM	76	0	46	3	0	125	8	35	0	13	0	56	16	12	86	0	0	114	15	0	0	0	0	15	0	119	94	18	1	232	542
5:45 PM	66	0	33	1	0	100	15	37	0	17	1	70	11	13	77	0	0	101	12	0	0	0	0	12	0	111	87	17	3	218	501
Total	261	0	175	11	0	447	38	148	0	55	3	244	53	51	270	0	3	377	50	0	0	1	0	51	0	437	392	71	8	908	2027
Grand Total	528	0	347	31	0	906	54	301	0	96	3	454	99	116	556	0	7	778	90	3	0	1	0	94	0	820	710	107	11	1648	3880
Approach %	58.3	0.0	38.3	3.4	0.0		11.9	66.3	0.0	21.1	0.7		12.7	14.9	71.5	0.0	0.9		95.7	3.2	0.0	1.1	0.0		0.0	49.8	43.1	6.5	0.7		
Total %	13.6	0.0	8.9	0.8	0.0	23.4	1.4	7.8	0.0	2.5	0.1	11.7	2.6	3.0	14.3	0.0	0.2	20.1	2.3	0.1	0.0	0.0	0.0	2.4	0.0	21.1	18.3	2.8	0.3	42.5	
Exiting Leg Total						277						846						1360						0						1397	3880
Cars	506	0	335	22	0	863	52	290	0	92	3	437	96	80	539	0	7	722	58	3	0	1	0	62	0	802	679	98	10	1589	3673
% Cars	95.8	0.0	96.5	71.0	0.0	95.3	96.3	96.3	0.0	95.8	100.0	96.3	97.0	69.0	96.9	0.0	100.0	92.8	64.4	100.0	0.0	100.0	0.0	66.0	0.0	97.8	95.6	91.6	90.9	96.4	94.7
Exiting Leg Total						230						803						1294						0						1346	3673
Heavy Vehicles	22	0	12	9	0	43	2	11	0	4	0	17	3	36	17	0	0	56	32	0	0	0	0	32	0	18	31	9	1	59	207
% Heavy Vehicles	4.2	0.0	3.5	29.0	0.0	4.7	3.7	3.7	0.0	4.2	0.0	3.7	3.0	31.0	3.1	0.0	0.0	7.2	35.6	0.0	0.0	0.0	0.0	34.0	0.0	2.2	4.4	8.4	9.1	3.6	5.3
Exiting Leg Total						47						43						66						0						51	207

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

5:00 PM	Dorchester Avenue from North						West Broadway from East						Dorchester Avenue from South						Greenbaum Street from Southwest						Traveler Street from West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
5:00 PM	54	0	43	4	0	101	8	33	0	18	2	61	11	14	59	0	0	84	11	0	0	0	0	11	0	100	107	20	1	228	485
5:15 PM	65	0	53	3	0	121	7	43	0	7	0	57	15	12	48	0	3	78	12	0	0	1	0	13	0	107	104	16	3	230	499
5:30 PM	76	0	46	3	0	125	8	35	0	13	0	56	16	12	86	0	0	114	15	0	0	0	0	15	0	119	94	18	1	232	542
5:45 PM	66	0	33	1	0	100	15	37	0	17	1	70	11	13	77	0	0	101	12	0	0	0	0	12	0	111	87	17	3	218	501
Total Volume	261	0	175	11	0	447	38	148	0	55	3	244	53	51	270	0	3	377	50	0	0	1	0	51	0	437	392	71	8	908	2027
% Approach Total	58.4	0.0	39.1	2.5	0.0		15.6	60.7	0.0	22.5	1.2		14.1	13.5	71.6	0.0	0.8		98.0	0.0	0.0	2.0	0.0		0.0	48.1	43.2	7.8	0.9		
PHF	0.859	0.000	0.825	0.688	0.000	0.894	0.633	0.860	0.000	0.764	0.375	0.871	0.828	0.911	0.785	0.000	0.250	0.827	0.833	0.000	0.000	0.250	0.000	0.850	0.000	0.918	0.916	0.888	0.667	0.978	0.935
Cars	253	0	171	6	0	430	38	144	0	54	3	239	51	35	264	0	3	353	34	0	0	1	0	35	0	430	374	66	7	877	1934
Cars %	96.9	0.0	97.7	54.5	0.0	96.2	100.0	97.3	0.0	98.2	100.0	98.0	96.2	68.6	97.8	0.0	100.0	93.6	68.0	0.0	0.0	100.0	0.0	68.6	0.0	98.4	95.4	93.0	87.5	96.6	95.4
Heavy Vehicles	8	0	4	5	0	17	0	4	0	1	0	5	2	16	6	0	0	24	16	0	0	0	0	16	0	7	18	5	1	31	93
Heavy Vehicles %	3.1	0.0	2.3	45.5	0.0	3.8	0.0	2.7	0.0	1.8	0.0	2.0	3.8	31.4	2.2	0.0	0.0	6.4	32.0	0.0	0.0	0.0	0.0	31.4	0.0	1.6	4.6	7.0	12.5	3.4	4.6
Cars Enter Leg	253	0	171	6	0	430	38	144	0	54	3	239	51	35	264	0	3	353	34	0	0	1	0	35	0	430	374	66	7	877	1934
Heavy Enter Leg	8	0	4	5	0	17	0	4	0	1	0	5	2	16	6	0	0	24	16	0	0	0	0	16	0	7	18	5	1	31	93
Total Entering Leg	261	0	175	11	0	447	38	148	0	55	3	244	53	51	270	0	3	377	50	0	0	1	0	51	0	437	392	71	8	908	2027
Cars Exiting Leg						139						434						692						0						669	1934
Heavy Exiting Leg						21						25						28						0						19	93
Total Exiting Leg						160						459						720						0						688	2027

PDI File #: **196731 AA**
Location: **N: Dorchester Avenue S: Dorchester Avenue**
Location: **E: West Broadway W: Traveler Street SW: Greenbaum Street**
City, State: **South Boston, MA**
Client: **VHB/ C. Bouchard**
Site Code: **14375.00**
Count Date: **Thursday, January 31, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

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

Cars-Combined (Motorcycles, Cars, Light Goods)

	Dorchester Avenue from North						West Broadway from East						Dorchester Avenue from South						Greenbaum Street from Southwest						Traveler Street from West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	60	0	39	2	0	101	3	38	0	10	0	51	13	13	53	0	2	81	7	2	0	0	0	9	0	88	70	8	2	168	410
4:15 PM	56	0	38	6	0	100	2	43	0	12	0	57	9	11	79	0	1	100	3	0	0	0	0	3	0	96	70	7	1	174	434
4:30 PM	82	0	49	7	0	138	5	38	0	8	0	51	13	9	77	0	0	99	5	1	0	0	0	6	0	96	70	9	0	175	469
4:45 PM	55	0	38	1	0	94	4	27	0	8	0	39	10	12	66	0	1	89	9	0	0	0	0	9	0	92	95	8	0	195	426
Total	253	0	164	16	0	433	14	146	0	38	0	198	45	45	275	0	4	369	24	3	0	0	0	27	0	372	305	32	3	712	1739
5:00 PM	52	0	41	2	0	95	8	32	0	17	2	59	9	11	57	0	0	77	8	0	0	0	0	8	0	99	103	18	1	221	460
5:15 PM	64	0	53	3	0	120	7	43	0	7	0	57	15	9	46	0	3	73	8	0	0	1	0	9	0	103	100	16	2	221	480
5:30 PM	73	0	46	1	0	120	8	32	0	13	0	53	16	7	85	0	0	108	10	0	0	0	0	10	0	119	89	16	1	225	516
5:45 PM	64	0	31	0	0	95	15	37	0	17	1	70	11	8	76	0	0	95	8	0	0	0	0	8	0	109	82	16	3	210	478
Total	253	0	171	6	0	430	38	144	0	54	3	239	51	35	264	0	3	353	34	0	0	1	0	35	0	430	374	66	7	877	1934
Grand Total	506	0	335	22	0	863	52	290	0	92	3	437	96	80	539	0	7	722	58	3	0	1	0	62	0	802	679	98	10	1589	3673
Approach %	58.6	0.0	38.8	2.5	0.0		11.9	66.4	0.0	21.1	0.7		13.3	11.1	74.7	0.0	1.0		93.5	4.8	0.0	1.6	0.0		0.0	50.5	42.7	6.2	0.6		
Total %	13.8	0.0	9.1	0.6	0.0	23.5	1.4	7.9	0.0	2.5	0.1	11.9	2.6	2.2	14.7	0.0	0.2	19.7	1.6	0.1	0.0	0.0	0.0	1.7	0.0	21.8	18.5	2.7	0.3	43.3	
Exiting Leg Total						230						803						1294						0						1346	3673

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

5:00 PM	Dorchester Avenue from North						West Broadway from East						Dorchester Avenue from South						Greenbaum Street from Southwest						Traveler Street from West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
5:00 PM	52	0	41	2	0	95	8	32	0	17	2	59	9	11	57	0	0	77	8	0	0	0	0	8	0	99	103	18	1	221	460
5:15 PM	64	0	53	3	0	120	7	43	0	7	0	57	15	9	46	0	3	73	8	0	0	1	0	9	0	103	100	16	2	221	480
5:30 PM	73	0	46	1	0	120	8	32	0	13	0	53	16	7	85	0	0	108	10	0	0	0	0	10	0	119	89	16	1	225	516
5:45 PM	64	0	31	0	0	95	15	37	0	17	1	70	11	8	76	0	0	95	8	0	0	0	0	8	0	109	82	16	3	210	478
Total Volume	253	0	171	6	0	430	38	144	0	54	3	239	51	35	264	0	3	353	34	0	0	1	0	35	0	430	374	66	7	877	1934
% Approach Total	58.8	0.0	39.8	1.4	0.0		15.9	60.3	0.0	22.6	1.3		14.4	9.9	74.8	0.0	0.8		97.1	0.0	0.0	2.9	0.0		0.0	49.0	42.6	7.5	0.8		
PHF	0.866	0.000	0.807	0.500	0.000	0.896	0.633	0.837	0.000	0.794	0.375	0.854	0.797	0.795	0.776	0.000	0.250	0.817	0.850	0.000	0.000	0.250	0.000	0.875	0.000	0.903	0.908	0.917	0.583	0.974	0.937
Entering Leg	253	0	171	6	0	430	38	144	0	54	3	239	51	35	264	0	3	353	34	0	0	1	0	35	0	430	374	66	7	877	1934
Exiting Leg						139						434						692						0						669	1934
Total						569						673						1045						35						1546	3868

PDI File #: **196731 AA**
Location: **N: Dorchester Avenue S: Dorchester Avenue**
Location: **E: West Broadway W: Traveler Street SW: Greenbaum Street**
City, State: **South Boston, MA**
Client: **VHB/ C. Bouchard**
Site Code: **14375.00**
Count Date: **Thursday, January 31, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**

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

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

	Dorchester Avenue from North						West Broadway from East						Dorchester Avenue from South						Greenbaum Street from Southwest						Traveler Street from West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	3	0	0	1	0	4	0	1	0	1	0	2	0	4	4	0	0	8	4	0	0	0	0	4	0	2	4	0	0	6	24
4:15 PM	1	0	2	1	0	4	1	4	0	0	0	5	1	5	0	0	0	6	4	0	0	0	0	4	0	3	3	0	0	6	25
4:30 PM	4	0	2	2	0	8	0	0	0	1	0	1	0	5	5	0	0	10	4	0	0	0	0	4	0	2	4	3	0	9	32
4:45 PM	6	0	4	0	0	10	1	2	0	1	0	4	0	6	2	0	0	8	4	0	0	0	0	4	0	4	2	1	0	7	33
Total	14	0	8	4	0	26	2	7	0	3	0	12	1	20	11	0	0	32	16	0	0	0	0	16	0	11	13	4	0	28	114
5:00 PM	2	0	2	2	0	6	0	1	0	1	0	2	2	3	2	0	0	7	3	0	0	0	0	3	0	1	4	2	0	7	25
5:15 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	3	2	0	0	5	4	0	0	0	0	4	0	4	4	0	1	9	19
5:30 PM	3	0	0	2	0	5	0	3	0	0	0	3	0	5	1	0	0	6	5	0	0	0	0	5	0	0	5	2	0	7	26
5:45 PM	2	0	2	1	0	5	0	0	0	0	0	0	0	5	1	0	0	6	4	0	0	0	0	4	0	2	5	1	0	8	23
Total	8	0	4	5	0	17	0	4	0	1	0	5	2	16	6	0	0	24	16	0	0	0	0	16	0	7	18	5	1	31	93
Grand Total	22	0	12	9	0	43	2	11	0	4	0	17	3	36	17	0	0	56	32	0	0	0	0	32	0	18	31	9	1	59	207
Approach %	51.2	0.0	27.9	20.9	0.0		11.8	64.7	0.0	23.5	0.0		5.4	64.3	30.4	0.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	30.5	52.5	15.3	1.7		
Total %	10.6	0.0	5.8	4.3	0.0	20.8	1.0	5.3	0.0	1.9	0.0	8.2	1.4	17.4	8.2	0.0	0.0	27.1	15.5	0.0	0.0	0.0	0.0	15.5	0.0	8.7	15.0	4.3	0.5	28.5	
Exiting Leg Total						47						43						66						0						51	207
Buses	0	0	1	9	0	10	0	7	0	1	0	8	2	31	13	0	0	46	32	0	0	0	0	32	0	16	22	0	0	38	134
% Buses	0.0	0.0	8.3	100.0	0.0	23.3	0.0	63.6	0.0	25.0	0.0	47.1	66.7	86.1	76.5	0.0	0.0	82.1	100.0	0.0	0.0	0.0	0.0	100.0	0.0	88.9	71.0	0.0	0.0	64.4	64.7
Exiting Leg Total						31						33						50						0						20	134
Single-Unit Trucks	13	0	10	0	0	23	2	1	0	3	0	6	1	4	4	0	0	9	0	0	0	0	0	0	0	2	9	8	1	20	58
% Single-Unit	59.1	0.0	83.3	0.0	0.0	53.5	100.0	9.1	0.0	75.0	0.0	35.3	33.3	11.1	23.5	0.0	0.0	16.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1	29.0	88.9	100.0	33.9	28.0
Exiting Leg Total						14						10						15						0						19	58
Articulated Trucks	9	0	1	0	0	10	0	3	0	0	0	3	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	15
% Articulated	40.9	0.0	8.3	0.0	0.0	23.3	0.0	27.3	0.0	0.0	0.0	17.6	0.0	2.8	0.0	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1	0.0	1.7	7.2
Exiting Leg Total						2						0						1						0						12	15

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

4:15 PM	Dorchester Avenue from North						West Broadway from East						Dorchester Avenue from South						Greenbaum Street from Southwest						Traveler Street from West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
4:15 PM	1	0	2	1	0	4	1	4	0	0	0	5	1	5	0	0	0	6	4	0	0	0	0	4	0	3	3	0	0	6	25
4:30 PM	4	0	2	2	0	8	0	0	0	1	0	1	0	5	5	0	0	10	4	0	0	0	0	4	0	2	4	3	0	9	32
4:45 PM	6	0	4	0	0	10	1	2	0	1	0	4	0	6	2	0	0	8	4	0	0	0	0	4	0	4	2	1	0	7	33
5:00 PM	2	0	2	2	0	6	0	1	0	1	0	2	2	3	2	0	0	7	3	0	0	0	0	3	0	1	4	2	0	7	25
Total Volume	13	0	10	5	0	28	2	7	0	3	0	12	3	19	9	0	0	31	15	0	0	0	0	15	0	10	13	6	0	29	115
% Approach Total	46.4	0.0	35.7	17.9	0.0		16.7	58.3	0.0	25.0	0.0		9.7	61.3	29.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	34.5	44.8	20.7	0.0		
PHF	0.542	0.000	0.625	0.625	0.000	0.700	0.500	0.438	0.000	0.750	0.000	0.600	0.375	0.792	0.450	0.000	0.000	0.775	0.938	0.000	0.000	0.000	0.000	0.938	0.000	0.625	0.813	0.500	0.000	0.806	0.871
Buses	0	0	0	5	0	5	0	4	0	1	0	5	2	16	6	0	0	24	15	0	0	0	0	15	0	9	11	0	0	20	69
Buses %	0.0	0.0	0.0	100.0	0.0	17.9	0.0	57.1	0.0	33.3	0.0	41.7	66.7	84.2	66.7	0.0	0.0	77.4	100.0	0.0	0.0	0.0	0.0	100.0	0.0	90.0	84.6	0.0	0.0	69.0	60.0
Single-Unit Trucks	9	0	9	0	0	18	2	1	0	2	0	5	1	2	3	0	0	6	0	0	0	0	0	0	0	1	2	5	0	8	37
Single-Unit %	69.2	0.0	90.0	0.0	0.0	64.3	100.0	14.3	0.0	66.7	0.0	41.7	33.3	10.5	33.3	0.0	0.0	19.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	15.4	83.3	0.0	27.6	32.2
Articulated Trucks	4	0	1	0	0	5	0	2	0	0	0	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	9
Articulated %	30.8	0.0	10.0	0.0	0.0	17.9	0.0	28.6	0.0	0.0	0.0	16.7	0.0	5.3	0.0	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0.0	3.4	7.8

PDI File #: **196731 AA**
Location: **N: Dorchester Avenue S: Dorchester Avenue**
Location: **E: West Broadway W: Traveler Street SW: Greenbaum Street**
City, State: **South Boston, MA**
Client: **VHB/ C. Bouchard**
Site Code: **14375.00**
Count Date: **Thursday, January 31, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

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

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

	Dorchester Avenue from North						West Broadway from East						Dorchester Avenue from South						Greenbaum Street from Southwest						Traveler Street from West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
Buses	0	0	0	5	0	5	0	4	0	1	0	5	2	16	6	0	0	24	15	0	0	0	0	15	0	9	11	0	0	20	69
Single-Unit Trucks	9	0	9	0	0	18	2	1	0	2	0	5	1	2	3	0	0	6	0	0	0	0	0	0	0	1	2	5	0	8	37
Articulated Trucks	4	0	1	0	0	5	0	2	0	0	0	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	9
Total Entering Leg	13	0	10	5	0	28	2	7	0	3	0	12	3	19	9	0	0	31	15	0	0	0	0	15	0	10	13	6	0	29	115
Buses						16						18						25						0						10	69
Single-Unit Trucks						9						3						12						0						13	37
Articulated Trucks						2						0						1						0						6	9
Total Exiting Leg						27						21						38						0						29	115

PDI File #: **196731 AA**
Location: **N: Dorchester Avenue S: Dorchester Avenue**
Location: **E: West Broadway W: Traveler Street SW: Greenbaum Street**
City, State: **South Boston, MA**
Client: **VHB/ C. Bouchard**
Site Code: **14375.00**
Count Date: **Thursday, January 31, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

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

Cars

	Dorchester Avenue from North						West Broadway from East						Dorchester Avenue from South						Greenbaum Street from Southwest						Traveler Street from West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	53	0	34	2	0	89	3	35	0	10	0	48	12	11	45	0	2	70	4	2	0	0	0	6	0	82	68	6	2	158	371
4:15 PM	51	0	37	6	0	94	1	38	0	11	0	50	8	11	77	0	1	97	3	0	0	0	0	3	0	86	68	6	1	161	405
4:30 PM	72	0	47	6	0	125	4	35	0	8	0	47	12	9	70	0	0	91	5	1	0	0	0	6	0	87	69	8	0	164	433
4:45 PM	52	0	36	1	0	89	4	25	0	8	0	37	8	12	60	0	1	81	8	0	0	0	0	8	0	88	89	8	0	185	400
Total	228	0	154	15	0	397	12	133	0	37	0	182	40	43	252	0	4	339	20	3	0	0	0	23	0	343	294	28	3	668	1609
5:00 PM	50	0	40	2	0	92	8	29	0	15	2	54	8	9	56	0	0	73	8	0	0	0	0	8	0	96	100	17	1	214	441
5:15 PM	59	0	50	3	0	112	7	41	0	7	0	55	15	8	44	0	3	70	7	0	0	0	0	7	0	97	97	16	2	212	456
5:30 PM	70	0	46	1	0	117	8	31	0	13	0	52	14	5	83	0	0	102	9	0	0	0	0	9	0	112	83	15	1	211	491
5:45 PM	58	0	29	0	0	87	15	34	0	16	1	66	10	8	71	0	0	89	8	0	0	0	0	8	0	105	82	16	3	206	456
Total	237	0	165	6	0	408	38	135	0	51	3	227	47	30	254	0	3	334	32	0	0	0	0	32	0	410	362	64	7	843	1844
Grand Total	465	0	319	21	0	805	50	268	0	88	3	409	87	73	506	0	7	673	52	3	0	0	0	55	0	753	656	92	10	1511	3453
Approach %	57.8	0.0	39.6	2.6	0.0		12.2	65.5	0.0	21.5	0.7		12.9	10.8	75.2	0.0	1.0		94.5	5.5	0.0	0.0	0.0		0.0	49.8	43.4	6.1	0.7		
Total %	13.5	0.0	9.2	0.6	0.0	23.3	1.4	7.8	0.0	2.5	0.1	11.8	2.5	2.1	14.7	0.0	0.2	19.5	1.5	0.1	0.0	0.0	0.0	1.6	0.0	21.8	19.0	2.7	0.3	43.8	
Exiting Leg Total						215						770						1219						0						1249	3453

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

5:00 PM	Dorchester Avenue from North						West Broadway from East						Dorchester Avenue from South						Greenbaum Street from Southwest						Traveler Street from West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
5:00 PM	50	0	40	2	0	92	8	29	0	15	2	54	8	9	56	0	0	73	8	0	0	0	0	8	0	96	100	17	1	214	441
5:15 PM	59	0	50	3	0	112	7	41	0	7	0	55	15	8	44	0	3	70	7	0	0	0	0	7	0	97	97	16	2	212	456
5:30 PM	70	0	46	1	0	117	8	31	0	13	0	52	14	5	83	0	0	102	9	0	0	0	0	9	0	112	83	15	1	211	491
5:45 PM	58	0	29	0	0	87	15	34	0	16	1	66	10	8	71	0	0	89	8	0	0	0	0	8	0	105	82	16	3	206	456
Total Volume	237	0	165	6	0	408	38	135	0	51	3	227	47	30	254	0	3	334	32	0	0	0	0	32	0	410	362	64	7	843	1844
% Approach Total	58.1	0.0	40.4	1.5	0.0		16.7	59.5	0.0	22.5	1.3		14.1	9.0	76.0	0.0	0.9		100.0	0.0	0.0	0.0	0.0		0.0	48.6	42.9	7.6	0.8		
PHF	0.846	0.000	0.825	0.500	0.000	0.872	0.633	0.823	0.000	0.797	0.375	0.860	0.783	0.833	0.765	0.000	0.250	0.819	0.889	0.000	0.000	0.000	0.000	0.889	0.000	0.915	0.905	0.941	0.583	0.985	0.939
Entering Leg	237	0	165	6	0	408	38	135	0	51	3	227	47	30	254	0	3	334	32	0	0	0	0	32	0	410	362	64	7	843	1844
Exiting Leg						132						418						661						0						633	1844
Total						540						645						995						32						1476	3688

PDI File #: **196731 AA**
Location: **N: Dorchester Avenue S: Dorchester Avenue**
Location: **E: West Broadway W: Traveler Street SW: Greenbaum Street**
City, State: **South Boston, MA**
Client: **VHB/ C. Bouchard**
Site Code: **14375.00**
Count Date: **Thursday, January 31, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

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

Light Goods Vehicle

	Dorchester Avenue from North						West Broadway from East						Dorchester Avenue from South						Greenbaum Street from Southwest						Traveler Street from West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	7	0	5	0	0	12	0	3	0	0	0	3	1	2	8	0	0	11	3	0	0	0	0	3	0	6	2	2	0	10	39
4:15 PM	5	0	1	0	0	6	1	5	0	1	0	7	1	0	2	0	0	3	0	0	0	0	0	0	0	10	2	1	0	13	29
4:30 PM	10	0	2	1	0	13	1	3	0	0	0	4	1	0	7	0	0	8	0	0	0	0	0	0	0	9	1	1	0	11	36
4:45 PM	3	0	2	0	0	5	0	2	0	0	0	2	2	0	6	0	0	8	1	0	0	0	0	1	0	4	5	0	0	9	25
Total	25	0	10	1	0	36	2	13	0	1	0	16	5	2	23	0	0	30	4	0	0	0	0	4	0	29	10	4	0	43	129
5:00 PM	2	0	1	0	0	3	0	3	0	2	0	5	1	2	1	0	0	4	0	0	0	0	0	0	0	3	3	1	0	7	19
5:15 PM	5	0	2	0	0	7	0	2	0	0	0	2	0	1	2	0	0	3	1	0	0	1	0	2	0	6	3	0	0	9	23
5:30 PM	3	0	0	0	0	3	0	1	0	0	0	1	2	2	2	0	0	6	1	0	0	0	0	1	0	7	6	1	0	14	25
5:45 PM	6	0	2	0	0	8	0	3	0	1	0	4	1	0	5	0	0	6	0	0	0	0	0	0	0	4	0	0	0	4	22
Total	16	0	5	0	0	21	0	9	0	3	0	12	4	5	10	0	0	19	2	0	0	1	0	3	0	20	12	2	0	34	89
Grand Total	41	0	15	1	0	57	2	22	0	4	0	28	9	7	33	0	0	49	6	0	0	1	0	7	0	49	22	6	0	77	218
Approach %	71.9	0.0	26.3	1.8	0.0		7.1	78.6	0.0	14.3	0.0		18.4	14.3	67.3	0.0	0.0		85.7	0.0	0.0	14.3	0.0		0.0	63.6	28.6	7.8	0.0		
Total %	18.8	0.0	6.9	0.5	0.0	26.1	0.9	10.1	0.0	1.8	0.0	12.8	4.1	3.2	15.1	0.0	0.0	22.5	2.8	0.0	0.0	0.5	0.0	3.2	0.0	22.5	10.1	2.8	0.0	35.3	
Exiting Leg Total						15						32						74						0						97	218

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

4:00 PM	Dorchester Avenue from North						West Broadway from East						Dorchester Avenue from South						Greenbaum Street from Southwest						Traveler Street from West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	7	0	5	0	0	12	0	3	0	0	0	3	1	2	8	0	0	11	3	0	0	0	0	3	0	6	2	2	0	10	39
4:15 PM	5	0	1	0	0	6	1	5	0	1	0	7	1	0	2	0	0	3	0	0	0	0	0	0	0	10	2	1	0	13	29
4:30 PM	10	0	2	1	0	13	1	3	0	0	0	4	1	0	7	0	0	8	0	0	0	0	0	0	0	9	1	1	0	11	36
4:45 PM	3	0	2	0	0	5	0	2	0	0	0	2	2	0	6	0	0	8	1	0	0	0	0	1	0	4	5	0	0	9	25
Total Volume	25	0	10	1	0	36	2	13	0	1	0	16	5	2	23	0	0	30	4	0	0	0	0	4	0	29	10	4	0	43	129
% Approach Total	69.4	0.0	27.8	2.8	0.0		12.5	81.3	0.0	6.3	0.0		16.7	6.7	76.7	0.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	67.4	23.3	9.3	0.0		
PHF	0.625	0.000	0.500	0.250	0.000	0.692	0.500	0.650	0.000	0.250	0.000	0.571	0.625	0.250	0.719	0.000	0.000	0.682	0.333	0.000	0.000	0.000	0.000	0.333	0.000	0.725	0.500	0.500	0.000	0.827	0.827
Entering Leg	25	0	10	1	0	36	2	13	0	1	0	16	5	2	23	0	0	30	4	0	0	0	0	4	0	29	10	4	0	43	129
Exiting Leg						8						16						44						0						61	129
Total						44						32						74						4						104	258

PDI File #: **196731 AA**
Location: **N: Dorchester Avenue S: Dorchester Avenue**
Location: **E: West Broadway W: Traveler Street SW: Greenbaum Street**
City, State: **South Boston, MA**
Client: **VHB/ C. Bouchard**
Site Code: **14375.00**
Count Date: **Thursday, January 31, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

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

Buses

	Dorchester Avenue from North						West Broadway from East						Dorchester Avenue from South						Greenbaum Street from Southwest						Traveler Street from West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	1	0	1	0	1	0	0	0	1	0	3	3	0	0	6	4	0	0	0	0	4	0	2	1	0	0	3	15
4:15 PM	0	0	0	1	0	1	0	1	0	0	0	1	0	4	0	0	0	4	4	0	0	0	0	4	0	3	3	0	0	6	16
4:30 PM	0	0	0	2	0	2	0	0	0	0	0	0	0	4	4	0	0	8	4	0	0	0	0	4	0	2	3	0	0	5	19
4:45 PM	0	0	0	0	0	0	0	2	0	1	0	3	0	5	1	0	0	6	4	0	0	0	0	4	0	4	2	0	0	6	19
Total	0	0	0	4	0	4	0	4	0	1	0	5	0	16	8	0	0	24	16	0	0	0	0	16	0	11	9	0	0	20	69
5:00 PM	0	0	0	2	0	2	0	1	0	0	0	1	2	3	1	0	0	6	3	0	0	0	0	3	0	0	3	0	0	3	15
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	5	4	0	0	0	0	4	0	4	4	0	0	8	17
5:30 PM	0	0	0	2	0	2	0	2	0	0	0	2	0	5	1	0	0	6	5	0	0	0	0	5	0	0	3	0	0	3	18
5:45 PM	0	0	1	1	0	2	0	0	0	0	0	0	0	4	1	0	0	5	4	0	0	0	0	4	0	1	3	0	0	4	15
Total	0	0	1	5	0	6	0	3	0	0	0	3	2	15	5	0	0	22	16	0	0	0	0	16	0	5	13	0	0	18	65
Grand Total	0	0	1	9	0	10	0	7	0	1	0	8	2	31	13	0	0	46	32	0	0	0	0	32	0	16	22	0	0	38	134
Approach %	0.0	0.0	10.0	90.0	0.0		0.0	87.5	0.0	12.5	0.0		4.3	67.4	28.3	0.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	42.1	57.9	0.0	0.0		
Total %	0.0	0.0	0.7	6.7	0.0	7.5	0.0	5.2	0.0	0.7	0.0	6.0	1.5	23.1	9.7	0.0	0.0	34.3	23.9	0.0	0.0	0.0	0.0	23.9	0.0	11.9	16.4	0.0	0.0	28.4	
Exiting Leg Total						31						33						50						0						20	134

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

4:30 PM	Dorchester Avenue from North						West Broadway from East						Dorchester Avenue from South						Greenbaum Street from Southwest						Traveler Street from West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	0	0	2	0	2	0	0	0	0	0	0	0	4	4	0	0	8	4	0	0	0	0	4	0	2	3	0	0	5	19
4:45 PM	0	0	0	0	0	0	0	2	0	1	0	3	0	5	1	0	0	6	4	0	0	0	0	4	0	4	2	0	0	6	19
5:00 PM	0	0	0	2	0	2	0	1	0	0	0	1	2	3	1	0	0	6	3	0	0	0	0	3	0	0	3	0	0	3	15
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	5	4	0	0	0	0	4	0	4	4	0	0	8	17
Total Volume	0	0	0	4	0	4	0	3	0	1	0	4	2	15	8	0	0	25	15	0	0	0	0	15	0	10	12	0	0	22	70
% Approach Total	0.0	0.0	0.0	100.0	0.0		0.0	75.0	0.0	25.0	0.0		8.0	60.0	32.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	45.5	54.5	0.0	0.0		
PHF	0.000	0.000	0.000	0.500	0.000	0.500	0.000	0.375	0.000	0.250	0.000	0.333	0.250	0.750	0.500	0.000	0.000	0.781	0.938	0.000	0.000	0.000	0.000	0.938	0.000	0.625	0.750	0.000	0.000	0.688	0.921
Entering Leg	0	0	0	4	0	4	0	3	0	1	0	4	2	15	8	0	0	25	15	0	0	0	0	15	0	10	12	0	0	22	70
Exiting Leg						15						18						26						0						11	70
Total						19						22						51						15						33	140

PDI File #: **196731 AA**
Location: **N: Dorchester Avenue S: Dorchester Avenue**
Location: **E: West Broadway W: Traveler Street SW: Greenbaum Street**
City, State: **South Boston, MA**
Client: **VHB/ C. Bouchard**
Site Code: **14375.00**
Count Date: **Thursday, January 31, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**

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

Class:

Single-Unit Trucks

	Dorchester Avenue						West Broadway						Dorchester Avenue						Greenbaum Street						Traveler Street						
	from North						from East						from South						from Southwest						from West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	3	0	0	0	0	3	0	0	0	1	0	1	0	1	1	0	0	2	0	0	0	0	0	0	0	0	3	0	0	3	9
4:15 PM	1	0	2	0	0	3	1	1	0	0	0	2	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	7
4:30 PM	2	0	2	0	0	4	0	0	0	1	0	1	0	1	1	0	0	2	0	0	0	0	0	0	0	0	1	3	0	4	11
4:45 PM	5	0	4	0	0	9	1	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	12
Total	11	0	8	0	0	19	2	1	0	2	0	5	1	3	3	0	0	7	0	0	0	0	0	0	0	0	4	4	0	8	39
5:00 PM	1	0	1	0	0	2	0	0	0	1	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	1	1	1	0	3	7
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	1	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	0	0	2	2	0	4	4
5:45 PM	1	0	1	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	2	1	0	4	7
Total	2	0	2	0	0	4	0	0	0	1	0	1	0	1	1	0	0	2	0	0	0	0	0	0	0	2	5	4	1	12	19
Grand Total	13	0	10	0	0	23	2	1	0	3	0	6	1	4	4	0	0	9	0	0	0	0	0	0	0	2	9	8	1	20	58
Approach %	56.5	0.0	43.5	0.0	0.0		33.3	16.7	0.0	50.0	0.0		11.1	44.4	44.4	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	10.0	45.0	40.0	5.0		
Total %	22.4	0.0	17.2	0.0	0.0	39.7	3.4	1.7	0.0	5.2	0.0	10.3	1.7	6.9	6.9	0.0	0.0	15.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.4	15.5	13.8	1.7	34.5	
Exiting Leg Total						14						10						15						0						19	58

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

4:00 PM	Dorchester Avenue						West Broadway						Dorchester Avenue						Greenbaum Street						Traveler Street						
	from North						from East						from South						from Southwest						from West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	3	0	0	0	0	3	0	0	0	1	0	1	0	1	1	0	0	2	0	0	0	0	0	0	0	0	3	0	0	3	9
4:15 PM	1	0	2	0	0	3	1	1	0	0	0	2	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	7
4:30 PM	2	0	2	0	0	4	0	0	0	1	0	1	0	1	1	0	0	2	0	0	0	0	0	0	0	0	1	3	0	4	11
4:45 PM	5	0	4	0	0	9	1	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	12
Total Volume	11	0	8	0	0	19	2	1	0	2	0	5	1	3	3	0	0	7	0	0	0	0	0	0	0	0	4	4	0	8	39
% Approach Total	57.9	0.0	42.1	0.0	0.0		40.0	20.0	0.0	40.0	0.0		14.3	42.9	42.9	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	50.0	50.0	0.0		
PHF	0.550	0.000	0.500	0.000	0.000	0.528	0.500	0.250	0.000	0.500	0.000	0.625	0.250	0.750	0.750	0.000	0.000	0.875	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.333	0.333	0.000	0.500	0.813
Entering Leg	11	0	8	0	0	19	2	1	0	2	0	5	1	3	3	0	0	7	0	0	0	0	0	0	0	0	4	4	0	8	39
Exiting Leg						9						5						10						0						15	39
Total						28						10						17						0						23	78

PDI File #: **196731 AA**
Location: **N: Dorchester Avenue S: Dorchester Avenue**
Location: **E: West Broadway W: Traveler Street SW: Greenbaum Street**
City, State: **South Boston, MA**
Client: **VHB/ C. Bouchard**
Site Code: **14375.00**
Count Date: **Thursday, January 31, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**

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

Class:

Articulated Trucks

	Dorchester Avenue from North						West Broadway from East						Dorchester Avenue from South						Greenbaum Street from Southwest						Traveler Street from West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	2	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	0	0	0	2
4:45 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	3	0	0	0	0	3	0	2	0	0	0	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6
5:00 PM	1	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
5:15 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	0	1
5:30 PM	3	0	0	0	0	3	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:45 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	6	0	1	0	0	7	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	9
Grand Total	9	0	1	0	0	10	0	3	0	0	0	3	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	15
Approach %	90.0	0.0	10.0	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	100.0	0.0		
Total %	60.0	0.0	6.7	0.0	0.0	66.7	0.0	20.0	0.0	0.0	0.0	20.0	0.0	6.7	0.0	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.7	0.0	6.7	
Exiting Leg Total						2						0						1						0						12	15

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

4:45 PM	Dorchester Avenue from North						West Broadway from East						Dorchester Avenue from South						Greenbaum Street from Southwest						Traveler Street from West						
	Right	Bear Righ	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Total
4:45 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	1	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
5:15 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	0	1
5:30 PM	3	0	0	0	0	3	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total Volume	6	0	1	0	0	7	0	1	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	10
% Approach Total	85.7	0.0	14.3	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	100.0	0.0		
PHF	0.500	0.000	0.250	0.000	0.000	0.583	0.000	0.250	0.000	0.000	0.000	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	0.000	0.250	0.000	0.250	0.625
Entering Leg	6	0	1	0	0	7	0	1	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	10
Exiting Leg						2						0						1						0						7	10
Total						9						1						2						0						8	20

PDI File #: **196731 AA**
Location: **N: Dorchester Avenue S: Dorchester Avenue**
Location: **E: West Broadway W: Traveler Street SW: Greenbaum Street**
City, State: **South Boston, MA**
Client: **VHB/ C. Bouchard**
Site Code: **14375.00**
Count Date: **Thursday, January 31, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

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

Bicycles (on Roadway and Crosswalks)

	Dorchester Avenue from North								West Broadway from East								Dorchester Avenue from South								Greenbaum Street from Southwest								Traveler Street from West								
	Right	Bear Righ	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Righ	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	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	0	0	0	2
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	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	3
5:00 PM	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	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
5:30 PM	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3
5:45 PM	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4
Total	2	0	1	0	0	0	0	3	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	1	2	0	0	0	0	0	1	3	0	0	0	0	0	0	1	1	9
Grand Total	2	0	1	0	0	0	0	3	0	1	0	2	0	0	0	3	0	1	0	0	0	0	0	1	2	0	0	0	0	0	1	3	0	1	0	0	0	0	1	2	12
Approach %	66.7	0.0	33.3	0.0	0.0	0.0	0.0		0.0	33.3	0.0	66.7	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0	0.0		66.7	0.0	0.0	0.0	0.0	0.0	33.3		0.0	50.0	0.0	0.0	0.0	0.0	50.0		
Total %	16.7	0.0	8.3	0.0	0.0	0.0	0.0	25.0	0.0	8.3	0.0	16.7	0.0	0.0	0.0	25.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	8.3	16.7	0.0	0.0	0.0	0.0	0.0	8.3	25.0	0.0	8.3	0.0	0.0	0.0	0.0	8.3	16.7	
Exiting Leg Total								1								0								6								1								4	12

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

5:00 PM	Dorchester Avenue from North								West Broadway from East								Dorchester Avenue from South								Greenbaum Street from Southwest								Traveler Street from West								
	Right	Bear Righ	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Righ	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
5:00 PM	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	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
5:30 PM	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3
5:45 PM	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4
Total Volume	2	0	1	0	0	0	0	3	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	1	2	0	0	0	0	0	1	3	0	0	0	0	0	0	1	1	9
% Approach Total	66.7	0.0	33.3	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		66.7	0.0	0.0	0.0	0.0	0.0	33.3		0.0	0.0	0.0	0.0	0.0	0.0	100.0		
PHF	0.500	0.000	0.250	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.000	0.000	0.000	0.000	0.250	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.563
Entering Leg	2	0	1	0	0	0	0	3	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	1	2	0	0	0	0	0	1	3	0	0	0	0	0	0	1	1	9
Exiting Leg								1								0								4								1								3	9
Total								4								1								5								4								4	18

PDI File #: **196731 AA**
Location: **N: Dorchester Avenue S: Dorchester Avenue**
Location: **E: West Broadway W: Traveler Street SW: Greenbaum Street**
City, State: **South Boston, MA**
Client: **VHB/ C. Bouchard**
Site Code: **14375.00**
Count Date: **Thursday, January 31, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

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

Pedestrians

	Dorchester Avenue from North								West Broadway from East								Dorchester Avenue from South								Greenbaum Street from Southwest								Traveler Street from West								
	Right	Bear Righ	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Righ	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	8	3	11	0	0	0	0	0	0	0	0	0	0	0	0	1	4	5	19
4:15 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	2	5	7	0	0	0	0	0	7	6	13	0	0	0	0	0	2	1	3	0	0	0	0	0	3	3	6	31
4:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	2	6	0	0	0	0	0	8	11	19	0	0	0	0	0	2	4	6	0	0	0	0	0	3	4	7	39
4:45 PM	0	0	0	0	0	0	5	5	0	0	0	0	0	4	6	10	0	0	0	0	0	11	5	16	0	0	0	0	0	4	2	6	0	0	0	0	0	4	1	5	42
Total	0	0	0	0	0	2	6	8	0	0	0	0	0	12	14	26	0	0	0	0	0	34	25	59	0	0	0	0	0	8	7	15	0	0	0	0	0	11	12	23	131
5:00 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	8	4	12	0	0	0	0	0	11	8	19	0	0	0	0	0	6	5	11	0	0	0	0	0	8	5	13	57
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	6	0	0	0	0	0	15	14	29	0	0	0	0	0	6	12	18	0	0	0	0	0	1	4	5	58
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	6	11	0	0	0	0	0	12	17	29	0	0	0	0	0	5	10	15	0	0	0	0	0	2	7	9	64
5:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	5	8	0	0	0	0	0	15	16	31	0	0	0	0	0	8	13	21	0	0	0	0	0	2	6	8	69
Total	0	0	0	0	0	2	1	3	0	0	0	0	0	19	18	37	0	0	0	0	0	53	55	108	0	0	0	0	0	25	40	65	0	0	0	0	0	13	22	35	248
Grand Total	0	0	0	0	0	4	7	11	0	0	0	0	0	31	32	63	0	0	0	0	0	87	80	167	0	0	0	0	0	33	47	80	0	0	0	0	0	24	34	58	379
Approach %	0	0	0	0	0	36.4	63.6		0	0	0	0	0	49.2	50.8		0	0	0	0	0	52.1	47.9		0	0	0	0	0	41.3	58.8		0	0	0	0	0	41.4	58.6		
Total %	0	0	0	0	0	1.06	1.85	2.9	0	0	0	0	0	8.18	8.44	16.6	0	0	0	0	0	23	21.1	44.1	0	0	0	0	0	8.71	12.4	21.1	0	0	0	0	0	6.33	8.97	15.3	
Exiting Leg Total								11								63								167								80								58	379

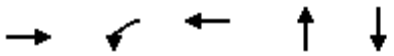
Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

5:00 PM	Dorchester Avenue from North								West Broadway from East								Dorchester Avenue from South								Greenbaum Street from Southwest								Traveler Street from West								
	Right	Bear Righ	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Righ	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
5:00 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	8	4	12	0	0	0	0	0	11	8	19	0	0	0	0	0	6	5	11	0	0	0	0	0	8	5	13	57
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	6	0	0	0	0	0	15	14	29	0	0	0	0	0	6	12	18	0	0	0	0	0	1	4	5	58
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	6	11	0	0	0	0	0	12	17	29	0	0	0	0	0	5	10	15	0	0	0	0	0	2	7	9	64
5:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	5	8	0	0	0	0	0	15	16	31	0	0	0	0	0	8	13	21	0	0	0	0	0	2	6	8	69
Total Volume	0	0	0	0	0	2	1	3	0	0	0	0	0	19	18	37	0	0	0	0	0	53	55	108	0	0	0	0	0	25	40	65	0	0	0	0	0	13	22	35	248
% Approach Total	0.0	0.0	0.0	0.0	0.0	66.7	33.3		0.0	0.0	0.0	0.0	0.0	51.4	48.6		0.0	0.0	0.0	0.0	0.0	49.1	50.9		0.0	0.0	0.0	0.0	0.0	38.5	61.5		0.0	0.0	0.0	0.0	0.0	37.1	62.9		
PHF	0.000	0.000	0.000	0.000	0.000	0.500	0.250	0.375	0.000	0.000	0.000	0.000	0.000	0.594	0.750	0.771	0.000	0.000	0.000	0.000	0.000	0.883	0.809	0.871	0.000	0.000	0.000	0.000	0.000	0.781	0.769	0.774	0.000	0.000	0.000	0.000	0.000	0.406	0.786	0.673	0.899
Entering Leg	0	0	0	0	0	2	1	3	0	0	0	0	0	19	18	37	0	0	0	0	0	53	55	108	0	0	0	0	0	25	40	65	0	0	0	0	0	13	22	35	248
Exiting Leg								3								37								108								65								35	248
Total								6								74								216								130								70	496

Synchro Results

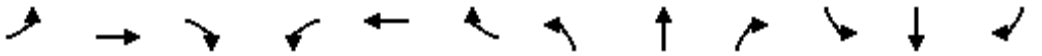
2019 Existing Conditions
2024 No Build Condition
2024 Build Condition
2024 Build Mitigated Condition

2019 Existing Conditions



Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	8	174	133	585	415
v/c Ratio	0.02	0.77	0.41	0.66	0.43
Control Delay	0.0	56.9	22.6	15.7	10.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	0.0	56.9	22.6	15.7	10.5
Queue Length 50th (ft)	0	105	44	183	106
Queue Length 95th (ft)	0	160	86	427	230
Internal Link Dist (ft)	147		231	321	157
Turn Bay Length (ft)					
Base Capacity (vph)	622	465	614	882	963
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	0.01	0.37	0.22	0.66	0.43

Intersection Summary



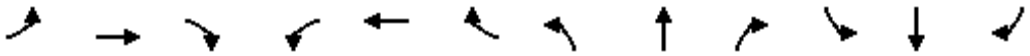
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	3	162	3	121	3	385	145	48	346	0
Future Volume (vph)	0	0	3	162	3	121	3	385	145	48	346	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	13	12	12	10	12	12	13	13	13	12	12	12
Total Lost time (s)		5.0		5.0	5.0			5.0			5.0	
Lane Util. Factor		1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes		0.97		1.00	0.95			0.84			1.00	
Flpb, ped/bikes		1.00		0.99	1.00			1.00			0.98	
Frt		0.85		1.00	0.85			0.96			1.00	
Flt Protected		1.00		0.95	1.00			1.00			0.99	
Satd. Flow (prot)		1057		1306	1305			1292			1577	
Flt Permitted		1.00		0.75	1.00			1.00			0.89	
Satd. Flow (perm)		1057		1034	1305			1291			1406	
Peak-hour factor, PHF	0.38	0.38	0.38	0.93	0.93	0.93	0.91	0.91	0.91	0.95	0.95	0.95
Adj. Flow (vph)	0	0	8	174	3	130	3	423	159	51	364	0
RTOR Reduction (vph)	0	6	0	0	39	0	0	8	0	0	0	0
Lane Group Flow (vph)	0	2	0	174	94	0	0	577	0	0	415	0
Confl. Peds. (#/hr)	12		4	4		12	62		305	305		62
Confl. Bikes (#/hr)			2						95			12
Heavy Vehicles (%)	0%	0%	33%	15%	33%	6%	0%	8%	19%	6%	5%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		5			5			1			1	
Permitted Phases	5			5			1			1		
Actuated Green, G (s)		22.0		22.0	22.0			68.0			68.0	
Effective Green, g (s)		22.0		22.0	22.0			68.0			68.0	
Actuated g/C Ratio		0.22		0.22	0.22			0.68			0.68	
Clearance Time (s)		5.0		5.0	5.0			5.0			5.0	
Vehicle Extension (s)		2.0		2.0	2.0			3.0			3.0	
Lane Grp Cap (vph)		232		227	287			877			956	
v/s Ratio Prot		0.00			0.07							
v/s Ratio Perm				c0.17				c0.45			0.30	
v/c Ratio		0.01		0.77	0.33			0.66			0.43	
Uniform Delay, d1		30.5		36.6	32.8			9.3			7.3	
Progression Factor		1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2		0.0		13.0	0.2			3.9			1.4	
Delay (s)		30.5		49.6	33.0			13.1			8.7	
Level of Service		C		D	C			B			A	
Approach Delay (s)		30.5			42.4			13.1			8.7	
Approach LOS		C			D			B			A	

Intersection Summary			
HCM 2000 Control Delay	18.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	84.5%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	200	138	288	392	87	582
v/c Ratio	0.84	0.57	0.55	0.44	0.11	0.66
Control Delay	65.9	45.2	8.2	9.9	1.9	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.9	45.2	8.2	9.9	1.9	11.6
Queue Length 50th (ft)	118	79	0	106	0	141
Queue Length 95th (ft)	160	137	65	139	10	274
Internal Link Dist (ft)	118	311		323		321
Turn Bay Length (ft)			115		250	
Base Capacity (vph)	291	295	574	888	782	879
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	0.69	0.47	0.50	0.44	0.11	0.66

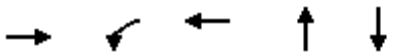
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	59	15	45	90	282	55	239	65	141	56	315
Future Volume (vph)	80	59	15	45	90	282	55	239	65	141	56	315
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	16	16	16	16	16	16	16	16	16
Total Lost time (s)		6.0			6.0	6.0		6.0	6.0		6.0	
Lane Util. Factor		1.00			1.00	1.00		1.00	1.00		1.00	
Frpb, ped/bikes		1.00			1.00	0.95		1.00	0.98		1.00	
Flpb, ped/bikes		1.00			1.00	1.00		1.00	1.00		1.00	
Frt		0.99			1.00	0.85		1.00	0.85		0.92	
Flt Protected		0.97			0.98	1.00		0.99	1.00		0.99	
Satd. Flow (prot)		1580			1485	1471		1570	1103		1563	
Flt Permitted		0.74			0.82	1.00		0.82	1.00		0.77	
Satd. Flow (perm)		1197			1230	1471		1300	1103		1213	
Peak-hour factor, PHF	0.77	0.77	0.77	0.98	0.98	0.98	0.75	0.75	0.75	0.88	0.88	0.88
Adj. Flow (vph)	104	77	19	46	92	288	73	319	87	160	64	358
RTOR Reduction (vph)	0	4	0	0	0	232	0	0	27	0	51	0
Lane Group Flow (vph)	0	196	0	0	138	56	0	392	60	0	531	0
Confl. Peds. (#/hr)	3		1	1		3			3	3		
Confl. Bikes (#/hr)			1			14						
Heavy Vehicles (%)	10%	20%	47%	73%	6%	6%	15%	24%	46%	10%	46%	7%
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases		5			5			1			1	
Permitted Phases	5			5		5	1		1	1		
Actuated Green, G (s)		19.6			19.6	19.6		68.4	68.4		68.4	
Effective Green, g (s)		19.6			19.6	19.6		68.4	68.4		68.4	
Actuated g/C Ratio		0.20			0.20	0.20		0.68	0.68		0.68	
Clearance Time (s)		6.0			6.0	6.0		6.0	6.0		6.0	
Vehicle Extension (s)		2.0			2.0	2.0		0.2	0.2		0.2	
Lane Grp Cap (vph)		234			241	288		889	754		829	
v/s Ratio Prot												
v/s Ratio Perm		c0.16			0.11	0.04		0.30	0.05		c0.44	
v/c Ratio		0.84			0.57	0.20		0.44	0.08		0.64	
Uniform Delay, d1		38.7			36.4	33.6		7.1	5.3		8.9	
Progression Factor		1.00			1.00	1.00		1.00	1.00		1.00	
Incremental Delay, d2		21.3			2.0	0.1		1.6	0.2		3.8	
Delay (s)		60.0			38.4	33.7		8.7	5.5		12.7	
Level of Service		E			D	C		A	A		B	
Approach Delay (s)		60.0			35.3			8.1			12.7	
Approach LOS		E			D			A			B	

Intersection Summary			
HCM 2000 Control Delay	22.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	81.9%	ICU Level of Service	D
Analysis Period (min)	15		

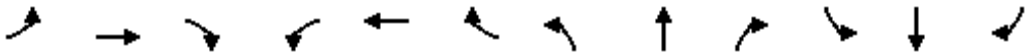
c Critical Lane Group



Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	76	113	329	495	574
v/c Ratio	0.78	0.49	0.84	0.47	0.56
Control Delay	76.6	40.8	55.4	5.3	10.3
Queue Delay	0.0	0.0	0.0	1.5	0.0
Total Delay	76.6	40.8	55.4	6.7	10.3
Queue Length 50th (ft)	39	63	195	54	154
Queue Length 95th (ft)	#99	112	281	m99	273
Internal Link Dist (ft)	272		518	40	176
Turn Bay Length (ft)		200			
Base Capacity (vph)	116	276	467	1055	1032
Starvation Cap Reductn	0	0	0	361	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.66	0.41	0.70	0.71	0.56

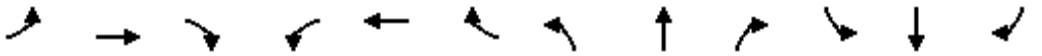
Intersection Summary

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	0	1	101	251	42	20	430	0	0	464	99
Future Volume (vph)	63	0	1	101	251	42	20	430	0	0	464	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	16	16	16	12	12	12	12	12	12
Total Lost time (s)		4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor		1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes		1.00		1.00	0.99			1.00			0.94	
Flpb, ped/bikes		0.97		0.95	1.00			1.00			1.00	
Frt		1.00		1.00	0.98			1.00			0.98	
Flt Protected		0.95		0.95	1.00			1.00			1.00	
Satd. Flow (prot)		1483		1361	1774			1548			1459	
Flt Permitted		0.27		0.74	1.00			0.97			1.00	
Satd. Flow (perm)		416		1065	1774			1501			1459	
Peak-hour factor, PHF	0.84	0.84	0.84	0.89	0.89	0.89	0.91	0.91	0.91	0.98	0.98	0.98
Adj. Flow (vph)	75	0	1	113	282	47	22	473	0	0	473	101
RTOR Reduction (vph)	0	9	0	0	6	0	0	0	0	0	7	0
Lane Group Flow (vph)	0	67	0	113	323	0	0	495	0	0	567	0
Confl. Peds. (#/hr)	25		22	22		25	100		470	470		100
Confl. Bikes (#/hr)						3			57			8
Heavy Vehicles (%)	21%	0%	0%	12%	6%	2%	5%	10%	0%	0%	5%	21%
Parking (#/hr)				5								
Turn Type	Perm	NA		Perm	NA		Perm	NA			NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1					
Actuated Green, G (s)		21.7		21.7	21.7			70.3			70.3	
Effective Green, g (s)		21.7		21.7	21.7			70.3			70.3	
Actuated g/C Ratio		0.22		0.22	0.22			0.70			0.70	
Clearance Time (s)		4.0		4.0	4.0			4.0			4.0	
Vehicle Extension (s)		2.0		2.0	2.0			2.0			2.0	
Lane Grp Cap (vph)		90		231	384			1055			1025	
v/s Ratio Prot					c0.18						c0.39	
v/s Ratio Perm		0.16		0.11				0.33				
v/c Ratio		0.75		0.49	0.84			0.47			0.55	
Uniform Delay, d1		36.6		34.3	37.5			6.6			7.2	
Progression Factor		1.00		1.00	1.00			0.56			1.00	
Incremental Delay, d2		25.3		0.6	14.6			1.0			2.2	
Delay (s)		61.9		34.9	52.1			4.7			9.4	
Level of Service		E		C	D			A			A	
Approach Delay (s)		61.9			47.7			4.7			9.4	
Approach LOS		E			D			A			A	

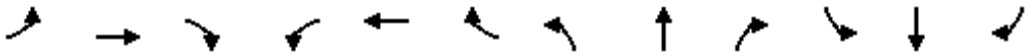
Intersection Summary			
HCM 2000 Control Delay	21.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	81.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	0	0	83	184	0	0	0	0	0	0	210
Future Volume (vph)	0	0	0	83	184	0	0	0	0	0	0	210
Peak Hour Factor	0.92	0.92	0.92	0.70	0.70	0.70	0.92	0.92	0.92	0.89	0.89	0.89
Hourly flow rate (vph)	0	0	0	119	263	0	0	0	0	0	0	236

Direction, Lane #	WB 1	SB 1
Volume Total (vph)	382	236
Volume Left (vph)	119	0
Volume Right (vph)	0	236
Hadj (s)	0.09	-0.41
Departure Headway (s)	4.6	4.4
Degree Utilization, x	0.48	0.29
Capacity (veh/h)	761	762
Control Delay (s)	11.7	9.2
Approach Delay (s)	11.7	9.2
Approach LOS	B	A

Intersection Summary				
Delay	10.8			
Level of Service	B			
Intersection Capacity Utilization	38.7%	ICU Level of Service	A	
Analysis Period (min)	15			

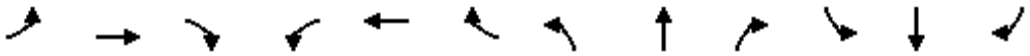


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	18	15	9	0	34	0	414	11	101	465	0
Future Volume (Veh/h)	2	18	15	9	0	34	0	414	11	101	465	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.90	0.90	0.90	0.90	0.90	0.90	0.95	0.95	0.95
Hourly flow rate (vph)	2	21	18	10	0	38	0	460	12	106	489	0
Pedestrians		124			414			54			34	
Lane Width (ft)		16.0			16.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		16			53			5			3	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								376			120	
pX, platoon unblocked	0.88	0.88	0.77	0.88	0.88	0.78	0.77			0.78		
vC, conflicting volume	1363	1711	667	1664	1705	914	613			886		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	784	1181	415	1127	1175	751	344			715		
tC, single (s)	*5.0	*4.5	*4.0	*5.0	6.5	*4.0	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.4	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	76	96	78	100	84	100			67		
cM capacity (veh/h)	119	87	500	46	46	234	793			323		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	41	48	472	595
Volume Left	2	10	0	106
Volume Right	18	38	12	0
cSH	139	126	1700	323
Volume to Capacity	0.29	0.38	0.28	0.33
Queue Length 95th (ft)	29	40	0	35
Control Delay (s)	41.3	50.3	0.0	11.9
Lane LOS	E	F		B
Approach Delay (s)	41.3	50.3	0.0	11.9
Approach LOS	E	F		

Intersection Summary				
Average Delay	9.7			
Intersection Capacity Utilization	80.4%	ICU Level of Service	D	
Analysis Period (min)	15			

* User Entered Value



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	99	31	0	0	0	38	0	22	18	60	5
Future Volume (vph)	0	99	31	0	0	0	38	0	22	18	60	5
Peak Hour Factor	0.88	0.88	0.88	0.92	0.92	0.92	0.72	0.72	0.72	0.63	0.63	0.63
Hourly flow rate (vph)	0	113	35	0	0	0	53	0	31	29	95	8

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total (vph)	148	84	132
Volume Left (vph)	0	53	29
Volume Right (vph)	35	31	8
Hadj (s)	-0.06	-0.10	0.07
Departure Headway (s)	4.3	4.3	4.4
Degree Utilization, x	0.18	0.10	0.16
Capacity (veh/h)	795	798	779
Control Delay (s)	8.3	7.8	8.3
Approach Delay (s)	8.3	7.8	8.3
Approach LOS	A	A	A

Intersection Summary				
Delay	8.1			
Level of Service	A			
Intersection Capacity Utilization	29.8%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	EBT	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	391	449	413	133	405
v/c Ratio	0.76	0.91	0.89	0.69	0.88
Control Delay	39.8	52.1	53.0	44.8	48.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	39.8	52.1	53.0	44.8	48.4
Queue Length 50th (ft)	161	268	237	57	179
Queue Length 95th (ft)	m#344	#492	#337	#133	#375
Internal Link Dist (ft)	505	485	193		296
Turn Bay Length (ft)				65	
Base Capacity (vph)	517	494	524	216	517
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	1	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.76	0.91	0.79	0.62	0.78

Intersection Summary

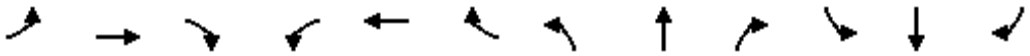
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	77	279	19	93	271	45	17	303	35	121	322	46
Future Volume (vph)	77	279	19	93	271	45	17	303	35	121	322	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	16	16	16	12	12	12	10	10	10
Total Lost time (s)		9.5			9.5			12.0		12.0	12.0	
Lane Util. Factor		1.00			1.00			1.00		1.00	1.00	
Frpb, ped/bikes		0.96			0.96			0.96		1.00	0.94	
Flpb, ped/bikes		0.97			0.92			0.99		0.83	1.00	
Frt		0.99			0.99			0.99		1.00	0.98	
Flt Protected		0.99			0.99			1.00		0.95	1.00	
Satd. Flow (prot)		1421			1358			1462		1204	1361	
Flt Permitted		0.80			0.79			0.94		0.45	1.00	
Satd. Flow (perm)		1150			1091			1379		574	1361	
Peak-hour factor, PHF	0.96	0.96	0.96	0.91	0.91	0.91	0.86	0.86	0.86	0.91	0.91	0.91
Adj. Flow (vph)	80	291	20	102	298	49	20	352	41	133	354	51
RTOR Reduction (vph)	0	2	0	0	4	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	389	0	0	445	0	0	413	0	133	405	0
Confl. Peds. (#/hr)	99		531	531		99	234		186	186		234
Confl. Bikes (#/hr)			2						15			1
Heavy Vehicles (%)	9%	10%	11%	22%	2%	16%	6%	10%	6%	4%	8%	9%
Bus Blockages (#/hr)	0	0	11	0	0	0	0	0	0	0	0	0
Parking (#/hr)	5	5	5	5	5	5						
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		1			1			5			5	
Permitted Phases	1			1			5			5		
Actuated Green, G (s)		44.8			44.8			33.7		33.7	33.7	
Effective Green, g (s)		44.8			44.8			33.7		33.7	33.7	
Actuated g/C Ratio		0.45			0.45			0.34		0.34	0.34	
Clearance Time (s)		9.5			9.5			12.0		12.0	12.0	
Vehicle Extension (s)		2.0			2.0			2.0		2.0	2.0	
Lane Grp Cap (vph)		515			488			464		193	458	
v/s Ratio Prot											0.30	
v/s Ratio Perm		0.34			c0.41			c0.30		0.23		
v/c Ratio		0.76			0.91			0.89		0.69	0.88	
Uniform Delay, d1		23.0			25.8			31.4		28.6	31.3	
Progression Factor		1.28			1.00			1.00		0.96	0.92	
Incremental Delay, d2		7.2			23.9			18.4		7.1	16.1	
Delay (s)		36.8			49.6			49.8		34.6	45.0	
Level of Service		D			D			D		C	D	
Approach Delay (s)		36.8			49.6			49.8			42.4	
Approach LOS		D			D			D			D	

Intersection Summary			
HCM 2000 Control Delay	44.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	21.5
Intersection Capacity Utilization	107.5%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

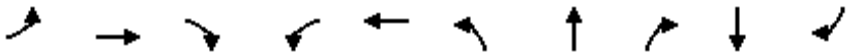


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	392	35	91	361	10	20	42	99	18	45	28
Future Volume (Veh/h)	8	392	35	91	361	10	20	42	99	18	45	28
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.91	0.91	0.91	0.88	0.88	0.88	0.79	0.79	0.79
Hourly flow rate (vph)	8	413	37	100	397	11	23	48	113	23	57	35
Pedestrians		40			31			341			105	
Lane Width (ft)		16.0			16.0			10.0			10.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		5			4			27			8	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		565										
pX, platoon unblocked				0.88			0.88	0.88	0.88	0.88	0.88	
vC, conflicting volume	513			791			1494	1502	804	1323	1514	548
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	513			698			1494	1502	712	1300	1516	548
tC, single (s)	4.1			4.1			*5.0	*4.5	*4.0	*5.0	*4.5	*4.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.4	3.6	4.0	3.4
p0 queue free %	99			83			64	65	72	71	58	95
cM capacity (veh/h)	974			579			63	137	409	81	135	648

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	458	508	184	115
Volume Left	8	100	23	23
Volume Right	37	11	113	35
cSH	974	579	186	151
Volume to Capacity	0.01	0.17	0.99	0.76
Queue Length 95th (ft)	1	15	205	117
Control Delay (s)	0.2	4.7	115.1	80.1
Lane LOS	A	A	F	F
Approach Delay (s)	0.2	4.7	115.1	80.1
Approach LOS			F	F

Intersection Summary			
Average Delay	26.0		
Intersection Capacity Utilization	78.1%	ICU Level of Service	D
Analysis Period (min)	15		

* User Entered Value



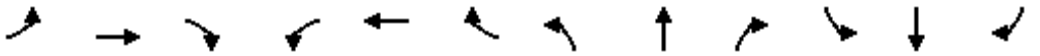
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	107	345	280	44	352	418	428	48	118	302
v/c Ratio	1.03	0.82	0.43	0.39	0.88	0.89	1.11	0.31	0.46	0.24
Control Delay	136.3	50.8	4.2	29.2	42.1	50.5	110.7	5.3	41.9	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	136.3	50.8	4.2	29.2	42.1	50.5	110.7	5.3	41.9	0.4
Queue Length 50th (ft)	67	201	0	13	158	~246	~373	0	69	0
Queue Length 95th (ft)	#172	#320	42	m17	m209	#462	#536	0	122	0
Internal Link Dist (ft)		787			505		925		445	
Turn Bay Length (ft)			200	25				25		75
Base Capacity (vph)	110	449	658	121	427	471	386	153	257	1282
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	0.97	0.77	0.43	0.36	0.82	0.89	1.11	0.31	0.46	0.24

Intersection Summary

~ 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.

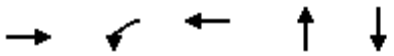
m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	94	304	246	45	293	27	630	97	41	22	78	257
Future Volume (vph)	94	304	246	45	293	27	630	97	41	22	78	257
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	13	13	16	16	16	11	11	11	10	10	10
Total Lost time (s)	5.0	5.0	3.0	5.0	5.0		3.0	6.0	4.0		6.0	4.0
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95		0.95	0.95	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.95	1.00	1.00		1.00	1.00	1.00		1.00	0.96
Flpb, ped/bikes	0.99	1.00	1.00	0.96	1.00		0.96	0.97	1.00		0.99	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00		0.99	1.00
Satd. Flow (prot)	1494	1606	1218	1407	1523		1397	1329	1269		1427	1282
Flt Permitted	0.25	1.00	1.00	0.29	0.99		0.68	0.71	1.00		0.64	1.00
Satd. Flow (perm)	397	1606	1218	433	1516		1002	976	1269		930	1282
Peak-hour factor, PHF	0.88	0.88	0.88	0.92	0.92	0.92	0.86	0.86	0.86	0.85	0.85	0.85
Adj. Flow (vph)	107	345	280	49	318	29	733	113	48	26	92	302
RTOR Reduction (vph)	0	0	172	0	3	0	0	0	48	0	0	0
Lane Group Flow (vph)	107	345	108	44	349	0	418	428	0	0	118	302
Confl. Peds. (#/hr)	8		81	81		8	81		49	49		81
Confl. Bikes (#/hr)			1			2						1
Heavy Vehicles (%)	8%	10%	17%	4%	4%	4%	3%	33%	5%	23%	6%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	13	0	0	0
Parking (#/hr)				5	5	5						
Turn Type	Perm	NA	pm+ov	Perm	NA		D.P+P	NA	NA	Perm	NA	Free
Protected Phases		3	4		3		4	1 4			1	
Permitted Phases	3		3	3			1			1		Free
Actuated Green, G (s)	26.4	26.4	38.4	26.4	26.4		39.0	39.0	0.0		27.0	100.0
Effective Green, g (s)	26.4	26.4	38.4	26.4	26.4		39.0	39.0	0.0		27.0	100.0
Actuated g/C Ratio	0.26	0.26	0.38	0.26	0.26		0.39	0.39	0.00		0.27	1.00
Clearance Time (s)	5.0	5.0	3.0	5.0	5.0		3.0				6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0				3.0	
Lane Grp Cap (vph)	104	423	467	114	400		438	423	0		251	1282
v/s Ratio Prot		0.21	0.03				0.11	c0.12				
v/s Ratio Perm	c0.27		0.06	0.10	0.23		0.26	c0.27			0.13	c0.24
v/c Ratio	1.03	0.82	0.23	0.39	0.87		0.95	1.01	0.00		0.47	0.24
Uniform Delay, d1	36.8	34.5	20.8	30.2	35.2		28.1	30.5	50.0		30.5	0.0
Progression Factor	1.00	1.00	1.00	0.78	0.79		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	96.2	11.5	0.3	1.2	11.0		31.3	46.8	0.0		6.2	0.4
Delay (s)	133.0	46.0	21.1	24.6	38.9		59.4	77.3	50.0		36.7	0.4
Level of Service	F	D	C	C	D		E	E	D		D	A
Approach Delay (s)		49.2			37.3			67.5			10.6	
Approach LOS		D			D			E			B	

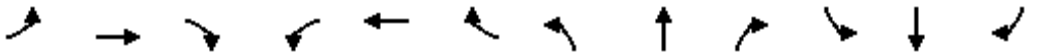
Intersection Summary			
HCM 2000 Control Delay	47.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	77.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	8	257	95	501	388
v/c Ratio	0.02	0.81	0.22	0.57	0.40
Control Delay	14.8	51.2	6.9	16.1	13.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	14.8	51.2	6.9	16.1	13.1
Queue Length 50th (ft)	1	152	4	165	115
Queue Length 95th (ft)	8	210	34	353	226
Internal Link Dist (ft)	147		231	321	157
Turn Bay Length (ft)					
Base Capacity (vph)	570	508	642	878	981
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	0.01	0.51	0.15	0.57	0.40

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	2	4	231	6	79	20	314	117	11	325	1
Future Volume (vph)	0	2	4	231	6	79	20	314	117	11	325	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	13	12	12	10	12	12	13	13	13	12	12	12
Total Lost time (s)		5.0		5.0	5.0			5.0			5.0	
Lane Util. Factor		1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes		0.97		1.00	0.95			0.86			1.00	
Flpb, ped/bikes		1.00		0.97	1.00			0.99			0.99	
Frt		0.91		1.00	0.86			0.96			1.00	
Flt Protected		1.00		0.95	1.00			1.00			1.00	
Satd. Flow (prot)		1262		1427	1321			1439			1615	
Flt Permitted		1.00		0.75	1.00			0.98			0.98	
Satd. Flow (perm)		1262		1130	1321			1407			1588	
Peak-hour factor, PHF	0.75	0.75	0.75	0.90	0.90	0.90	0.90	0.90	0.90	0.87	0.87	0.87
Adj. Flow (vph)	0	3	5	257	7	88	22	349	130	13	374	1
RTOR Reduction (vph)	0	4	0	0	62	0	0	9	0	0	0	0
Lane Group Flow (vph)	0	4	0	257	33	0	0	492	0	0	388	0
Confl. Peds. (#/hr)	16		13	13		16	113		253	253		113
Confl. Bikes (#/hr)			2						14			90
Heavy Vehicles (%)	0%	50%	0%	3%	0%	6%	0%	1%	2%	0%	5%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		5			5			1			1	
Permitted Phases	5			5			1			1		
Actuated Green, G (s)		28.3		28.3	28.3			61.7			61.7	
Effective Green, g (s)		28.3		28.3	28.3			61.7			61.7	
Actuated g/C Ratio		0.28		0.28	0.28			0.62			0.62	
Clearance Time (s)		5.0		5.0	5.0			5.0			5.0	
Vehicle Extension (s)		2.0		2.0	2.0			3.0			3.0	
Lane Grp Cap (vph)		357		319	373			868			979	
v/s Ratio Prot		0.00			0.02							
v/s Ratio Perm				c0.23				c0.35			0.24	
v/c Ratio		0.01		0.81	0.09			0.57			0.40	
Uniform Delay, d1		25.8		33.3	26.4			11.3			9.7	
Progression Factor		1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2		0.0		13.0	0.0			2.7			1.2	
Delay (s)		25.8		46.3	26.4			14.0			10.9	
Level of Service		C		D	C			B			B	
Approach Delay (s)		25.8			40.9			14.0			10.9	
Approach LOS		C			D			B			B	

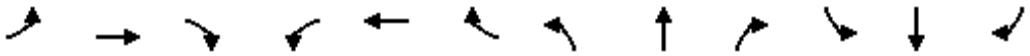
Intersection Summary			
HCM 2000 Control Delay	20.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	67.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	332	127	149	265	30	589
v/c Ratio	1.00	0.34	0.31	0.31	0.04	0.69
Control Delay	87.9	34.7	7.1	9.2	2.3	14.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	87.9	34.7	7.1	9.2	2.3	14.8
Queue Length 50th (ft)	210	67	0	69	0	184
Queue Length 95th (ft)	#373	94	23	105	8	318
Internal Link Dist (ft)	118	311		323		321
Turn Bay Length (ft)			115		250	
Base Capacity (vph)	333	370	477	867	738	848
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	1.00	0.34	0.31	0.31	0.04	0.69

Intersection Summary

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)	185	89	15	22	69	107	51	177	26	207	69	266
Future Volume (vph)	185	89	15	22	69	107	51	177	26	207	69	266
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	16	16	16	16	16	16	16	16	16
Total Lost time (s)		6.0			6.0	6.0		6.0	6.0		6.0	
Lane Util. Factor		1.00			1.00	1.00		1.00	1.00		1.00	
Frpb, ped/bikes		1.00			1.00	0.98		1.00	0.98		0.99	
Flpb, ped/bikes		1.00			1.00	1.00		1.00	1.00		1.00	
Frt		0.99			1.00	0.85		1.00	0.85		0.93	
Flt Protected		0.97			0.99	1.00		0.99	1.00		0.98	
Satd. Flow (prot)		1831			1735	1517		1670	1136		1642	
Flt Permitted		0.73			0.88	1.00		0.80	1.00		0.76	
Satd. Flow (perm)		1381			1542	1517		1355	1136		1271	
Peak-hour factor, PHF	0.87	0.87	0.87	0.72	0.72	0.72	0.86	0.86	0.86	0.92	0.92	0.92
Adj. Flow (vph)	213	102	17	31	96	149	59	206	30	225	75	289
RTOR Reduction (vph)	0	2	0	0	0	113	0	0	11	0	35	0
Lane Group Flow (vph)	0	330	0	0	127	36	0	265	19	0	554	0
Confl. Peds. (#/hr)	2		12	12		2	1		1	1		1
Confl. Bikes (#/hr)			13									4
Heavy Vehicles (%)	1%	1%	7%	32%	3%	6%	0%	19%	42%	1%	32%	5%
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases		5			5			1			1	
Permitted Phases	5			5		5	1		1	1		
Actuated Green, G (s)		24.0			24.0	24.0		64.0	64.0		64.0	
Effective Green, g (s)		24.0			24.0	24.0		64.0	64.0		64.0	
Actuated g/C Ratio		0.24			0.24	0.24		0.64	0.64		0.64	
Clearance Time (s)		6.0			6.0	6.0		6.0	6.0		6.0	
Vehicle Extension (s)		2.0			2.0	2.0		0.2	0.2		0.2	
Lane Grp Cap (vph)		331			370	364		867	727		813	
v/s Ratio Prot												
v/s Ratio Perm		c0.24			0.08	0.02		0.20	0.02		c0.44	
v/c Ratio		1.00			0.34	0.10		0.31	0.03		0.68	
Uniform Delay, d1		38.0			31.5	29.6		8.1	6.6		11.5	
Progression Factor		1.00			1.00	1.00		1.00	1.00		1.00	
Incremental Delay, d2		48.1			0.2	0.0		0.9	0.1		4.6	
Delay (s)		86.0			31.7	29.6		9.0	6.7		16.1	
Level of Service		F			C	C		A	A		B	
Approach Delay (s)		86.0			30.6			8.7			16.1	
Approach LOS		F			C			A			B	

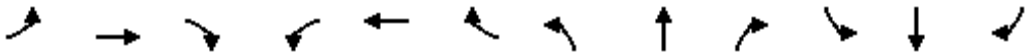
Intersection Summary			
HCM 2000 Control Delay	32.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	87.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	62	139	208	453	737
v/c Ratio	0.50	0.71	0.66	0.36	0.68
Control Delay	44.3	57.5	47.3	3.9	11.4
Queue Delay	0.0	0.0	0.0	0.3	0.5
Total Delay	44.3	57.5	47.3	4.2	12.0
Queue Length 50th (ft)	30	85	123	30	187
Queue Length 95th (ft)	65	137	179	m115	443
Internal Link Dist (ft)	362		518	40	176
Turn Bay Length (ft)		200			
Base Capacity (vph)	185	303	483	1276	1087
Starvation Cap Reductn	0	0	0	333	98
Spillback Cap Reductn	0	0	0	0	99
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.34	0.46	0.43	0.48	0.75

Intersection Summary

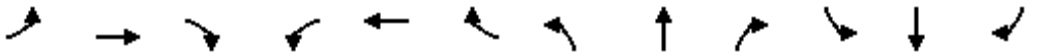
m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	0	2	125	168	19	5	393	0	0	565	135
Future Volume (vph)	53	0	2	125	168	19	5	393	0	0	565	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	16	16	16	12	12	12	12	12	12
Total Lost time (s)		4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor		1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes		1.00		1.00	0.98			1.00			0.90	
Flpb, ped/bikes		0.87		0.94	1.00			1.00			1.00	
Frt		1.00		1.00	0.98			1.00			0.97	
Flt Protected		0.95		0.95	1.00			1.00			1.00	
Satd. Flow (prot)		1574		1480	1845			1707			1439	
Flt Permitted		0.42		0.75	1.00			0.99			1.00	
Satd. Flow (perm)		688		1171	1845			1695			1439	
Peak-hour factor, PHF	0.88	0.88	0.88	0.90	0.90	0.90	0.88	0.88	0.88	0.95	0.95	0.95
Adj. Flow (vph)	60	0	2	139	187	21	6	447	0	0	595	142
RTOR Reduction (vph)	0	9	0	0	4	0	0	0	0	0	6	0
Lane Group Flow (vph)	0	53	0	139	204	0	0	453	0	0	731	0
Confl. Peds. (#/hr)	74		25	25		74	154		432	432		154
Confl. Bikes (#/hr)						5			6			79
Heavy Vehicles (%)	2%	0%	0%	2%	1%	0%	0%	0%	0%	0%	3%	10%
Bus Blockages (#/hr)	0	0	0	0	0	5	0	0	0	0	0	0
Parking (#/hr)				5								
Turn Type	Perm	NA		Perm	NA		Perm	NA			NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1					
Actuated Green, G (s)		16.8		16.8	16.8			75.2			75.2	
Effective Green, g (s)		16.8		16.8	16.8			75.2			75.2	
Actuated g/C Ratio		0.17		0.17	0.17			0.75			0.75	
Clearance Time (s)		4.0		4.0	4.0			4.0			4.0	
Vehicle Extension (s)		2.0		2.0	2.0			2.0			2.0	
Lane Grp Cap (vph)		115		196	309			1274			1082	
v/s Ratio Prot					0.11						c0.51	
v/s Ratio Perm		0.08		c0.12				0.27				
v/c Ratio		0.46		0.71	0.66			0.36			0.68	
Uniform Delay, d1		37.5		39.3	38.9			4.2			6.2	
Progression Factor		1.00		1.00	1.00			0.66			1.00	
Incremental Delay, d2		1.1		9.2	3.9			0.5			3.4	
Delay (s)		38.6		48.5	42.8			3.3			9.6	
Level of Service		D		D	D			A			A	
Approach Delay (s)		38.6			45.1			3.3			9.6	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay	16.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	78.4%	ICU Level of Service	D
Analysis Period (min)	15		

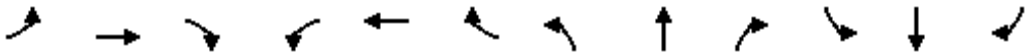
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	0	0	78	73	0	0	0	0	0	0	239
Future Volume (vph)	0	0	0	78	73	0	0	0	0	0	0	239
Peak Hour Factor	0.92	0.92	0.92	0.84	0.84	0.84	0.92	0.92	0.92	0.88	0.88	0.88
Hourly flow rate (vph)	0	0	0	93	87	0	0	0	0	0	0	272

Direction, Lane #	WB 1	SB 1
Volume Total (vph)	180	272
Volume Left (vph)	93	0
Volume Right (vph)	0	272
Hadj (s)	0.15	-0.55
Departure Headway (s)	4.6	3.8
Degree Utilization, x	0.23	0.29
Capacity (veh/h)	738	910
Control Delay (s)	9.0	8.3
Approach Delay (s)	9.0	8.3
Approach LOS	A	A

Intersection Summary			
Delay	8.6		
Level of Service	A		
Intersection Capacity Utilization	35.7%	ICU Level of Service	A
Analysis Period (min)	15		

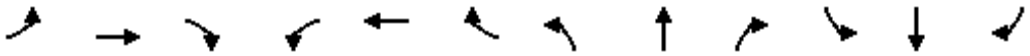


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	30	12	14	0	24	0	370	29	46	646	0
Future Volume (Veh/h)	4	30	12	14	0	24	0	370	29	46	646	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.64	0.64	0.64	0.73	0.73	0.73	0.90	0.90	0.90	0.95	0.95	0.95
Hourly flow rate (vph)	6	47	19	19	0	33	0	411	32	48	680	0
Pedestrians		169			359			53			17	
Lane Width (ft)		16.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		21			34			5			2	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								376			120	
pX, platoon unblocked	0.77	0.77	0.69	0.77	0.77	0.83	0.69			0.83		
vC, conflicting volume	1422	1747	902	1658	1731	803	849			802		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	914	1336	628	1220	1315	665	551			663		
tC, single (s)	*5.0	*4.5	*4.0	*5.0	6.5	*4.0	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	60	95	69	100	91	100			91		
cM capacity (veh/h)	137	117	365	61	57	376	554			513		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	72	52	443	728
Volume Left	6	19	0	48
Volume Right	19	33	32	0
cSH	145	130	1700	513
Volume to Capacity	0.50	0.40	0.26	0.09
Queue Length 95th (ft)	59	43	0	8
Control Delay (s)	52.4	50.0	0.0	2.7
Lane LOS	F	F		A
Approach Delay (s)	52.4	50.0	0.0	2.7
Approach LOS	F	F		

Intersection Summary			
Average Delay	6.4		
Intersection Capacity Utilization	86.6%	ICU Level of Service	E
Analysis Period (min)	15		

* User Entered Value



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	87	18	0	0	0	17	0	27	4	53	21
Future Volume (vph)	0	87	18	0	0	0	17	0	27	4	53	21
Peak Hour Factor	0.78	0.78	0.78	0.92	0.92	0.92	0.73	0.73	0.73	0.65	0.65	0.65
Hourly flow rate (vph)	0	112	23	0	0	0	23	0	37	6	82	32

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total (vph)	135	60	120
Volume Left (vph)	0	23	6
Volume Right (vph)	23	37	32
Hadj (s)	-0.10	-0.29	-0.14
Departure Headway (s)	4.2	4.0	4.1
Degree Utilization, x	0.16	0.07	0.14
Capacity (veh/h)	826	850	843
Control Delay (s)	8.0	7.3	7.8
Approach Delay (s)	8.0	7.3	7.8
Approach LOS	A	A	A

Intersection Summary				
Delay	7.8			
Level of Service	A			
Intersection Capacity Utilization	30.2%	ICU Level of Service	A	
Analysis Period (min)	15			

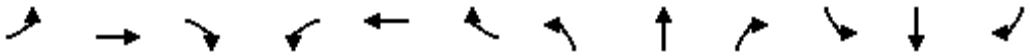
Lane Group	EBT	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	537	334	405	127	596
v/c Ratio	1.12	0.86	0.73	0.46	0.97
Control Delay	109.5	51.5	33.9	25.0	56.2
Queue Delay	0.0	0.0	0.0	0.0	4.4
Total Delay	109.5	51.5	33.9	25.0	60.6
Queue Length 50th (ft)	~411	192	210	64	375
Queue Length 95th (ft)	#622	#346	326	m86	#591
Internal Link Dist (ft)	498	485	193		296
Turn Bay Length (ft)				65	
Base Capacity (vph)	480	389	560	280	622
Starvation Cap Reductn	0	0	0	0	16
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.12	0.86	0.72	0.45	0.98

Intersection Summary

~ 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.

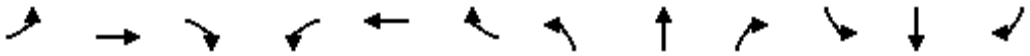
m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	387	30	58	199	37	15	290	55	118	518	36
Future Volume (vph)	72	387	30	58	199	37	15	290	55	118	518	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	16	16	16	12	12	12	10	10	10
Total Lost time (s)		9.5			9.5			12.0		12.0	12.0	
Lane Util. Factor		1.00			1.00			1.00		1.00	1.00	
Frpb, ped/bikes		0.95			0.93			0.95		1.00	0.96	
Flpb, ped/bikes		0.96			0.96			0.99		0.85	1.00	
Frt		0.99			0.98			0.98		1.00	0.99	
Flt Protected		0.99			0.99			1.00		0.95	1.00	
Satd. Flow (prot)		1480			1416			1569		1263	1482	
Flt Permitted		0.86			0.72			0.85		0.50	1.00	
Satd. Flow (perm)		1286			1036			1334		667	1482	
Peak-hour factor, PHF	0.91	0.91	0.91	0.88	0.88	0.88	0.89	0.89	0.89	0.93	0.93	0.93
Adj. Flow (vph)	79	425	33	66	226	42	17	326	62	127	557	39
RTOR Reduction (vph)	0	3	0	0	5	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	534	0	0	329	0	0	405	0	127	596	0
Confl. Peds. (#/hr)	222		500	500		222	317		149	149		317
Confl. Bikes (#/hr)			7						2			31
Heavy Vehicles (%)	1%	4%	3%	16%	2%	0%	0%	0%	5%	2%	3%	0%
Bus Blockages (#/hr)	0	0	11	0	0	0	0	0	0	0	0	0
Parking (#/hr)	5	5	5	5	5	5						
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		1			1			5			5	
Permitted Phases	1			1			5			5		
Actuated Green, G (s)		37.1			37.1			41.4		41.4	41.4	
Effective Green, g (s)		37.1			37.1			41.4		41.4	41.4	
Actuated g/C Ratio		0.37			0.37			0.41		0.41	0.41	
Clearance Time (s)		9.5			9.5			12.0		12.0	12.0	
Vehicle Extension (s)		2.0			2.0			2.0		2.0	2.0	
Lane Grp Cap (vph)		477			384			552		276	613	
v/s Ratio Prot											c0.40	
v/s Ratio Perm		c0.42			0.32			0.30		0.19		
v/c Ratio		1.12			0.86			0.73		0.46	0.97	
Uniform Delay, d1		31.4			29.0			24.7		21.2	28.7	
Progression Factor		1.12			1.00			1.00		0.93	0.99	
Incremental Delay, d2		75.6			21.1			4.3		0.4	25.7	
Delay (s)		110.9			50.1			29.0		20.0	54.0	
Level of Service		F			D			C		B	D	
Approach Delay (s)		110.9			50.1			29.0			48.0	
Approach LOS		F			D			C			D	

Intersection Summary			
HCM 2000 Control Delay	61.4	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	21.5
Intersection Capacity Utilization	120.4%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

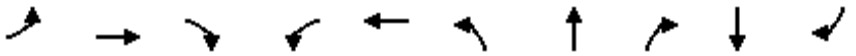


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	516	34	64	258	9	20	25	115	16	39	16
Future Volume (Veh/h)	10	516	34	64	258	9	20	25	115	16	39	16
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.84	0.84	0.84	0.95	0.95	0.95	0.65	0.65	0.65
Hourly flow rate (vph)	12	622	41	76	307	11	21	26	121	25	60	25
Pedestrians		55			25			400			179	
Lane Width (ft)		16.0			16.0			10.0			10.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		7			3			32			14	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		565										
pX, platoon unblocked				0.71			0.71	0.71	0.71	0.71	0.71	
vC, conflicting volume	497			1063			1641	1716	1068	1469	1730	546
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	497			883			1699	1804	890	1456	1825	546
tC, single (s)	4.1			4.1			*5.0	*4.5	*4.0	*5.0	*4.5	*4.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			80			0	64	56	30	14	96
cM capacity (veh/h)	924			375			15	71	277	36	70	603

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	675	394	168	110
Volume Left	12	76	21	25
Volume Right	41	11	121	25
cSH	924	375	76	69
Volume to Capacity	0.01	0.20	2.20	1.59
Queue Length 95th (ft)	1	19	388	237
Control Delay (s)	0.3	6.7	666.6	426.0
Lane LOS	A	A	F	F
Approach Delay (s)	0.3	6.7	666.6	426.0
Approach LOS			F	F

Intersection Summary			
Average Delay	120.1		
Intersection Capacity Utilization	77.4%	ICU Level of Service	D
Analysis Period (min)	15		

* User Entered Value



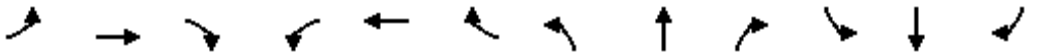
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	82	404	502	60	221	191	199	64	209	293
v/c Ratio	0.34	0.79	0.55	0.50	0.48	0.50	0.64	0.42	0.72	0.23
Control Delay	28.9	43.0	3.3	40.7	31.2	29.6	39.5	8.2	60.5	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.9	43.0	3.3	40.7	31.2	29.6	39.5	8.2	60.5	0.4
Queue Length 50th (ft)	40	232	0	38	128	93	104	0	~151	0
Queue Length 95th (ft)	74	311	39	m44	m146	157	#202	0	#359	0
Internal Link Dist (ft)		736			498		933		573	
Turn Bay Length (ft)			200	25				25		75
Base Capacity (vph)	306	639	928	151	577	397	325	153	291	1261
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	0.27	0.63	0.54	0.40	0.38	0.48	0.61	0.42	0.72	0.23

Intersection Summary

~ 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.

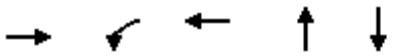


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	392	487	58	148	38	273	51	53	11	175	261
Future Volume (vph)	80	392	487	58	148	38	273	51	53	11	175	261
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	13	13	16	16	16	11	11	11	10	10	10
Total Lost time (s)	5.0	5.0	3.0	5.0	5.0		3.0	6.0	4.0		6.0	4.0
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95		0.95	0.95	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.95	1.00	1.00		1.00	1.00	1.00		1.00	0.96
Flpb, ped/bikes	1.00	1.00	1.00	0.95	1.00		0.97	0.98	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00		1.00	1.00
Satd. Flow (prot)	1513	1683	1355	1432	1515		1423	1341	1258		1517	1261
Flt Permitted	0.51	1.00	1.00	0.26	0.99		0.48	0.51	1.00		0.97	1.00
Satd. Flow (perm)	806	1683	1355	397	1495		712	703	1258		1482	1261
Peak-hour factor, PHF	0.97	0.97	0.97	0.87	0.87	0.87	0.83	0.83	0.83	0.89	0.89	0.89
Adj. Flow (vph)	82	404	502	67	170	44	329	61	64	12	197	293
RTOR Reduction (vph)	0	0	270	0	10	0	0	0	64	0	0	0
Lane Group Flow (vph)	82	404	232	60	211	0	191	199	0	0	209	293
Confl. Peds. (#/hr)	3		108	108		3	100		37	37		100
Confl. Bikes (#/hr)									1			4
Heavy Vehicles (%)	7%	5%	5%	2%	3%	0%	2%	31%	5%	45%	2%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	15	0	0	0
Parking (#/hr)				5	5	5						
Turn Type	Perm	NA	pm+ov	Perm	NA		D.P+P	NA	NA	Perm	NA	Free
Protected Phases		3	4		3		4	1 4			1	
Permitted Phases	3		3	3			1			1		Free
Actuated Green, G (s)	30.4	30.4	46.3	30.4	30.4		35.0	35.0	0.0		19.1	100.0
Effective Green, g (s)	30.4	30.4	46.3	30.4	30.4		35.0	35.0	0.0		19.1	100.0
Actuated g/C Ratio	0.30	0.30	0.46	0.30	0.30		0.35	0.35	0.00		0.19	1.00
Clearance Time (s)	5.0	5.0	3.0	5.0	5.0		3.0				6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0				3.0	
Lane Grp Cap (vph)	245	511	627	120	454		362	347	0		283	1261
v/s Ratio Prot		c0.24	0.06				0.08	c0.09				
v/s Ratio Perm	0.10		0.11	0.15	0.14		0.10	0.11			c0.14	c0.23
v/c Ratio	0.33	0.79	0.37	0.50	0.47		0.53	0.57	0.00		0.74	0.23
Uniform Delay, d1	27.0	31.9	17.4	28.6	28.2		24.5	26.4	50.0		38.1	0.0
Progression Factor	1.00	1.00	1.00	1.23	1.17		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.8	8.2	0.4	1.6	0.4		1.4	2.3	0.0		15.8	0.4
Delay (s)	27.8	40.0	17.8	36.8	33.4		25.9	28.7	50.0		53.9	0.4
Level of Service	C	D	B	D	C		C	C	D		D	A
Approach Delay (s)		27.7			34.1			30.5			22.7	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	28.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	72.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

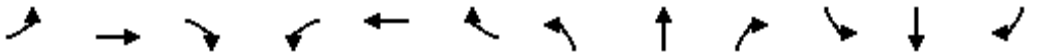
2024 No Build Conditions



Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	8	184	137	610	475
v/c Ratio	0.02	0.77	0.41	0.70	0.55
Control Delay	0.0	56.0	22.7	17.9	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	0.0	56.0	22.7	17.9	13.6
Queue Length 50th (ft)	0	110	48	207	141
Queue Length 95th (ft)	0	165	89	#531	313
Internal Link Dist (ft)	147		231	321	157
Turn Bay Length (ft)					
Base Capacity (vph)	611	465	612	869	868
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	0.01	0.40	0.22	0.70	0.55

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



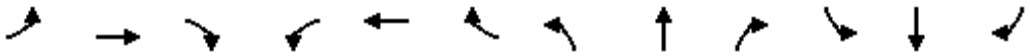
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	3	171	3	125	3	401	151	80	371	0
Future Volume (vph)	0	0	3	171	3	125	3	401	151	80	371	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	13	12	12	10	12	12	13	13	13	12	12	12
Total Lost time (s)		5.0		5.0	5.0			5.0			5.0	
Lane Util. Factor		1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes		0.97		1.00	0.95			0.84			1.00	
Flpb, ped/bikes		1.00		0.99	1.00			1.00			0.97	
Frt		0.85		1.00	0.85			0.96			1.00	
Flt Protected		1.00		0.95	1.00			1.00			0.99	
Satd. Flow (prot)		1057		1306	1305			1292			1558	
Flt Permitted		1.00		0.75	1.00			1.00			0.82	
Satd. Flow (perm)		1057		1034	1305			1290			1285	
Peak-hour factor, PHF	0.38	0.38	0.38	0.93	0.93	0.93	0.91	0.91	0.91	0.95	0.95	0.95
Adj. Flow (vph)	0	0	8	184	3	134	3	441	166	84	391	0
RTOR Reduction (vph)	0	6	0	0	36	0	0	8	0	0	0	0
Lane Group Flow (vph)	0	2	0	184	101	0	0	602	0	0	475	0
Confl. Peds. (#/hr)	12		4	4		12	62		305	305		62
Confl. Bikes (#/hr)			2						95			12
Heavy Vehicles (%)	0%	0%	33%	15%	33%	6%	0%	8%	19%	6%	5%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		5			5			1			1	
Permitted Phases	5			5			1			1		
Actuated Green, G (s)		23.0		23.0	23.0			67.0			67.0	
Effective Green, g (s)		23.0		23.0	23.0			67.0			67.0	
Actuated g/C Ratio		0.23		0.23	0.23			0.67			0.67	
Clearance Time (s)		5.0		5.0	5.0			5.0			5.0	
Vehicle Extension (s)		2.0		2.0	2.0			3.0			3.0	
Lane Grp Cap (vph)		243		237	300			864			860	
v/s Ratio Prot		0.00			0.08							
v/s Ratio Perm				c0.18				c0.47			0.37	
v/c Ratio		0.01		0.78	0.34			0.70			0.55	
Uniform Delay, d1		29.7		36.1	32.1			10.2			8.6	
Progression Factor		1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2		0.0		13.5	0.2			4.6			2.6	
Delay (s)		29.7		49.6	32.4			14.8			11.2	
Level of Service		C		D	C			B			B	
Approach Delay (s)		29.7			42.2			14.8			11.2	
Approach LOS		C			D			B			B	

Intersection Summary			
HCM 2000 Control Delay	19.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	92.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	207	160	295	402	89	602
v/c Ratio	0.88	0.60	0.55	0.46	0.12	0.71
Control Delay	71.9	45.0	8.0	10.7	1.9	13.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.9	45.0	8.0	10.7	1.9	13.5
Queue Length 50th (ft)	121	90	0	120	0	169
Queue Length 95th (ft)	169	156	67	144	10	306
Internal Link Dist (ft)	118	311		323		321
Turn Bay Length (ft)			115		250	
Base Capacity (vph)	272	309	579	867	771	852
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	0.76	0.52	0.51	0.46	0.12	0.71

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	84	61	15	46	111	289	56	245	67	145	57	327
Future Volume (vph)	84	61	15	46	111	289	56	245	67	145	57	327
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	16	16	16	16	16	16	16	16	16
Total Lost time (s)		6.0			6.0	6.0		6.0	6.0		6.0	
Lane Util. Factor		1.00			1.00	1.00		1.00	1.00		1.00	
Frpb, ped/bikes		1.00			1.00	0.95		1.00	0.98		1.00	
Flpb, ped/bikes		1.00			1.00	1.00		1.00	1.00		1.00	
Frt		0.99			1.00	0.85		1.00	0.85		0.92	
Flt Protected		0.97			0.99	1.00		0.99	1.00		0.99	
Satd. Flow (prot)		1583			1519	1473		1570	1103		1564	
Flt Permitted		0.69			0.84	1.00		0.81	1.00		0.75	
Satd. Flow (perm)		1118			1288	1473		1289	1103		1187	
Peak-hour factor, PHF	0.77	0.77	0.77	0.98	0.98	0.98	0.75	0.75	0.75	0.88	0.88	0.88
Adj. Flow (vph)	109	79	19	47	113	295	75	327	89	165	65	372
RTOR Reduction (vph)	0	4	0	0	0	234	0	0	29	0	53	0
Lane Group Flow (vph)	0	203	0	0	160	61	0	402	60	0	549	0
Confl. Peds. (#/hr)	3		1	1		3			3	3		
Confl. Bikes (#/hr)			1			14						
Heavy Vehicles (%)	10%	20%	47%	73%	6%	6%	15%	24%	46%	10%	46%	7%
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases		5			5			1			1	
Permitted Phases	5			5		5	1		1	1		
Actuated Green, G (s)		20.7			20.7	20.7		67.3	67.3		67.3	
Effective Green, g (s)		20.7			20.7	20.7		67.3	67.3		67.3	
Actuated g/C Ratio		0.21			0.21	0.21		0.67	0.67		0.67	
Clearance Time (s)		6.0			6.0	6.0		6.0	6.0		6.0	
Vehicle Extension (s)		2.0			2.0	2.0		0.2	0.2		0.2	
Lane Grp Cap (vph)		231			266	304		867	742		798	
v/s Ratio Prot												
v/s Ratio Perm		c0.18			0.12	0.04		0.31	0.05		c0.46	
v/c Ratio		0.88			0.60	0.20		0.46	0.08		0.69	
Uniform Delay, d1		38.4			35.9	32.8		7.8	5.7		10.0	
Progression Factor		1.00			1.00	1.00		1.00	1.00		1.00	
Incremental Delay, d2		28.5			2.6	0.1		1.8	0.2		4.8	
Delay (s)		66.9			38.5	32.9		9.6	5.9		14.8	
Level of Service		E			D	C		A	A		B	
Approach Delay (s)		66.9			34.9			8.9			14.8	
Approach LOS		E			C			A			B	

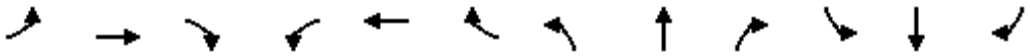
Intersection Summary			
HCM 2000 Control Delay	24.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	83.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	88	117	340	642	624
v/c Ratio	1.02	0.50	0.85	0.61	0.61
Control Delay	139.4	40.6	56.3	7.1	11.5
Queue Delay	0.0	0.0	0.0	5.9	0.3
Total Delay	139.4	40.6	56.3	13.0	11.8
Queue Length 50th (ft)	50	65	201	74	183
Queue Length 95th (ft)	#132	115	292	m74	319
Internal Link Dist (ft)	272		518	40	176
Turn Bay Length (ft)		200			
Base Capacity (vph)	99	278	467	1053	1026
Starvation Cap Reductn	0	0	0	348	86
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.89	0.42	0.73	0.91	0.66

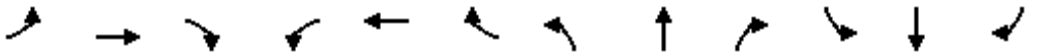
Intersection Summary

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	0	1	104	257	45	21	563	0	0	505	107
Future Volume (vph)	73	0	1	104	257	45	21	563	0	0	505	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	16	16	16	12	12	12	12	12	12
Total Lost time (s)		4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor		1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes		1.00		1.00	0.99			1.00			0.94	
Flpb, ped/bikes		0.97		0.95	1.00			1.00			1.00	
Frt		1.00		1.00	0.98			1.00			0.98	
Flt Protected		0.95		0.95	1.00			1.00			1.00	
Satd. Flow (prot)		1485		1364	1771			1550			1460	
Flt Permitted		0.23		0.75	1.00			0.97			1.00	
Satd. Flow (perm)		354		1071	1771			1508			1460	
Peak-hour factor, PHF	0.84	0.84	0.84	0.89	0.89	0.89	0.91	0.91	0.91	0.98	0.98	0.98
Adj. Flow (vph)	87	0	1	117	289	51	23	619	0	0	515	109
RTOR Reduction (vph)	0	9	0	0	7	0	0	0	0	0	7	0
Lane Group Flow (vph)	0	79	0	117	333	0	0	642	0	0	617	0
Confl. Peds. (#/hr)	25		22	22		25	100		470	470		100
Confl. Bikes (#/hr)						3			57			8
Heavy Vehicles (%)	21%	0%	0%	12%	6%	2%	5%	10%	0%	0%	5%	21%
Parking (#/hr)				5								
Turn Type	Perm	NA		Perm	NA		Perm	NA			NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1					
Actuated Green, G (s)		22.1		22.1	22.1			69.9			69.9	
Effective Green, g (s)		22.1		22.1	22.1			69.9			69.9	
Actuated g/C Ratio		0.22		0.22	0.22			0.70			0.70	
Clearance Time (s)		4.0		4.0	4.0			4.0			4.0	
Vehicle Extension (s)		2.0		2.0	2.0			2.0			2.0	
Lane Grp Cap (vph)		78		236	391			1054			1020	
v/s Ratio Prot					0.19						0.42	
v/s Ratio Perm		c0.22		0.11				c0.43				
v/c Ratio		1.02		0.50	0.85			0.61			0.61	
Uniform Delay, d1		39.0		34.1	37.4			7.9			7.9	
Progression Factor		1.00		1.00	1.00			0.68			1.00	
Incremental Delay, d2		107.0		0.6	15.6			0.8			2.7	
Delay (s)		146.0		34.7	53.0			6.2			10.5	
Level of Service		F		C	D			A			B	
Approach Delay (s)		146.0			48.3			6.2			10.5	
Approach LOS		F			D			A			B	

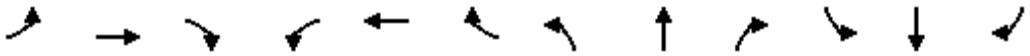
Intersection Summary			
HCM 2000 Control Delay	25.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	90.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	0	0	85	190	0	0	0	0	0	0	216
Future Volume (vph)	0	0	0	85	190	0	0	0	0	0	0	216
Peak Hour Factor	0.92	0.92	0.92	0.70	0.70	0.70	0.92	0.92	0.92	0.89	0.89	0.89
Hourly flow rate (vph)	0	0	0	121	271	0	0	0	0	0	0	243

Direction, Lane #	WB 1	SB 1
Volume Total (vph)	392	243
Volume Left (vph)	121	0
Volume Right (vph)	0	243
Hadj (s)	0.09	-0.41
Departure Headway (s)	4.6	4.4
Degree Utilization, x	0.50	0.30
Capacity (veh/h)	758	758
Control Delay (s)	12.0	9.3
Approach Delay (s)	12.0	9.3
Approach LOS	B	A

Intersection Summary			
Delay	11.0		
Level of Service	B		
Intersection Capacity Utilization	39.6%	ICU Level of Service	A
Analysis Period (min)	15		

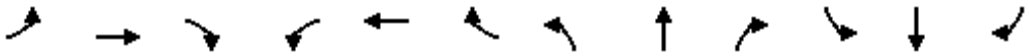


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	18	35	9	0	35	0	546	12	104	506	0
Future Volume (Veh/h)	2	18	35	9	0	35	0	546	12	104	506	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.90	0.90	0.90	0.90	0.90	0.90	0.95	0.95	0.95
Hourly flow rate (vph)	2	21	42	10	0	39	0	607	13	109	533	0
Pedestrians		124			414			54			34	
Lane Width (ft)		16.0			16.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		16			53			5			3	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								376			120	
pX, platoon unblocked	0.81	0.81	0.73	0.81	0.81	0.68	0.73			0.68		
vC, conflicting volume	1562	1909	711	1885	1902	1062	657			1034		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	835	1263	423	1234	1255	854	349			814		
tC, single (s)	*5.0	*4.5	*4.0	*5.0	6.5	*4.0	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.4	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	68	91	67	100	79	100			58		
cM capacity (veh/h)	91	65	474	31	32	189	754			258		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	65	49	620	642
Volume Left	2	10	0	109
Volume Right	42	39	13	0
cSH	149	92	1700	258
Volume to Capacity	0.44	0.53	0.36	0.42
Queue Length 95th (ft)	49	59	0	50
Control Delay (s)	46.5	82.1	0.0	19.6
Lane LOS	E	F		C
Approach Delay (s)	46.5	82.1	0.0	19.6
Approach LOS	E	F		

Intersection Summary				
Average Delay	14.3			
Intersection Capacity Utilization	91.1%	ICU Level of Service	F	
Analysis Period (min)	15			

* User Entered Value



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	101	32	0	0	0	39	0	23	18	62	5
Future Volume (vph)	0	101	32	0	0	0	39	0	23	18	62	5
Peak Hour Factor	0.88	0.88	0.88	0.92	0.92	0.92	0.72	0.72	0.72	0.63	0.63	0.63
Hourly flow rate (vph)	0	115	36	0	0	0	54	0	32	29	98	8

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total (vph)	151	86	135
Volume Left (vph)	0	54	29
Volume Right (vph)	36	32	8
Hadj (s)	-0.06	-0.10	0.07
Departure Headway (s)	4.3	4.3	4.4
Degree Utilization, x	0.18	0.10	0.17
Capacity (veh/h)	792	796	777
Control Delay (s)	8.3	7.8	8.3
Approach Delay (s)	8.3	7.8	8.3
Approach LOS	A	A	A

Intersection Summary				
Delay	8.2			
Level of Service	A			
Intersection Capacity Utilization	30.1%	ICU Level of Service	A	
Analysis Period (min)	15			

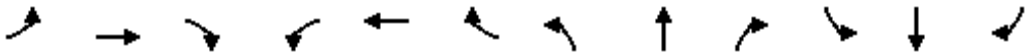
Lane Group	EBT	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	423	463	541	136	469
v/c Ratio	0.99	1.05	1.03	0.71	0.96
Control Delay	68.1	87.9	78.4	47.2	59.4
Queue Delay	0.0	0.0	26.5	0.0	0.0
Total Delay	68.1	87.9	105.0	47.2	59.4
Queue Length 50th (ft)	194	~322	~370	60	212
Queue Length 95th (ft)	m#368	#519	#533	m#169	#492
Internal Link Dist (ft)	505	485	193		296
Turn Bay Length (ft)				65	
Base Capacity (vph)	429	440	527	191	490
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	46	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.99	1.05	1.12	0.71	0.96

Intersection Summary

~ 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.

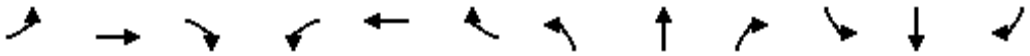
m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	101	286	19	95	280	46	18	411	36	124	340	86
Future Volume (vph)	101	286	19	95	280	46	18	411	36	124	340	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	16	16	16	12	12	12	10	10	10
Total Lost time (s)		9.5			9.5			12.0		12.0	12.0	
Lane Util. Factor		1.00			1.00			1.00		1.00	1.00	
Frpb, ped/bikes		0.96			0.96			0.97		1.00	0.90	
Flpb, ped/bikes		0.97			0.93			0.99		0.86	1.00	
Frt		0.99			0.99			0.99		1.00	0.97	
Flt Protected		0.99			0.99			1.00		0.95	1.00	
Satd. Flow (prot)		1420			1375			1483		1261	1291	
Flt Permitted		0.73			0.77			0.93		0.38	1.00	
Satd. Flow (perm)		1057			1078			1387		505	1291	
Peak-hour factor, PHF	0.96	0.96	0.96	0.91	0.91	0.91	0.86	0.86	0.86	0.91	0.91	0.91
Adj. Flow (vph)	105	298	20	104	308	51	21	478	42	136	374	95
RTOR Reduction (vph)	0	2	0	0	4	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	421	0	0	459	0	0	541	0	136	469	0
Confl. Peds. (#/hr)	99		531	531		99	234		186	186		234
Confl. Bikes (#/hr)			2						15			1
Heavy Vehicles (%)	9%	10%	11%	22%	2%	16%	6%	10%	6%	4%	8%	9%
Bus Blockages (#/hr)	0	0	11	0	0	0	0	0	0	0	0	0
Parking (#/hr)	5	5	5	5	5	5						
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		1			1			5			5	
Permitted Phases	1			1			5			5		
Actuated Green, G (s)		40.5			40.5			38.0		38.0	38.0	
Effective Green, g (s)		40.5			40.5			38.0		38.0	38.0	
Actuated g/C Ratio		0.40			0.40			0.38		0.38	0.38	
Clearance Time (s)		9.5			9.5			12.0		12.0	12.0	
Vehicle Extension (s)		2.0			2.0			2.0		2.0	2.0	
Lane Grp Cap (vph)		428			436			527		191	490	
v/s Ratio Prot											0.36	
v/s Ratio Perm		0.40			c0.43			c0.39		0.27		
v/c Ratio		0.98			1.05			1.03		0.71	0.96	
Uniform Delay, d1		29.4			29.8			31.0		26.3	30.2	
Progression Factor		1.25			1.00			1.00		0.99	0.95	
Incremental Delay, d2		30.3			57.5			46.1		8.8	27.2	
Delay (s)		67.0			87.3			77.1		35.0	55.9	
Level of Service		E			F			E		D	E	
Approach Delay (s)		67.0			87.3			77.1			51.2	
Approach LOS		E			F			E			D	

Intersection Summary			
HCM 2000 Control Delay	69.6	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	21.5
Intersection Capacity Utilization	117.4%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

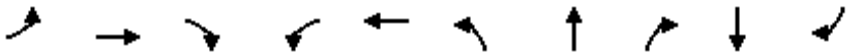


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	402	36	93	372	10	21	43	101	18	46	29
Future Volume (Veh/h)	8	402	36	93	372	10	21	43	101	18	46	29
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.91	0.91	0.91	0.88	0.88	0.88	0.79	0.79	0.79
Hourly flow rate (vph)	8	423	38	102	409	11	24	49	115	23	58	37
Pedestrians		40			31			341			105	
Lane Width (ft)		16.0			16.0			10.0			10.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		5			4			27			8	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		565										
pX, platoon unblocked				0.91			0.91	0.91	0.91	0.91	0.91	
vC, conflicting volume	525			802			1524	1528	814	1352	1542	560
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	525			734			1526	1531	747	1338	1546	560
tC, single (s)	4.1			4.1			*5.0	*4.5	*4.0	*5.0	*4.5	*4.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.4	3.6	4.0	3.4
p0 queue free %	99			82			61	64	72	71	57	94
cM capacity (veh/h)	964			579			62	137	412	79	136	642

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	469	522	188	118
Volume Left	8	102	24	23
Volume Right	38	11	115	37
cSH	964	579	184	152
Volume to Capacity	0.01	0.18	1.02	0.78
Queue Length 95th (ft)	1	16	216	122
Control Delay (s)	0.2	4.8	124.4	82.4
Lane LOS	A	A	F	F
Approach Delay (s)	0.2	4.8	124.4	82.4
Approach LOS			F	F

Intersection Summary			
Average Delay	27.6		
Intersection Capacity Utilization	80.0%	ICU Level of Service	D
Analysis Period (min)	15		

* User Entered Value



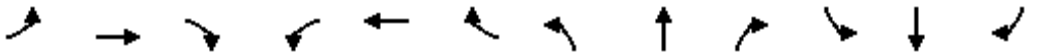
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	142	380	286	56	395	436	442	49	121	316
v/c Ratio	1.54	0.85	0.42	0.51	0.93	0.96	1.19	0.32	0.59	0.25
Control Delay	320.6	52.8	4.1	32.9	44.4	63.7	140.9	5.5	50.0	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	320.6	52.8	4.1	32.9	44.4	63.7	140.9	5.5	50.0	0.5
Queue Length 50th (ft)	~127	228	0	22	212	~278	~393	0	72	0
Queue Length 95th (ft)	#244	#371	42	m23	m210	#489	#557	0	#151	0
Internal Link Dist (ft)		787			505		925		445	
Turn Bay Length (ft)			200	25				25		75
Base Capacity (vph)	92	449	677	109	425	455	371	153	205	1282
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	1.54	0.85	0.42	0.51	0.93	0.96	1.19	0.32	0.59	0.25

Intersection Summary

~ 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.

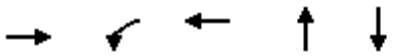
m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	334	252	57	313	45	646	109	42	23	80	269
Future Volume (vph)	125	334	252	57	313	45	646	109	42	23	80	269
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	13	13	16	16	16	11	11	11	10	10	10
Total Lost time (s)	5.0	5.0	3.0	5.0	5.0		3.0	6.0	4.0		6.0	4.0
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95		0.95	0.95	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.95	1.00	1.00		1.00	1.00	1.00		1.00	0.96
Flpb, ped/bikes	0.99	1.00	1.00	0.96	1.00		0.96	0.97	1.00		0.99	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00		0.99	1.00
Satd. Flow (prot)	1495	1606	1219	1415	1511		1396	1321	1269		1426	1282
Flt Permitted	0.21	1.00	1.00	0.26	0.99		0.68	0.71	1.00		0.55	1.00
Satd. Flow (perm)	332	1606	1219	392	1502		998	976	1269		790	1282
Peak-hour factor, PHF	0.88	0.88	0.88	0.92	0.92	0.92	0.86	0.86	0.86	0.85	0.85	0.85
Adj. Flow (vph)	142	380	286	62	340	49	751	127	49	27	94	316
RTOR Reduction (vph)	0	0	172	0	5	0	0	0	49	0	0	0
Lane Group Flow (vph)	142	380	114	56	390	0	436	442	0	0	121	316
Confl. Peds. (#/hr)	8		81	81		8	81		49	49		81
Confl. Bikes (#/hr)			1			2						1
Heavy Vehicles (%)	8%	10%	17%	4%	4%	4%	3%	33%	5%	23%	6%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	13	0	0	0
Parking (#/hr)				5	5	5						
Turn Type	Perm	NA	pm+ov	Perm	NA		D.P+P	NA	NA	Perm	NA	Free
Protected Phases		3	4		3		4	1 4			1	
Permitted Phases	3		3	3			1			1		Free
Actuated Green, G (s)	28.0	28.0	40.0	28.0	28.0		37.4	37.4	0.0		25.4	100.0
Effective Green, g (s)	28.0	28.0	40.0	28.0	28.0		37.4	37.4	0.0		25.4	100.0
Actuated g/C Ratio	0.28	0.28	0.40	0.28	0.28		0.37	0.37	0.00		0.25	1.00
Clearance Time (s)	5.0	5.0	3.0	5.0	5.0		3.0				6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0				3.0	
Lane Grp Cap (vph)	92	449	487	109	420		421	406	0		200	1282
v/s Ratio Prot		0.24	0.03				0.12	c0.13				
v/s Ratio Perm	c0.43		0.07	0.14	0.26		0.26	c0.28			0.15	c0.25
v/c Ratio	1.54	0.85	0.23	0.51	0.93		1.04	1.09	0.00		0.60	0.25
Uniform Delay, d1	36.0	34.0	19.9	30.3	35.0		29.9	31.3	50.0		32.9	0.0
Progression Factor	1.00	1.00	1.00	0.83	0.89		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	291.2	13.7	0.2	1.2	10.6		53.4	70.6	0.0		12.9	0.5
Delay (s)	327.2	47.7	20.1	26.4	41.9		83.2	101.9	50.0		45.7	0.5
Level of Service	F	D	C	C	D		F	F	D		D	A
Approach Delay (s)		87.1			39.9			90.4			13.0	
Approach LOS		F			D			F			B	

Intersection Summary			
HCM 2000 Control Delay	67.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	81.3%	ICU Level of Service	D
Analysis Period (min)	15		

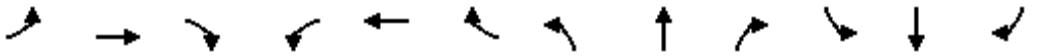
c Critical Lane Group



Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	8	411	107	529	413
v/c Ratio	0.02	0.91	0.19	0.74	0.53
Control Delay	11.3	53.7	6.5	28.5	21.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	11.3	53.7	6.5	28.5	21.5
Queue Length 50th (ft)	1	231	9	261	182
Queue Length 95th (ft)	8	#395	39	#470	276
Internal Link Dist (ft)	147		231	321	157
Turn Bay Length (ft)					
Base Capacity (vph)	570	508	638	714	783
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	0.01	0.81	0.17	0.74	0.53

Intersection Summary

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)	0	2	4	370	6	90	21	331	124	17	341	1
Future Volume (vph)	0	2	4	370	6	90	21	331	124	17	341	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	13	12	12	10	12	12	13	13	13	12	12	12
Total Lost time (s)		5.0		5.0	5.0			5.0			5.0	
Lane Util. Factor		1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes		0.97		1.00	0.95			0.86			1.00	
Flpb, ped/bikes		1.00		0.97	1.00			1.00			0.99	
Frt		0.91		1.00	0.86			0.96			1.00	
Flt Protected		1.00		0.95	1.00			1.00			1.00	
Satd. Flow (prot)		1262		1427	1318			1439			1613	
Flt Permitted		1.00		0.75	1.00			0.97			0.97	
Satd. Flow (perm)		1262		1130	1318			1404			1562	
Peak-hour factor, PHF	0.75	0.75	0.75	0.90	0.90	0.90	0.90	0.90	0.90	0.87	0.87	0.87
Adj. Flow (vph)	0	3	5	411	7	100	23	368	138	20	392	1
RTOR Reduction (vph)	0	3	0	0	49	0	0	11	0	0	0	0
Lane Group Flow (vph)	0	5	0	411	58	0	0	518	0	0	413	0
Confl. Peds. (#/hr)	16		13	13		16	113		253	253		113
Confl. Bikes (#/hr)			2						14			90
Heavy Vehicles (%)	0%	50%	0%	3%	0%	6%	0%	1%	2%	0%	5%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		5			5			1			1	
Permitted Phases	5			5			1			1		
Actuated Green, G (s)		39.9		39.9	39.9			50.1			50.1	
Effective Green, g (s)		39.9		39.9	39.9			50.1			50.1	
Actuated g/C Ratio		0.40		0.40	0.40			0.50			0.50	
Clearance Time (s)		5.0		5.0	5.0			5.0			5.0	
Vehicle Extension (s)		2.0		2.0	2.0			3.0			3.0	
Lane Grp Cap (vph)		503		450	525			703			782	
v/s Ratio Prot		0.00			0.04							
v/s Ratio Perm				c0.36				c0.37			0.26	
v/c Ratio		0.01		0.91	0.11			0.74			0.53	
Uniform Delay, d1		18.1		28.4	18.9			19.7			16.9	
Progression Factor		1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2		0.0		22.4	0.0			6.8			2.5	
Delay (s)		18.1		50.8	18.9			26.5			19.5	
Level of Service		B		D	B			C			B	
Approach Delay (s)		18.1			44.2			26.5			19.5	
Approach LOS		B			D			C			B	

Intersection Summary			
HCM 2000 Control Delay	30.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	76.0%	ICU Level of Service	D
Analysis Period (min)	15		

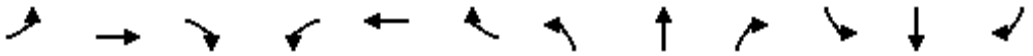
c Critical Lane Group

Lane Group	EBT	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	355	136	153	270	31	608
v/c Ratio	1.08	0.37	0.32	0.31	0.04	0.72
Control Delay	108.9	35.1	7.1	9.3	2.4	15.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	108.9	35.1	7.1	9.3	2.4	15.8
Queue Length 50th (ft)	~253	72	0	70	0	197
Queue Length 95th (ft)	#411	100	23	107	9	342
Internal Link Dist (ft)	118	311		323		321
Turn Bay Length (ft)			115		250	
Base Capacity (vph)	330	371	480	861	738	846
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	1.08	0.37	0.32	0.31	0.04	0.72

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

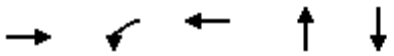
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	193	101	15	23	75	110	52	181	27	212	71	277
Future Volume (vph)	193	101	15	23	75	110	52	181	27	212	71	277
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	16	16	16	16	16	16	16	16	16
Total Lost time (s)		6.0			6.0	6.0		6.0	6.0		6.0	
Lane Util. Factor		1.00			1.00	1.00		1.00	1.00		1.00	
Frpb, ped/bikes		1.00			1.00	0.98		1.00	0.98		0.99	
Flpb, ped/bikes		1.00			1.00	1.00		1.00	1.00		1.00	
Frt		0.99			1.00	0.85		1.00	0.85		0.93	
Flt Protected		0.97			0.99	1.00		0.99	1.00		0.98	
Satd. Flow (prot)		1834			1740	1517		1670	1136		1641	
Flt Permitted		0.72			0.88	1.00		0.80	1.00		0.76	
Satd. Flow (perm)		1370			1545	1517		1346	1136		1267	
Peak-hour factor, PHF	0.87	0.87	0.87	0.72	0.72	0.72	0.86	0.86	0.86	0.92	0.92	0.92
Adj. Flow (vph)	222	116	17	32	104	153	60	210	31	230	77	301
RTOR Reduction (vph)	0	2	0	0	0	116	0	0	11	0	35	0
Lane Group Flow (vph)	0	353	0	0	136	37	0	270	20	0	573	0
Confl. Peds. (#/hr)	2		12	12		2	1		1	1		1
Confl. Bikes (#/hr)			13									4
Heavy Vehicles (%)	1%	1%	7%	32%	3%	6%	0%	19%	42%	1%	32%	5%
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases		5			5			1			1	
Permitted Phases	5			5		5	1		1	1		
Actuated Green, G (s)		24.0			24.0	24.0		64.0	64.0		64.0	
Effective Green, g (s)		24.0			24.0	24.0		64.0	64.0		64.0	
Actuated g/C Ratio		0.24			0.24	0.24		0.64	0.64		0.64	
Clearance Time (s)		6.0			6.0	6.0		6.0	6.0		6.0	
Vehicle Extension (s)		2.0			2.0	2.0		0.2	0.2		0.2	
Lane Grp Cap (vph)		328			370	364		861	727		810	
v/s Ratio Prot												
v/s Ratio Perm		c0.26			0.09	0.02		0.20	0.02		c0.45	
v/c Ratio		1.08			0.37	0.10		0.31	0.03		0.71	
Uniform Delay, d1		38.0			31.7	29.6		8.1	6.6		11.8	
Progression Factor		1.00			1.00	1.00		1.00	1.00		1.00	
Incremental Delay, d2		71.9			0.2	0.0		1.0	0.1		5.2	
Delay (s)		109.9			31.9	29.6		9.1	6.7		17.0	
Level of Service		F			C	C		A	A		B	
Approach Delay (s)		109.9			30.7			8.8			17.0	
Approach LOS		F			C			A			B	

Intersection Summary			
HCM 2000 Control Delay	39.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	90.4%	ICU Level of Service	E
Analysis Period (min)	15		

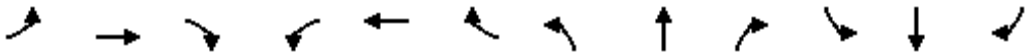
c Critical Lane Group



Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	77	142	212	491	918
v/c Ratio	0.69	0.71	0.66	0.39	0.85
Control Delay	62.1	56.6	47.1	5.3	20.3
Queue Delay	0.0	0.0	0.0	0.8	49.7
Total Delay	62.1	56.6	47.1	6.1	70.0
Queue Length 50th (ft)	40	87	125	73	324
Queue Length 95th (ft)	83	139	181	m78	#818
Internal Link Dist (ft)	362		518	40	176
Turn Bay Length (ft)		200			
Base Capacity (vph)	164	307	483	1269	1076
Starvation Cap Reductn	0	0	0	459	66
Spillback Cap Reductn	0	0	0	0	392
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.47	0.46	0.44	0.61	1.34

Intersection Summary

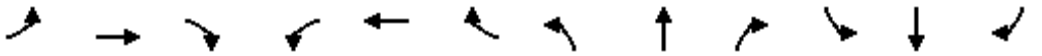
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	0	2	128	172	19	5	427	0	0	696	176
Future Volume (vph)	66	0	2	128	172	19	5	427	0	0	696	176
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	16	16	16	12	12	12	12	12	12
Total Lost time (s)		4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor		1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes		1.00		1.00	0.98			1.00			0.90	
Flpb, ped/bikes		0.87		0.94	1.00			1.00			1.00	
Frt		1.00		1.00	0.99			1.00			0.97	
Flt Protected		0.95		0.95	1.00			1.00			1.00	
Satd. Flow (prot)		1577		1485	1847			1709			1429	
Flt Permitted		0.37		0.76	1.00			0.99			1.00	
Satd. Flow (perm)		606		1185	1847			1695			1429	
Peak-hour factor, PHF	0.88	0.88	0.88	0.90	0.90	0.90	0.88	0.88	0.88	0.95	0.95	0.95
Adj. Flow (vph)	75	0	2	142	191	21	6	485	0	0	733	185
RTOR Reduction (vph)	0	9	0	0	4	0	0	0	0	0	7	0
Lane Group Flow (vph)	0	68	0	142	208	0	0	491	0	0	911	0
Confl. Peds. (#/hr)	74		25	25		74	154		432	432		154
Confl. Bikes (#/hr)						5			6			79
Heavy Vehicles (%)	2%	0%	0%	2%	1%	0%	0%	0%	0%	0%	3%	10%
Bus Blockages (#/hr)	0	0	0	0	0	5	0	0	0	0	0	0
Parking (#/hr)				5								
Turn Type	Perm	NA		Perm	NA		Perm	NA			NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1					
Actuated Green, G (s)		17.1		17.1	17.1			74.9			74.9	
Effective Green, g (s)		17.1		17.1	17.1			74.9			74.9	
Actuated g/C Ratio		0.17		0.17	0.17			0.75			0.75	
Clearance Time (s)		4.0		4.0	4.0			4.0			4.0	
Vehicle Extension (s)		2.0		2.0	2.0			2.0			2.0	
Lane Grp Cap (vph)		103		202	315			1269			1070	
v/s Ratio Prot					0.11						c0.64	
v/s Ratio Perm		0.11		c0.12				0.29				
v/c Ratio		0.66		0.70	0.66			0.39			0.85	
Uniform Delay, d1		38.7		39.1	38.7			4.4			8.7	
Progression Factor		1.00		1.00	1.00			0.96			1.00	
Incremental Delay, d2		11.0		8.7	3.8			0.1			8.6	
Delay (s)		49.8		47.8	42.5			4.3			17.3	
Level of Service		D		D	D			A			B	
Approach Delay (s)		49.8			44.6			4.3			17.3	
Approach LOS		D			D			A			B	

Intersection Summary			
HCM 2000 Control Delay	20.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	88.9%	ICU Level of Service	E
Analysis Period (min)	15		

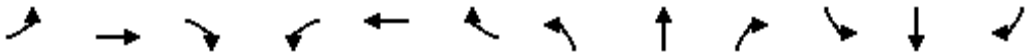
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	0	0	80	75	0	0	0	0	0	0	245
Future Volume (vph)	0	0	0	80	75	0	0	0	0	0	0	245
Peak Hour Factor	0.92	0.92	0.92	0.84	0.84	0.84	0.92	0.92	0.92	0.88	0.88	0.88
Hourly flow rate (vph)	0	0	0	95	89	0	0	0	0	0	0	278

Direction, Lane #	WB 1	SB 1
Volume Total (vph)	184	278
Volume Left (vph)	95	0
Volume Right (vph)	0	278
Hadj (s)	0.15	-0.55
Departure Headway (s)	4.6	3.8
Degree Utilization, x	0.24	0.29
Capacity (veh/h)	735	907
Control Delay (s)	9.0	8.4
Approach Delay (s)	9.0	8.4
Approach LOS	A	A

Intersection Summary			
Delay	8.6		
Level of Service	A		
Intersection Capacity Utilization	36.2%	ICU Level of Service	A
Analysis Period (min)	15		

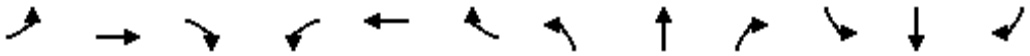


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	31	46	14	0	25	0	403	30	47	779	0
Future Volume (Veh/h)	4	31	46	14	0	25	0	403	30	47	779	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.64	0.64	0.64	0.73	0.73	0.73	0.90	0.90	0.90	0.95	0.95	0.95
Hourly flow rate (vph)	6	48	72	19	0	34	0	448	33	49	820	0
Pedestrians		169			359			53			17	
Lane Width (ft)		16.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		21			34			5			2	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								376			120	
pX, platoon unblocked	0.59	0.59	0.49	0.59	0.59	0.80	0.49			0.80		
vC, conflicting volume	1602	1927	1042	1890	1910	840	989			840		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	931	1480	573	1418	1452	681	465			680		
tC, single (s)	*5.0	*4.5	*4.0	*5.0	6.5	*4.0	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	94	39	74	17	100	91	100			90		
cM capacity (veh/h)	102	79	273	23	36	359	429			488		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	126	53	481	869
Volume Left	6	19	0	49
Volume Right	72	34	33	0
cSH	136	57	1700	488
Volume to Capacity	0.93	0.92	0.28	0.10
Queue Length 95th (ft)	157	105	0	8
Control Delay (s)	122.0	213.3	0.0	3.2
Lane LOS	F	F		A
Approach Delay (s)	122.0	213.3	0.0	3.2
Approach LOS	F	F		

Intersection Summary			
Average Delay	19.2		
Intersection Capacity Utilization	97.0%	ICU Level of Service	F
Analysis Period (min)	15		

* User Entered Value



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	89	18	0	0	0	17	0	28	4	54	22
Future Volume (vph)	0	89	18	0	0	0	17	0	28	4	54	22
Peak Hour Factor	0.78	0.78	0.78	0.92	0.92	0.92	0.73	0.73	0.73	0.65	0.65	0.65
Hourly flow rate (vph)	0	114	23	0	0	0	23	0	38	6	83	34

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total (vph)	137	61	123
Volume Left (vph)	0	23	6
Volume Right (vph)	23	38	34
Hadj (s)	-0.10	-0.30	-0.15
Departure Headway (s)	4.2	4.0	4.1
Degree Utilization, x	0.16	0.07	0.14
Capacity (veh/h)	823	849	843
Control Delay (s)	8.0	7.3	7.8
Approach Delay (s)	8.0	7.3	7.8
Approach LOS	A	A	A

Intersection Summary				
Delay	7.8			
Level of Service	A			
Intersection Capacity Utilization	30.2%	ICU Level of Service	A	
Analysis Period (min)	15			

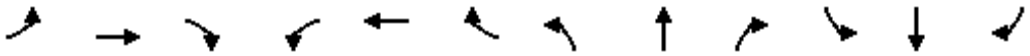
Lane Group	EBT	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	562	344	453	131	772
v/c Ratio	1.20	0.89	1.42	0.49	1.29
Control Delay	140.6	55.5	233.5	24.6	165.8
Queue Delay	0.0	0.0	0.0	0.0	0.1
Total Delay	140.6	55.5	233.5	24.6	165.9
Queue Length 50th (ft)	~449	199	~391	59	~639
Queue Length 95th (ft)	m#664	#358	#574	m73	m#823
Internal Link Dist (ft)	498	485	193		296
Turn Bay Length (ft)				65	
Base Capacity (vph)	467	388	319	265	599
Starvation Cap Reductn	0	0	0	0	7
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.20	0.89	1.42	0.49	1.30

Intersection Summary

~ 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.

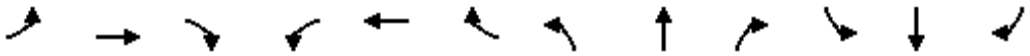
m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	77	403	31	59	206	38	19	318	67	122	633	85
Future Volume (vph)	77	403	31	59	206	38	19	318	67	122	633	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	16	16	16	12	12	12	10	10	10
Total Lost time (s)		9.5			9.5			12.0		12.0	12.0	
Lane Util. Factor		1.00			1.00			1.00		1.00	1.00	
Frpb, ped/bikes		0.96			0.93			0.95		1.00	0.94	
Flpb, ped/bikes		0.96			1.00			1.00		0.86	1.00	
Frt		0.99			0.98			0.98		1.00	0.98	
Flt Protected		0.99			0.99			1.00		0.95	1.00	
Satd. Flow (prot)		1482			1470			1568		1284	1428	
Flt Permitted		0.85			0.71			0.48		0.47	1.00	
Satd. Flow (perm)		1274			1051			760		631	1428	
Peak-hour factor, PHF	0.91	0.91	0.91	0.88	0.88	0.88	0.89	0.89	0.89	0.93	0.93	0.93
Adj. Flow (vph)	85	443	34	67	234	43	21	357	75	131	681	91
RTOR Reduction (vph)	0	3	0	0	5	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	559	0	0	339	0	0	453	0	131	772	0
Confl. Peds. (#/hr)	222		500	500		222	317		149	149		317
Confl. Bikes (#/hr)			7						2			31
Heavy Vehicles (%)	1%	4%	3%	16%	2%	0%	0%	0%	5%	2%	3%	0%
Bus Blockages (#/hr)	0	0	11	0	0	0	0	0	0	0	0	0
Parking (#/hr)	5	5	5	5	5	5						
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		1			1			5			5	
Permitted Phases	1			1			5			5		
Actuated Green, G (s)		36.5			36.5			42.0		42.0	42.0	
Effective Green, g (s)		36.5			36.5			42.0		42.0	42.0	
Actuated g/C Ratio		0.36			0.36			0.42		0.42	0.42	
Clearance Time (s)		9.5			9.5			12.0		12.0	12.0	
Vehicle Extension (s)		2.0			2.0			2.0		2.0	2.0	
Lane Grp Cap (vph)		465			383			319		265	599	
v/s Ratio Prot											0.54	
v/s Ratio Perm		c0.44			0.32			c0.60		0.21		
v/c Ratio		1.20			0.88			1.42		0.49	1.29	
Uniform Delay, d1		31.8			29.8			29.0		21.2	29.0	
Progression Factor		1.12			1.00			1.00		0.88	0.95	
Incremental Delay, d2		107.6			24.5			206.5		0.4	138.7	
Delay (s)		143.0			54.3			235.5		19.1	166.2	
Level of Service		F			D			F		B	F	
Approach Delay (s)		143.0			54.3			235.5			144.8	
Approach LOS		F			D			F			F	

Intersection Summary			
HCM 2000 Control Delay	148.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.32		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	21.5
Intersection Capacity Utilization	122.4%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

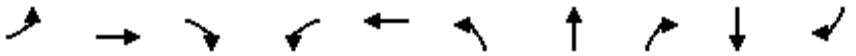


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	530	35	66	266	9	21	26	118	16	40	16
Future Volume (Veh/h)	10	530	35	66	266	9	21	26	118	16	40	16
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.84	0.84	0.84	0.95	0.95	0.95	0.65	0.65	0.65
Hourly flow rate (vph)	12	639	42	79	317	11	22	27	124	25	62	25
Pedestrians		55			25			400			179	
Lane Width (ft)		16.0			16.0			10.0			10.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		7			3			32			14	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		565										
pX, platoon unblocked				0.68			0.68	0.68	0.68	0.68	0.68	
vC, conflicting volume	507			1081			1676	1749	1085	1506	1764	556
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	507			888			1756	1864	894	1509	1886	556
tC, single (s)	4.1			4.1			*5.0	*4.5	*4.0	*5.0	*4.5	*4.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			78			0	58	53	14	1	96
cM capacity (veh/h)	916			360			4	64	266	29	63	599

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	693	407	173	112
Volume Left	12	79	22	25
Volume Right	42	11	124	25
cSH	916	360	26	59
Volume to Capacity	0.01	0.22	6.70	1.89
Queue Length 95th (ft)	1	21	Err	264
Control Delay (s)	0.3	7.3	Err	568.4
Lane LOS	A	A	F	F
Approach Delay (s)	0.3	7.3	Err	568.4
Approach LOS			F	F

Intersection Summary			
Average Delay	1297.3		
Intersection Capacity Utilization	79.3%	ICU Level of Service	D
Analysis Period (min)	15		

* User Entered Value



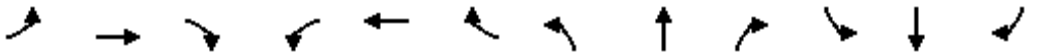
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	105	424	514	81	268	199	209	65	213	344
v/c Ratio	0.47	0.80	0.55	0.67	0.56	0.54	0.71	0.42	0.80	0.27
Control Delay	33.3	42.4	3.3	35.4	28.3	31.6	44.6	8.4	69.0	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.3	42.4	3.3	35.4	28.3	31.6	44.6	8.4	69.0	0.5
Queue Length 50th (ft)	53	241	0	49	136	101	113	0	~174	0
Queue Length 95th (ft)	98	330	40	m46	m131	165	#221	0	#365	0
Internal Link Dist (ft)		736			498		933		573	
Turn Bay Length (ft)			200	25				25		75
Base Capacity (vph)	268	639	944	145	574	380	306	153	267	1261
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	0.39	0.66	0.54	0.56	0.47	0.52	0.68	0.42	0.80	0.27

Intersection Summary

~ 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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	102	411	499	78	174	51	280	59	54	11	179	306
Future Volume (vph)	102	411	499	78	174	51	280	59	54	11	179	306
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	13	13	16	16	16	11	11	11	10	10	10
Total Lost time (s)	5.0	5.0	3.0	5.0	5.0		3.0	6.0	4.0		6.0	4.0
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95		0.95	0.95	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.95	1.00	0.99		1.00	1.00	1.00		1.00	0.96
Flpb, ped/bikes	1.00	1.00	1.00	0.96	1.00		0.97	0.98	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00		1.00	1.00
Satd. Flow (prot)	1514	1683	1356	1437	1510		1425	1334	1258		1518	1261
Flt Permitted	0.44	1.00	1.00	0.25	0.98		0.45	0.48	1.00		0.97	1.00
Satd. Flow (perm)	707	1683	1356	383	1487		668	665	1258		1481	1261
Peak-hour factor, PHF	0.97	0.97	0.97	0.87	0.87	0.87	0.83	0.83	0.83	0.89	0.89	0.89
Adj. Flow (vph)	105	424	514	90	200	59	337	71	65	12	201	344
RTOR Reduction (vph)	0	0	268	0	11	0	0	0	65	0	0	0
Lane Group Flow (vph)	105	424	246	81	257	0	199	209	0	0	213	344
Confl. Peds. (#/hr)	3		108	108		3	100		37	37		100
Confl. Bikes (#/hr)									1			4
Heavy Vehicles (%)	7%	5%	5%	2%	3%	0%	2%	31%	5%	45%	2%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	15	0	0	0
Parking (#/hr)				5	5	5						
Turn Type	Perm	NA	pm+ov	Perm	NA		D.P+P	NA	NA	Perm	NA	Free
Protected Phases		3	4		3		4	1 4			1	
Permitted Phases	3		3	3			1			1		Free
Actuated Green, G (s)	31.6	31.6	47.8	31.6	31.6		33.8	33.8	0.0		17.6	100.0
Effective Green, g (s)	31.6	31.6	47.8	31.6	31.6		33.8	33.8	0.0		17.6	100.0
Actuated g/C Ratio	0.32	0.32	0.48	0.32	0.32		0.34	0.34	0.00		0.18	1.00
Clearance Time (s)	5.0	5.0	3.0	5.0	5.0		3.0				6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0				3.0	
Lane Grp Cap (vph)	223	531	648	121	469		348	333	0		260	1261
v/s Ratio Prot		c0.25	0.06				0.09	c0.10				
v/s Ratio Perm	0.15		0.12	0.21	0.17		0.10	0.11			c0.14	c0.27
v/c Ratio	0.47	0.80	0.38	0.67	0.55		0.57	0.63	0.00		0.82	0.27
Uniform Delay, d1	27.5	31.3	16.6	29.7	28.3		25.6	27.8	50.0		39.7	0.0
Progression Factor	1.00	1.00	1.00	1.10	1.09		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	1.6	8.2	0.4	1.3	0.1		2.3	3.7	0.0		24.2	0.5
Delay (s)	29.1	39.5	17.0	34.1	30.9		27.9	31.5	50.0		63.9	0.5
Level of Service	C	D	B	C	C		C	C	D		E	A
Approach Delay (s)		27.4			31.6			32.5			24.7	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	28.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	74.8%	ICU Level of Service	D
Analysis Period (min)	15		

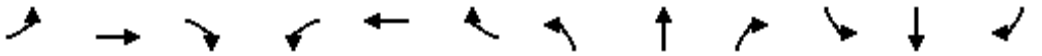
c Critical Lane Group

2024 Build Conditions

Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	8	208	137	612	482
v/c Ratio	0.02	0.79	0.37	0.73	0.58
Control Delay	0.0	54.5	20.5	20.6	15.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	0.0	54.5	20.5	20.6	15.7
Queue Length 50th (ft)	0	124	46	228	157
Queue Length 95th (ft)	0	180	85	#557	346
Internal Link Dist (ft)	147		231	321	157
Turn Bay Length (ft)					
Base Capacity (vph)	608	465	612	838	838
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	0.01	0.45	0.22	0.73	0.58

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



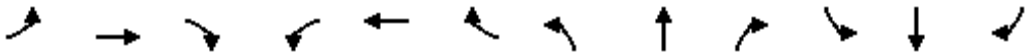
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	3	193	3	125	3	402	152	80	378	0
Future Volume (vph)	0	0	3	193	3	125	3	402	152	80	378	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	13	12	12	10	12	12	13	13	13	12	12	12
Total Lost time (s)		5.0		5.0	5.0			5.0			5.0	
Lane Util. Factor		1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes		0.97		1.00	0.95			0.84			1.00	
Flpb, ped/bikes		1.00		0.99	1.00			1.00			0.97	
Frt		0.85		1.00	0.85			0.96			1.00	
Flt Protected		1.00		0.95	1.00			1.00			0.99	
Satd. Flow (prot)		1058		1306	1305			1291			1561	
Flt Permitted		1.00		0.75	1.00			1.00			0.82	
Satd. Flow (perm)		1058		1034	1305			1289			1288	
Peak-hour factor, PHF	0.38	0.38	0.38	0.93	0.93	0.93	0.91	0.91	0.91	0.95	0.95	0.95
Adj. Flow (vph)	0	0	8	208	3	134	3	442	167	84	398	0
RTOR Reduction (vph)	0	6	0	0	35	0	0	9	0	0	0	0
Lane Group Flow (vph)	0	2	0	208	102	0	0	603	0	0	482	0
Confl. Peds. (#/hr)	12		4	4		12	62		305	305		62
Confl. Bikes (#/hr)			2						95			12
Heavy Vehicles (%)	0%	0%	33%	15%	33%	6%	0%	8%	19%	6%	5%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		5			5			1			1	
Permitted Phases	5			5			1			1		
Actuated Green, G (s)		25.5		25.5	25.5			64.5			64.5	
Effective Green, g (s)		25.5		25.5	25.5			64.5			64.5	
Actuated g/C Ratio		0.26		0.26	0.26			0.64			0.64	
Clearance Time (s)		5.0		5.0	5.0			5.0			5.0	
Vehicle Extension (s)		2.0		2.0	2.0			3.0			3.0	
Lane Grp Cap (vph)		269		263	332			831			830	
v/s Ratio Prot		0.00			0.08							
v/s Ratio Perm				c0.20				c0.47			0.37	
v/c Ratio		0.01		0.79	0.31			0.73			0.58	
Uniform Delay, d1		27.8		34.8	30.1			11.8			10.1	
Progression Factor		1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2		0.0		14.0	0.2			5.5			3.0	
Delay (s)		27.8		48.7	30.3			17.3			13.0	
Level of Service		C		D	C			B			B	
Approach Delay (s)		27.8			41.4			17.3			13.0	
Approach LOS		C			D			B			B	

Intersection Summary			
HCM 2000 Control Delay	21.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	94.4%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	208	160	295	422	89	608
v/c Ratio	0.88	0.60	0.55	0.51	0.12	0.73
Control Delay	72.1	44.8	7.9	11.7	1.9	14.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.1	44.8	7.9	11.7	1.9	14.3
Queue Length 50th (ft)	122	89	0	133	0	176
Queue Length 95th (ft)	170	156	67	158	10	321
Internal Link Dist (ft)	118	311		323		321
Turn Bay Length (ft)			115		250	
Base Capacity (vph)	272	309	579	823	770	838
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	0.76	0.52	0.51	0.51	0.12	0.73

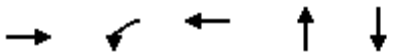
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	61	15	46	111	289	71	245	67	145	57	333
Future Volume (vph)	85	61	15	46	111	289	71	245	67	145	57	333
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	16	16	16	16	16	16	16	16	16
Total Lost time (s)		6.0			6.0	6.0		6.0	6.0		6.0	
Lane Util. Factor		1.00			1.00	1.00		1.00	1.00		1.00	
Frpb, ped/bikes		1.00			1.00	0.95		1.00	0.98		1.00	
Flpb, ped/bikes		1.00			1.00	1.00		1.00	1.00		1.00	
Frt		0.99			1.00	0.85		1.00	0.85		0.92	
Flt Protected		0.97			0.99	1.00		0.99	1.00		0.99	
Satd. Flow (prot)		1583			1519	1474		1571	1103		1564	
Flt Permitted		0.69			0.84	1.00		0.77	1.00		0.74	
Satd. Flow (perm)		1118			1289	1474		1224	1103		1168	
Peak-hour factor, PHF	0.77	0.77	0.77	0.98	0.98	0.98	0.75	0.75	0.75	0.88	0.88	0.88
Adj. Flow (vph)	110	79	19	47	113	295	95	327	89	165	65	378
RTOR Reduction (vph)	0	4	0	0	0	234	0	0	29	0	54	0
Lane Group Flow (vph)	0	204	0	0	160	61	0	422	60	0	554	0
Confl. Peds. (#/hr)	3		1	1		3			3	3		
Confl. Bikes (#/hr)			1			14						
Heavy Vehicles (%)	10%	20%	47%	73%	6%	6%	15%	24%	46%	10%	46%	7%
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases		5			5			1			1	
Permitted Phases	5			5		5	1		1	1		
Actuated Green, G (s)		20.8			20.8	20.8		67.2	67.2		67.2	
Effective Green, g (s)		20.8			20.8	20.8		67.2	67.2		67.2	
Actuated g/C Ratio		0.21			0.21	0.21		0.67	0.67		0.67	
Clearance Time (s)		6.0			6.0	6.0		6.0	6.0		6.0	
Vehicle Extension (s)		2.0			2.0	2.0		0.2	0.2		0.2	
Lane Grp Cap (vph)		232			268	306		822	741		784	
v/s Ratio Prot												
v/s Ratio Perm		c0.18			0.12	0.04		0.34	0.05		c0.47	
v/c Ratio		0.88			0.60	0.20		0.51	0.08		0.71	
Uniform Delay, d1		38.4			35.8	32.7		8.2	5.7		10.2	
Progression Factor		1.00			1.00	1.00		1.00	1.00		1.00	
Incremental Delay, d2		28.4			2.4	0.1		2.3	0.2		5.3	
Delay (s)		66.8			38.2	32.8		10.5	5.9		15.6	
Level of Service		E			D	C		B	A		B	
Approach Delay (s)		66.8			34.7			9.7			15.6	
Approach LOS		E			C			A			B	

Intersection Summary			
HCM 2000 Control Delay	24.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	85.2%	ICU Level of Service	E
Analysis Period (min)	15		

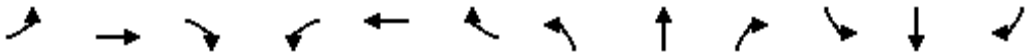
c Critical Lane Group



Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	88	118	340	650	654
v/c Ratio	1.02	0.50	0.85	0.62	0.63
Control Delay	139.4	40.8	56.3	7.7	12.2
Queue Delay	0.0	0.0	0.0	7.0	0.4
Total Delay	139.4	40.8	56.3	14.7	12.6
Queue Length 50th (ft)	50	65	201	81	198
Queue Length 95th (ft)	#132	116	292	m100	346
Internal Link Dist (ft)	272		518	40	176
Turn Bay Length (ft)		200			
Base Capacity (vph)	99	278	467	1040	1031
Starvation Cap Reductn	0	0	0	339	87
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.89	0.42	0.73	0.93	0.69

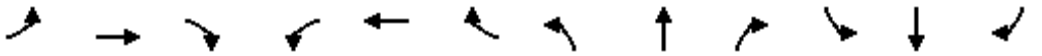
Intersection Summary

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	0	1	105	257	45	26	565	0	0	534	107
Future Volume (vph)	73	0	1	105	257	45	26	565	0	0	534	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	16	16	16	12	12	12	12	12	12
Total Lost time (s)		4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor		1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes		1.00		1.00	0.99			1.00			0.95	
Flpb, ped/bikes		0.97		0.95	1.00			1.00			1.00	
Frt		1.00		1.00	0.98			1.00			0.98	
Flt Protected		0.95		0.95	1.00			1.00			1.00	
Satd. Flow (prot)		1485		1364	1771			1549			1467	
Flt Permitted		0.23		0.75	1.00			0.96			1.00	
Satd. Flow (perm)		354		1071	1771			1489			1467	
Peak-hour factor, PHF	0.84	0.84	0.84	0.89	0.89	0.89	0.91	0.91	0.91	0.98	0.98	0.98
Adj. Flow (vph)	87	0	1	118	289	51	29	621	0	0	545	109
RTOR Reduction (vph)	0	9	0	0	7	0	0	0	0	0	6	0
Lane Group Flow (vph)	0	79	0	118	333	0	0	650	0	0	648	0
Confl. Peds. (#/hr)	25		22	22		25	100		470	470		100
Confl. Bikes (#/hr)						3			57			8
Heavy Vehicles (%)	21%	0%	0%	12%	6%	2%	5%	10%	0%	0%	5%	21%
Parking (#/hr)				5								
Turn Type	Perm	NA		Perm	NA		Perm	NA			NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1					
Actuated Green, G (s)		22.1		22.1	22.1			69.9			69.9	
Effective Green, g (s)		22.1		22.1	22.1			69.9			69.9	
Actuated g/C Ratio		0.22		0.22	0.22			0.70			0.70	
Clearance Time (s)		4.0		4.0	4.0			4.0			4.0	
Vehicle Extension (s)		2.0		2.0	2.0			2.0			2.0	
Lane Grp Cap (vph)		78		236	391			1040			1025	
v/s Ratio Prot					0.19						c0.44	
v/s Ratio Perm		c0.22		0.11				0.44				
v/c Ratio		1.02		0.50	0.85			0.62			0.63	
Uniform Delay, d1		39.0		34.1	37.4			8.0			8.1	
Progression Factor		1.00		1.00	1.00			0.73			1.00	
Incremental Delay, d2		107.0		0.6	15.6			0.8			3.0	
Delay (s)		146.0		34.7	53.0			6.7			11.1	
Level of Service		F		C	D			A			B	
Approach Delay (s)		146.0			48.3			6.7			11.1	
Approach LOS		F			D			A			B	

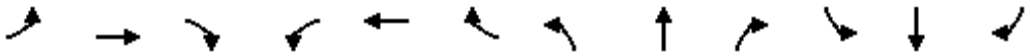
Intersection Summary			
HCM 2000 Control Delay	25.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	95.5%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	0	0	86	190	0	0	0	0	0	0	217
Future Volume (vph)	0	0	0	86	190	0	0	0	0	0	0	217
Peak Hour Factor	0.92	0.92	0.92	0.70	0.70	0.70	0.92	0.92	0.92	0.89	0.89	0.89
Hourly flow rate (vph)	0	0	0	123	271	0	0	0	0	0	0	244

Direction, Lane #	WB 1	SB 1
Volume Total (vph)	394	244
Volume Left (vph)	123	0
Volume Right (vph)	0	244
Hadj (s)	0.09	-0.41
Departure Headway (s)	4.6	4.5
Degree Utilization, x	0.50	0.30
Capacity (veh/h)	758	757
Control Delay (s)	12.1	9.4
Approach Delay (s)	12.1	9.4
Approach LOS	B	A

Intersection Summary			
Delay	11.0		
Level of Service	B		
Intersection Capacity Utilization	39.8%	ICU Level of Service	A
Analysis Period (min)	15		

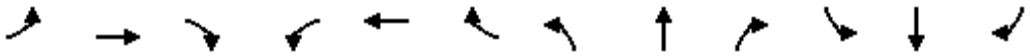


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	18	35	15	0	42	0	546	37	134	506	0
Future Volume (Veh/h)	2	18	35	15	0	42	0	546	37	134	506	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.90	0.90	0.90	0.90	0.90	0.90	0.95	0.95	0.95
Hourly flow rate (vph)	2	21	42	17	0	47	0	607	41	141	533	0
Pedestrians		124			414			54			34	
Lane Width (ft)		16.0			16.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		16			53			5			3	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								376			120	
pX, platoon unblocked	0.81	0.81	0.71	0.81	0.81	0.67	0.71			0.67		
vC, conflicting volume	1648	2001	711	1963	1980	1076	657			1062		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	889	1323	394	1277	1298	867	318			846		
tC, single (s)	*5.0	*4.5	*4.0	*5.0	6.5	*4.0	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.4	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	97	54	91	22	100	75	100			43		
cM capacity (veh/h)	68	46	471	22	23	185	753			247		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	65	64	648	674
Volume Left	2	17	0	141
Volume Right	42	47	41	0
cSH	113	62	1700	247
Volume to Capacity	0.58	1.04	0.38	0.57
Queue Length 95th (ft)	70	126	0	80
Control Delay (s)	73.3	237.1	0.0	32.3
Lane LOS	F	F		D
Approach Delay (s)	73.3	237.1	0.0	32.3
Approach LOS	F	F		

Intersection Summary			
Average Delay	28.7		
Intersection Capacity Utilization	96.0%	ICU Level of Service	F
Analysis Period (min)	15		

* User Entered Value



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	101	34	0	0	0	54	0	23	18	62	6
Future Volume (vph)	0	101	34	0	0	0	54	0	23	18	62	6
Peak Hour Factor	0.88	0.88	0.88	0.92	0.92	0.92	0.72	0.72	0.72	0.63	0.63	0.63
Hourly flow rate (vph)	0	115	39	0	0	0	75	0	32	29	98	10

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total (vph)	154	107	137
Volume Left (vph)	0	75	29
Volume Right (vph)	39	32	10
Hadj (s)	-0.07	-0.04	0.06
Departure Headway (s)	4.4	4.4	4.4
Degree Utilization, x	0.19	0.13	0.17
Capacity (veh/h)	771	784	772
Control Delay (s)	8.4	8.0	8.3
Approach Delay (s)	8.4	8.0	8.3
Approach LOS	A	A	A

Intersection Summary				
Delay	8.3			
Level of Service	A			
Intersection Capacity Utilization	30.8%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	EBT	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	442	463	549	136	476
v/c Ratio	1.07	1.05	1.05	0.72	0.97
Control Delay	88.0	88.7	86.3	48.5	63.3
Queue Delay	0.0	0.0	17.9	0.0	0.0
Total Delay	88.0	88.7	104.1	48.5	63.3
Queue Length 50th (ft)	~229	~322	~385	61	222
Queue Length 95th (ft)	m#376	#519	#547	m#162	#502
Internal Link Dist (ft)	505	485	193		296
Turn Bay Length (ft)				65	
Base Capacity (vph)	415	439	521	189	489
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	48	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.07	1.05	1.16	0.72	0.97

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

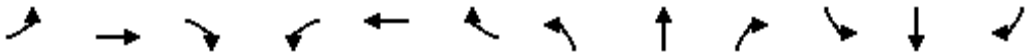
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	119	286	19	95	280	46	18	418	36	124	344	89
Future Volume (vph)	119	286	19	95	280	46	18	418	36	124	344	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	16	16	16	12	12	12	10	10	10
Total Lost time (s)		9.5			9.5			12.0		12.0	12.0	
Lane Util. Factor		1.00			1.00			1.00		1.00	1.00	
Frpb, ped/bikes		0.97			0.96			0.97		1.00	0.90	
Flpb, ped/bikes		0.97			0.94			0.99		0.87	1.00	
Frt		0.99			0.99			0.99		1.00	0.97	
Flt Protected		0.99			0.99			1.00		0.95	1.00	
Satd. Flow (prot)		1416			1380			1485		1264	1288	
Flt Permitted		0.71			0.77			0.92		0.37	1.00	
Satd. Flow (perm)		1020			1076			1372		499	1288	
Peak-hour factor, PHF	0.96	0.96	0.96	0.91	0.91	0.91	0.86	0.86	0.86	0.91	0.91	0.91
Adj. Flow (vph)	124	298	20	104	308	51	21	486	42	136	378	98
RTOR Reduction (vph)	0	2	0	0	4	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	440	0	0	459	0	0	549	0	136	476	0
Confl. Peds. (#/hr)	99		531	531		99	234		186	186		234
Confl. Bikes (#/hr)			2						15			1
Heavy Vehicles (%)	9%	10%	11%	22%	2%	16%	6%	10%	6%	4%	8%	9%
Bus Blockages (#/hr)	0	0	11	0	0	0	0	0	0	0	0	0
Parking (#/hr)	5	5	5	5	5	5						
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		1			1			5			5	
Permitted Phases	1			1			5			5		
Actuated Green, G (s)		40.5			40.5			38.0		38.0	38.0	
Effective Green, g (s)		40.5			40.5			38.0		38.0	38.0	
Actuated g/C Ratio		0.40			0.40			0.38		0.38	0.38	
Clearance Time (s)		9.5			9.5			12.0		12.0	12.0	
Vehicle Extension (s)		2.0			2.0			2.0		2.0	2.0	
Lane Grp Cap (vph)		413			435			521		189	489	
v/s Ratio Prot											0.37	
v/s Ratio Perm		c0.43			0.43			c0.40		0.27		
v/c Ratio		1.07			1.05			1.05		0.72	0.97	
Uniform Delay, d1		29.8			29.8			31.0		26.5	30.5	
Progression Factor		1.25			1.00			1.00		1.01	0.97	
Incremental Delay, d2		51.8			58.3			54.3		9.1	31.0	
Delay (s)		89.0			88.1			85.3		35.9	60.4	
Level of Service		F			F			F		D	E	
Approach Delay (s)		89.0			88.1			85.3			55.0	
Approach LOS		F			F			F			D	

Intersection Summary			
HCM 2000 Control Delay	77.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.06		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	21.5
Intersection Capacity Utilization	121.5%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

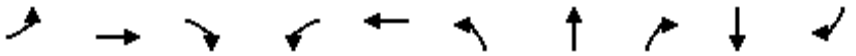


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	402	36	93	372	10	21	58	101	18	48	29
Future Volume (Veh/h)	8	402	36	93	372	10	21	58	101	18	48	29
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.91	0.91	0.91	0.88	0.88	0.88	0.79	0.79	0.79
Hourly flow rate (vph)	8	423	38	102	409	11	24	66	115	23	61	37
Pedestrians		40			31			341			105	
Lane Width (ft)		16.0			16.0			10.0			10.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		5			4			27			8	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		565										
pX, platoon unblocked				0.98			0.98	0.98	0.98	0.98	0.98	
vC, conflicting volume	525			802			1525	1528	814	1360	1542	560
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	525			788			1526	1529	800	1358	1542	560
tC, single (s)	4.1			4.1			*5.0	*4.5	*4.0	*5.0	*4.5	*4.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.4	3.6	4.0	3.4
p0 queue free %	99			83			65	56	73	70	59	94
cM capacity (veh/h)	964			594			68	149	427	77	147	642

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	469	522	205	121
Volume Left	8	102	24	23
Volume Right	38	11	115	37
cSH	964	594	192	157
Volume to Capacity	0.01	0.17	1.07	0.77
Queue Length 95th (ft)	1	15	240	121
Control Delay (s)	0.2	4.7	134.4	79.5
Lane LOS	A	A	F	F
Approach Delay (s)	0.2	4.7	134.4	79.5
Approach LOS			F	F

Intersection Summary			
Average Delay	30.2		
Intersection Capacity Utilization	80.7%	ICU Level of Service	D
Analysis Period (min)	15		

* User Entered Value



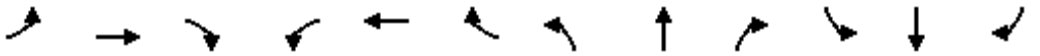
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	142	401	286	56	398	436	442	49	121	322
v/c Ratio	1.58	0.89	0.42	0.58	0.94	0.96	1.19	0.32	0.59	0.25
Control Delay	335.3	58.7	4.1	37.0	45.0	63.7	140.9	5.5	50.0	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	335.3	58.7	4.1	37.0	45.0	63.7	140.9	5.5	50.0	0.5
Queue Length 50th (ft)	~129	245	0	24	216	~278	~393	0	72	0
Queue Length 95th (ft)	#245	#403	42	m24	m210	#489	#557	0	#151	0
Internal Link Dist (ft)		787			505		925		445	
Turn Bay Length (ft)			200	25				25		75
Base Capacity (vph)	90	449	677	96	425	455	371	153	205	1282
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	1.58	0.89	0.42	0.58	0.94	0.96	1.19	0.32	0.59	0.25

Intersection Summary

~ 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.

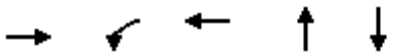
m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	353	252	57	316	45	646	109	42	23	80	274
Future Volume (vph)	125	353	252	57	316	45	646	109	42	23	80	274
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	13	13	16	16	16	11	11	11	10	10	10
Total Lost time (s)	5.0	5.0	3.0	5.0	5.0		3.0	6.0	4.0		6.0	4.0
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95		0.95	0.95	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.95	1.00	1.00		1.00	1.00	1.00		1.00	0.96
Flpb, ped/bikes	0.99	1.00	1.00	0.96	1.00		0.96	0.97	1.00		0.99	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00		0.99	1.00
Satd. Flow (prot)	1496	1606	1219	1419	1512		1396	1321	1269		1426	1282
Flt Permitted	0.21	1.00	1.00	0.23	0.99		0.68	0.71	1.00		0.55	1.00
Satd. Flow (perm)	325	1606	1219	347	1502		998	976	1269		790	1282
Peak-hour factor, PHF	0.88	0.88	0.88	0.92	0.92	0.92	0.86	0.86	0.86	0.85	0.85	0.85
Adj. Flow (vph)	142	401	286	62	343	49	751	127	49	27	94	322
RTOR Reduction (vph)	0	0	172	0	5	0	0	0	49	0	0	0
Lane Group Flow (vph)	142	401	114	56	393	0	436	442	0	0	121	322
Confl. Peds. (#/hr)	8		81	81		8	81		49	49		81
Confl. Bikes (#/hr)			1			2						1
Heavy Vehicles (%)	8%	10%	17%	4%	4%	4%	3%	33%	5%	23%	6%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	13	0	0	0
Parking (#/hr)				5	5	5						
Turn Type	Perm	NA	pm+ov	Perm	NA		D.P+P	NA	NA	Perm	NA	Free
Protected Phases		3	4		3		4	1 4			1	
Permitted Phases	3		3	3			1			1		Free
Actuated Green, G (s)	28.0	28.0	40.0	28.0	28.0		37.4	37.4	0.0		25.4	100.0
Effective Green, g (s)	28.0	28.0	40.0	28.0	28.0		37.4	37.4	0.0		25.4	100.0
Actuated g/C Ratio	0.28	0.28	0.40	0.28	0.28		0.37	0.37	0.00		0.25	1.00
Clearance Time (s)	5.0	5.0	3.0	5.0	5.0		3.0				6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0				3.0	
Lane Grp Cap (vph)	91	449	487	97	420		421	406	0		200	1282
v/s Ratio Prot		0.25	0.03				0.12	c0.13				
v/s Ratio Perm	c0.44		0.07	0.16	0.26		0.26	c0.28			0.15	c0.25
v/c Ratio	1.56	0.89	0.23	0.58	0.94		1.04	1.09	0.00		0.60	0.25
Uniform Delay, d1	36.0	34.6	19.9	30.9	35.1		29.9	31.3	50.0		32.9	0.0
Progression Factor	1.00	1.00	1.00	0.84	0.90		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	298.7	19.6	0.2	2.3	11.1		53.4	70.6	0.0		12.9	0.5
Delay (s)	334.7	54.2	20.1	28.3	42.6		83.2	101.9	50.0		45.7	0.5
Level of Service	F	D	C	C	D		F	F	D		D	A
Approach Delay (s)		90.5			40.9			90.4			12.8	
Approach LOS		F			D			F			B	

Intersection Summary			
HCM 2000 Control Delay	69.0	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	82.6%	ICU Level of Service	E
Analysis Period (min)	15		

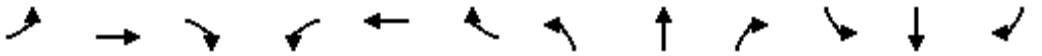
c Critical Lane Group



Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	8	417	107	539	415
v/c Ratio	0.02	0.92	0.18	0.76	0.53
Control Delay	11.3	54.3	6.5	29.8	21.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	11.3	54.3	6.5	29.8	21.8
Queue Length 50th (ft)	1	234	9	272	185
Queue Length 95th (ft)	8	#404	40	#486	277
Internal Link Dist (ft)	147		231	321	157
Turn Bay Length (ft)					
Base Capacity (vph)	570	508	637	707	777
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	0.01	0.82	0.17	0.76	0.53

Intersection Summary

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)	0	2	4	375	6	90	21	335	130	17	343	1
Future Volume (vph)	0	2	4	375	6	90	21	335	130	17	343	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	13	12	12	10	12	12	13	13	13	12	12	12
Total Lost time (s)		5.0		5.0	5.0			5.0			5.0	
Lane Util. Factor		1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes		0.97		1.00	0.95			0.86			1.00	
Flpb, ped/bikes		1.00		0.97	1.00			1.00			0.99	
Frt		0.91		1.00	0.86			0.96			1.00	
Flt Protected		1.00		0.95	1.00			1.00			1.00	
Satd. Flow (prot)		1262		1427	1318			1432			1614	
Flt Permitted		1.00		0.75	1.00			0.97			0.97	
Satd. Flow (perm)		1262		1130	1318			1398			1562	
Peak-hour factor, PHF	0.75	0.75	0.75	0.90	0.90	0.90	0.90	0.90	0.90	0.87	0.87	0.87
Adj. Flow (vph)	0	3	5	417	7	100	23	372	144	20	394	1
RTOR Reduction (vph)	0	3	0	0	48	0	0	12	0	0	0	0
Lane Group Flow (vph)	0	5	0	417	59	0	0	527	0	0	415	0
Confl. Peds. (#/hr)	16		13	13		16	113		253	253		113
Confl. Bikes (#/hr)			2						14			90
Heavy Vehicles (%)	0%	50%	0%	3%	0%	6%	0%	1%	2%	0%	5%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		5			5			1			1	
Permitted Phases	5			5			1			1		
Actuated Green, G (s)		40.3		40.3	40.3			49.7			49.7	
Effective Green, g (s)		40.3		40.3	40.3			49.7			49.7	
Actuated g/C Ratio		0.40		0.40	0.40			0.50			0.50	
Clearance Time (s)		5.0		5.0	5.0			5.0			5.0	
Vehicle Extension (s)		2.0		2.0	2.0			3.0			3.0	
Lane Grp Cap (vph)		508		455	531			694			776	
v/s Ratio Prot		0.00			0.04							
v/s Ratio Perm				c0.37				c0.38			0.27	
v/c Ratio		0.01		0.92	0.11			0.76			0.53	
Uniform Delay, d1		17.9		28.3	18.7			20.3			17.2	
Progression Factor		1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2		0.0		22.7	0.0			7.6			2.6	
Delay (s)		17.9		50.9	18.7			28.0			19.9	
Level of Service		B		D	B			C			B	
Approach Delay (s)		17.9			44.4			28.0			19.9	
Approach LOS		B			D			C			B	

Intersection Summary			
HCM 2000 Control Delay	31.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	77.1%	ICU Level of Service	D
Analysis Period (min)	15		

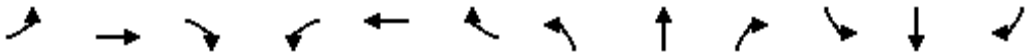
c Critical Lane Group

Lane Group	EBT	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	362	136	153	275	31	610
v/c Ratio	1.10	0.37	0.32	0.32	0.04	0.72
Control Delay	116.4	35.1	7.1	9.5	2.4	16.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	116.4	35.1	7.1	9.5	2.4	16.0
Queue Length 50th (ft)	~263	72	0	73	0	199
Queue Length 95th (ft)	#422	100	23	110	9	347
Internal Link Dist (ft)	118	311		323		321
Turn Bay Length (ft)			115		250	
Base Capacity (vph)	329	371	480	848	738	843
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	1.10	0.37	0.32	0.32	0.04	0.72

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

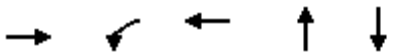
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	199	101	15	23	75	110	56	181	27	212	71	279
Future Volume (vph)	199	101	15	23	75	110	56	181	27	212	71	279
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	16	16	16	16	16	16	16	16	16
Total Lost time (s)		6.0			6.0	6.0		6.0	6.0		6.0	
Lane Util. Factor		1.00			1.00	1.00		1.00	1.00		1.00	
Frpb, ped/bikes		1.00			1.00	0.98		1.00	0.98		0.99	
Flpb, ped/bikes		1.00			1.00	1.00		1.00	1.00		1.00	
Frt		0.99			1.00	0.85		1.00	0.85		0.93	
Flt Protected		0.97			0.99	1.00		0.99	1.00		0.98	
Satd. Flow (prot)		1834			1740	1517		1673	1136		1641	
Flt Permitted		0.72			0.88	1.00		0.78	1.00		0.75	
Satd. Flow (perm)		1366			1548	1517		1324	1136		1262	
Peak-hour factor, PHF	0.87	0.87	0.87	0.72	0.72	0.72	0.86	0.86	0.86	0.92	0.92	0.92
Adj. Flow (vph)	229	116	17	32	104	153	65	210	31	230	77	303
RTOR Reduction (vph)	0	2	0	0	0	116	0	0	11	0	36	0
Lane Group Flow (vph)	0	360	0	0	136	37	0	275	20	0	574	0
Confl. Peds. (#/hr)	2		12	12		2	1		1	1		1
Confl. Bikes (#/hr)			13									4
Heavy Vehicles (%)	1%	1%	7%	32%	3%	6%	0%	19%	42%	1%	32%	5%
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases		5			5			1			1	
Permitted Phases	5			5		5	1		1	1		
Actuated Green, G (s)		24.0			24.0	24.0		64.0	64.0		64.0	
Effective Green, g (s)		24.0			24.0	24.0		64.0	64.0		64.0	
Actuated g/C Ratio		0.24			0.24	0.24		0.64	0.64		0.64	
Clearance Time (s)		6.0			6.0	6.0		6.0	6.0		6.0	
Vehicle Extension (s)		2.0			2.0	2.0		0.2	0.2		0.2	
Lane Grp Cap (vph)		327			371	364		847	727		807	
v/s Ratio Prot												
v/s Ratio Perm		c0.26			0.09	0.02		0.21	0.02		c0.46	
v/c Ratio		1.10			0.37	0.10		0.32	0.03		0.71	
Uniform Delay, d1		38.0			31.7	29.6		8.2	6.6		11.9	
Progression Factor		1.00			1.00	1.00		1.00	1.00		1.00	
Incremental Delay, d2		80.1			0.2	0.0		1.0	0.1		5.3	
Delay (s)		118.1			31.9	29.6		9.2	6.7		17.2	
Level of Service		F			C	C		A	A		B	
Approach Delay (s)		118.1			30.7			8.9			17.2	
Approach LOS		F			C			A			B	

Intersection Summary			
HCM 2000 Control Delay	41.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	91.2%	ICU Level of Service	F
Analysis Period (min)	15		

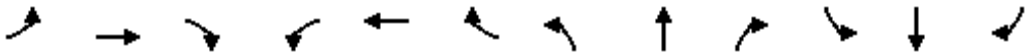
c Critical Lane Group



Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	77	142	212	532	925
v/c Ratio	0.69	0.71	0.66	0.46	0.86
Control Delay	62.1	56.6	47.1	5.7	20.8
Queue Delay	0.0	0.0	0.0	1.0	49.9
Total Delay	62.1	56.6	47.1	6.7	70.7
Queue Length 50th (ft)	40	87	125	85	331
Queue Length 95th (ft)	83	139	181	m85	#828
Internal Link Dist (ft)	362		518	40	176
Turn Bay Length (ft)		200			
Base Capacity (vph)	164	307	483	1169	1077
Starvation Cap Reductn	0	0	0	380	66
Spillback Cap Reductn	0	0	0	0	431
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.47	0.46	0.44	0.67	1.43

Intersection Summary

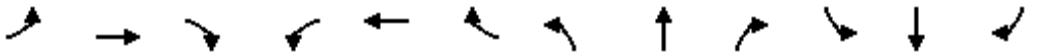
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	0	2	128	172	19	31	437	0	0	703	176
Future Volume (vph)	66	0	2	128	172	19	31	437	0	0	703	176
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	16	16	16	12	12	12	12	12	12
Total Lost time (s)		4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor		1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes		1.00		1.00	0.98			1.00			0.90	
Flpb, ped/bikes		0.87		0.94	1.00			1.00			1.00	
Frt		1.00		1.00	0.99			1.00			0.97	
Flt Protected		0.95		0.95	1.00			1.00			1.00	
Satd. Flow (prot)		1577		1485	1847			1704			1431	
Flt Permitted		0.37		0.76	1.00			0.91			1.00	
Satd. Flow (perm)		606		1185	1847			1561			1431	
Peak-hour factor, PHF	0.88	0.88	0.88	0.90	0.90	0.90	0.88	0.88	0.88	0.95	0.95	0.95
Adj. Flow (vph)	75	0	2	142	191	21	35	497	0	0	740	185
RTOR Reduction (vph)	0	9	0	0	4	0	0	0	0	0	7	0
Lane Group Flow (vph)	0	68	0	142	208	0	0	532	0	0	918	0
Confl. Peds. (#/hr)	74		25	25		74	154		432	432		154
Confl. Bikes (#/hr)						5			6			79
Heavy Vehicles (%)	2%	0%	0%	2%	1%	0%	0%	0%	0%	0%	3%	10%
Bus Blockages (#/hr)	0	0	0	0	0	5	0	0	0	0	0	0
Parking (#/hr)				5								
Turn Type	Perm	NA		Perm	NA		Perm	NA			NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1					
Actuated Green, G (s)		17.1		17.1	17.1			74.9			74.9	
Effective Green, g (s)		17.1		17.1	17.1			74.9			74.9	
Actuated g/C Ratio		0.17		0.17	0.17			0.75			0.75	
Clearance Time (s)		4.0		4.0	4.0			4.0			4.0	
Vehicle Extension (s)		2.0		2.0	2.0			2.0			2.0	
Lane Grp Cap (vph)		103		202	315			1169			1071	
v/s Ratio Prot					0.11						c0.64	
v/s Ratio Perm		0.11		c0.12				0.34				
v/c Ratio		0.66		0.70	0.66			0.46			0.86	
Uniform Delay, d1		38.7		39.1	38.7			4.8			8.8	
Progression Factor		1.00		1.00	1.00			0.94			1.00	
Incremental Delay, d2		11.0		8.7	3.8			0.1			8.9	
Delay (s)		49.8		47.8	42.5			4.6			17.7	
Level of Service		D		D	D			A			B	
Approach Delay (s)		49.8			44.6			4.6			17.7	
Approach LOS		D			D			A			B	

Intersection Summary			
HCM 2000 Control Delay	20.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	89.3%	ICU Level of Service	E
Analysis Period (min)	15		

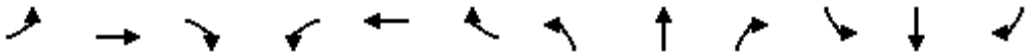
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	0	0	80	75	0	0	0	0	0	0	245
Future Volume (vph)	0	0	0	80	75	0	0	0	0	0	0	245
Peak Hour Factor	0.92	0.92	0.92	0.84	0.84	0.84	0.92	0.92	0.92	0.88	0.88	0.88
Hourly flow rate (vph)	0	0	0	95	89	0	0	0	0	0	0	278

Direction, Lane #	WB 1	SB 1
Volume Total (vph)	184	278
Volume Left (vph)	95	0
Volume Right (vph)	0	278
Hadj (s)	0.15	-0.55
Departure Headway (s)	4.6	3.8
Degree Utilization, x	0.24	0.29
Capacity (veh/h)	735	907
Control Delay (s)	9.0	8.4
Approach Delay (s)	9.0	8.4
Approach LOS	A	A

Intersection Summary			
Delay	8.6		
Level of Service	A		
Intersection Capacity Utilization	36.2%	ICU Level of Service	A
Analysis Period (min)	15		

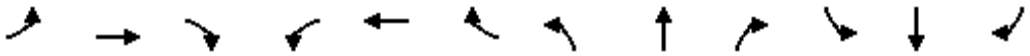


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	31	46	47	0	61	0	403	36	55	779	0
Future Volume (Veh/h)	4	31	46	47	0	61	0	403	36	55	779	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.64	0.64	0.64	0.73	0.73	0.73	0.90	0.90	0.90	0.95	0.95	0.95
Hourly flow rate (vph)	6	48	72	64	0	84	0	448	40	58	820	0
Pedestrians		169			359			53			17	
Lane Width (ft)		16.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		21			34			5			2	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								376			120	
pX, platoon unblocked	0.58	0.58	0.48	0.58	0.58	0.80	0.48			0.80		
vC, conflicting volume	1674	1952	1042	1912	1932	844	989			847		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1038	1514	556	1446	1480	683	446			687		
tC, single (s)	*5.0	*4.5	*4.0	*5.0	6.5	*4.0	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	92	35	73	0	100	76	100			88		
cM capacity (veh/h)	76	74	272	20	34	357	428			484		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	126	148	488	878
Volume Left	6	64	0	58
Volume Right	72	84	40	0
cSH	127	44	1700	484
Volume to Capacity	0.99	3.39	0.29	0.12
Queue Length 95th (ft)	170	Err	0	10
Control Delay (s)	143.7	Err	0.0	3.8
Lane LOS	F	F		A
Approach Delay (s)	143.7	Err	0.0	3.8
Approach LOS	F	F		

Intersection Summary			
Average Delay	915.4		
Intersection Capacity Utilization	100.3%	ICU Level of Service	G
Analysis Period (min)	15		

* User Entered Value



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	91	30	0	0	0	21	0	28	4	54	22
Future Volume (vph)	0	91	30	0	0	0	21	0	28	4	54	22
Peak Hour Factor	0.78	0.78	0.78	0.92	0.92	0.92	0.73	0.73	0.73	0.65	0.65	0.65
Hourly flow rate (vph)	0	117	38	0	0	0	29	0	38	6	83	34

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total (vph)	155	67	123
Volume Left (vph)	0	29	6
Volume Right (vph)	38	38	34
Hadj (s)	-0.15	-0.25	-0.15
Departure Headway (s)	4.2	4.1	4.2
Degree Utilization, x	0.18	0.08	0.14
Capacity (veh/h)	829	829	831
Control Delay (s)	8.1	7.5	7.9
Approach Delay (s)	8.1	7.5	7.9
Approach LOS	A	A	A

Intersection Summary				
Delay	7.9			
Level of Service	A			
Intersection Capacity Utilization	30.7%	ICU Level of Service	A	
Analysis Period (min)	15			

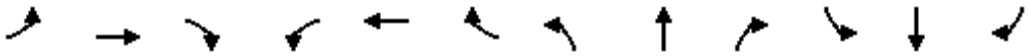
Lane Group	EBT	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	567	344	456	131	807
v/c Ratio	1.22	0.89	1.71	0.50	1.36
Control Delay	148.9	55.5	358.5	25.0	196.9
Queue Delay	0.0	0.0	0.0	0.0	0.1
Total Delay	148.9	55.5	358.5	25.0	197.0
Queue Length 50th (ft)	~459	199	~430	59	~690
Queue Length 95th (ft)	m#676	#358	#614	m75	m#877
Internal Link Dist (ft)	498	485	193		296
Turn Bay Length (ft)				65	
Base Capacity (vph)	463	388	267	264	593
Starvation Cap Reductn	0	0	0	0	5
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.22	0.89	1.71	0.50	1.37

Intersection Summary

~ 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.

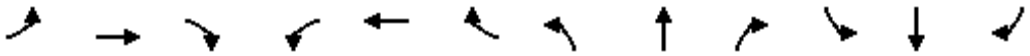
m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	82	403	31	59	206	38	19	320	67	122	652	99
Future Volume (vph)	82	403	31	59	206	38	19	320	67	122	652	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	16	16	16	12	12	12	10	10	10
Total Lost time (s)		9.5			9.5			12.0		12.0	12.0	
Lane Util. Factor		1.00			1.00			1.00		1.00	1.00	
Frpb, ped/bikes		0.96			0.93			0.95		1.00	0.93	
Flpb, ped/bikes		0.96			1.00			1.00		0.86	1.00	
Frt		0.99			0.98			0.98		1.00	0.98	
Flt Protected		0.99			0.99			1.00		0.95	1.00	
Satd. Flow (prot)		1479			1470			1569		1285	1415	
Flt Permitted		0.85			0.71			0.41		0.46	1.00	
Satd. Flow (perm)		1263			1051			637		629	1415	
Peak-hour factor, PHF	0.91	0.91	0.91	0.88	0.88	0.88	0.89	0.89	0.89	0.93	0.93	0.93
Adj. Flow (vph)	90	443	34	67	234	43	21	360	75	131	701	106
RTOR Reduction (vph)	0	3	0	0	5	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	564	0	0	339	0	0	456	0	131	807	0
Confl. Peds. (#/hr)	222		500	500		222	317		149	149		317
Confl. Bikes (#/hr)			7						2			31
Heavy Vehicles (%)	1%	4%	3%	16%	2%	0%	0%	0%	5%	2%	3%	0%
Bus Blockages (#/hr)	0	0	11	0	0	0	0	0	0	0	0	0
Parking (#/hr)	5	5	5	5	5	5						
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		1			1			5			5	
Permitted Phases	1			1			5			5		
Actuated Green, G (s)		36.5			36.5			42.0		42.0	42.0	
Effective Green, g (s)		36.5			36.5			42.0		42.0	42.0	
Actuated g/C Ratio		0.36			0.36			0.42		0.42	0.42	
Clearance Time (s)		9.5			9.5			12.0		12.0	12.0	
Vehicle Extension (s)		2.0			2.0			2.0		2.0	2.0	
Lane Grp Cap (vph)		460			383			267		264	594	
v/s Ratio Prot											0.57	
v/s Ratio Perm		c0.45			0.32			c0.72		0.21		
v/c Ratio		1.23			0.88			1.71		0.50	1.36	
Uniform Delay, d1		31.8			29.8			29.0		21.2	29.0	
Progression Factor		1.12			1.00			1.00		0.89	0.95	
Incremental Delay, d2		117.4			24.5			334.0		0.4	169.3	
Delay (s)		152.8			54.3			363.0		19.3	197.0	
Level of Service		F			D			F		B	F	
Approach Delay (s)		152.8			54.3			363.0			172.1	
Approach LOS		F			D			F			F	

Intersection Summary			
HCM 2000 Control Delay	187.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.48		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	21.5
Intersection Capacity Utilization	123.5%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

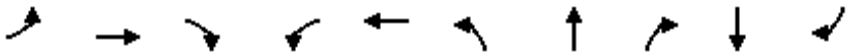


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	530	35	66	266	9	21	30	118	18	51	16
Future Volume (Veh/h)	10	530	35	66	266	9	21	30	118	18	51	16
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.84	0.84	0.84	0.95	0.95	0.95	0.65	0.65	0.65
Hourly flow rate (vph)	12	639	42	79	317	11	22	32	124	28	78	25
Pedestrians		55			25			400			179	
Lane Width (ft)		16.0			16.0			10.0			10.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		7			3			32			14	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		565										
pX, platoon unblocked				0.68			0.68	0.68	0.68	0.68	0.68	
vC, conflicting volume	507			1081			1684	1749	1085	1508	1764	556
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	507			888			1768	1864	894	1512	1886	556
tC, single (s)	4.1			4.1			*5.0	*4.5	*4.0	*5.0	*4.5	*4.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			78			0	50	53	0	0	96
cM capacity (veh/h)	916			360			0	64	266	26	63	599

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	693	407	178	131
Volume Left	12	79	22	28
Volume Right	42	11	124	25
cSH	916	360	0	56
Volume to Capacity	0.01	0.22	Err	2.34
Queue Length 95th (ft)	1	21	Err	328
Control Delay (s)	0.3	7.3	Err	770.0
Lane LOS	A	A	F	F
Approach Delay (s)	0.3	7.3	Err	770.0
Approach LOS			F	F

Intersection Summary			
Average Delay	Err		
Intersection Capacity Utilization	79.6%	ICU Level of Service	D
Analysis Period (min)	15		

* User Entered Value



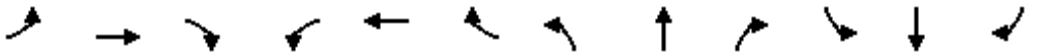
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	105	429	514	81	284	199	209	65	213	373
v/c Ratio	0.49	0.80	0.55	0.67	0.58	0.54	0.72	0.42	0.81	0.30
Control Delay	34.1	42.2	3.2	34.4	28.0	32.0	45.4	8.4	71.4	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.1	42.2	3.2	34.4	28.0	32.0	45.4	8.4	71.4	0.6
Queue Length 50th (ft)	52	241	0	47	140	102	114	0	~183	0
Queue Length 95th (ft)	99	335	40	m45	m131	165	#222	0	#365	0
Internal Link Dist (ft)		736			498		933		573	
Turn Bay Length (ft)			200	25				25		75
Base Capacity (vph)	256	639	947	144	576	377	303	153	262	1261
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	0.41	0.67	0.54	0.56	0.49	0.53	0.69	0.42	0.81	0.30

Intersection Summary

~ 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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	102	416	499	78	188	51	280	59	54	11	179	332
Future Volume (vph)	102	416	499	78	188	51	280	59	54	11	179	332
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	13	13	16	16	16	11	11	11	10	10	10
Total Lost time (s)	5.0	5.0	3.0	5.0	5.0		3.0	6.0	4.0		6.0	4.0
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95		0.95	0.95	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.95	1.00	0.99		1.00	1.00	1.00		1.00	0.96
Flpb, ped/bikes	1.00	1.00	1.00	0.96	1.00		0.97	0.98	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00		1.00	1.00
Satd. Flow (prot)	1514	1683	1356	1438	1513		1426	1334	1258		1518	1261
Flt Permitted	0.42	1.00	1.00	0.25	0.98		0.44	0.48	1.00		0.97	1.00
Satd. Flow (perm)	673	1683	1356	379	1491		661	658	1258		1480	1261
Peak-hour factor, PHF	0.97	0.97	0.97	0.87	0.87	0.87	0.83	0.83	0.83	0.89	0.89	0.89
Adj. Flow (vph)	105	429	514	90	216	59	337	71	65	12	201	373
RTOR Reduction (vph)	0	0	267	0	10	0	0	0	65	0	0	0
Lane Group Flow (vph)	105	429	247	81	274	0	199	209	0	0	213	373
Confl. Peds. (#/hr)	3		108	108		3	100		37	37		100
Confl. Bikes (#/hr)									1			4
Heavy Vehicles (%)	7%	5%	5%	2%	3%	0%	2%	31%	5%	45%	2%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	15	0	0	0
Parking (#/hr)				5	5	5						
Turn Type	Perm	NA	pm+ov	Perm	NA		D.P+P	NA	NA	Perm	NA	Free
Protected Phases		3	4		3		4	1 4			1	
Permitted Phases	3		3	3			1			1		Free
Actuated Green, G (s)	31.9	31.9	48.1	31.9	31.9		33.5	33.5	0.0		17.3	100.0
Effective Green, g (s)	31.9	31.9	48.1	31.9	31.9		33.5	33.5	0.0		17.3	100.0
Actuated g/C Ratio	0.32	0.32	0.48	0.32	0.32		0.34	0.34	0.00		0.17	1.00
Clearance Time (s)	5.0	5.0	3.0	5.0	5.0		3.0				6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0				3.0	
Lane Grp Cap (vph)	214	536	652	120	475		345	329	0		256	1261
v/s Ratio Prot		c0.25	0.06				0.09	c0.10				
v/s Ratio Perm	0.16		0.12	0.21	0.18		0.10	0.11			c0.14	c0.30
v/c Ratio	0.49	0.80	0.38	0.68	0.58		0.58	0.64	0.00		0.83	0.30
Uniform Delay, d1	27.5	31.1	16.5	29.6	28.4		25.9	28.1	50.0		39.9	0.0
Progression Factor	1.00	1.00	1.00	1.07	1.06		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	1.8	8.4	0.4	1.4	0.2		2.3	4.0	0.0		25.9	0.6
Delay (s)	29.3	39.5	16.8	33.1	30.3		28.2	32.1	50.0		65.9	0.6
Level of Service	C	D	B	C	C		C	C	D		E	A
Approach Delay (s)		27.4			30.9			32.9			24.3	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	28.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	75.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

2024 Build Conditions

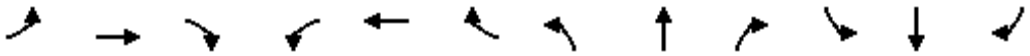
Lane Group	EBT	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	567	344	456	131	807
v/c Ratio	1.35	1.01	1.23	0.45	1.27
Control Delay	199.6	85.3	153.7	21.5	156.3
Queue Delay	0.0	0.0	0.0	0.0	0.2
Total Delay	199.6	85.3	153.7	21.5	156.5
Queue Length 50th (ft)	~490	~216	~361	54	~660
Queue Length 95th (ft)	m#707	#391	#545	m68	m#847
Internal Link Dist (ft)	498	485	193		296
Turn Bay Length (ft)				65	
Base Capacity (vph)	421	341	370	289	636
Starvation Cap Reductn	0	0	0	0	16
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.35	1.01	1.23	0.45	1.30

Intersection Summary

~ 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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	82	403	31	59	206	38	19	320	67	122	652	99
Future Volume (vph)	82	403	31	59	206	38	19	320	67	122	652	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	16	16	16	12	12	12	10	10	10
Total Lost time (s)		9.5			9.5			12.0		12.0	12.0	
Lane Util. Factor		1.00			1.00			1.00		1.00	1.00	
Frpb, ped/bikes		0.96			0.93			0.95		1.00	0.93	
Flpb, ped/bikes		0.96			1.00			1.00		0.86	1.00	
Frt		0.99			0.98			0.98		1.00	0.98	
Flt Protected		0.99			0.99			1.00		0.95	1.00	
Satd. Flow (prot)		1481			1470			1569		1280	1415	
Flt Permitted		0.84			0.68			0.52		0.48	1.00	
Satd. Flow (perm)		1252			1005			825		645	1415	
Peak-hour factor, PHF	0.91	0.91	0.91	0.88	0.88	0.88	0.89	0.89	0.89	0.93	0.93	0.93
Adj. Flow (vph)	90	443	34	67	234	43	21	360	75	131	701	106
RTOR Reduction (vph)	0	2	0	0	5	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	565	0	0	339	0	0	456	0	131	807	0
Confl. Peds. (#/hr)	222		500	500		222	317		149	149		317
Confl. Bikes (#/hr)			7						2			31
Heavy Vehicles (%)	1%	4%	3%	16%	2%	0%	0%	0%	5%	2%	3%	0%
Bus Blockages (#/hr)	0	0	11	0	0	0	0	0	0	0	0	0
Parking (#/hr)	5	5	5	5	5	5						
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		1			1			5			5	
Permitted Phases	1			1			5			5		
Actuated Green, G (s)		33.5			33.5			45.0		45.0	45.0	
Effective Green, g (s)		33.5			33.5			45.0		45.0	45.0	
Actuated g/C Ratio		0.34			0.34			0.45		0.45	0.45	
Clearance Time (s)		9.5			9.5			12.0		12.0	12.0	
Vehicle Extension (s)		2.0			2.0			2.0		2.0	2.0	
Lane Grp Cap (vph)		419			336			371		290	636	
v/s Ratio Prot											c0.57	
v/s Ratio Perm		c0.45			0.34			0.55		0.20		
v/c Ratio		1.35			1.01			1.23		0.45	1.27	
Uniform Delay, d1		33.2			33.2			27.5		19.0	27.5	
Progression Factor		1.06			1.00			1.00		0.88	0.95	
Incremental Delay, d2		169.5			51.1			124.6		0.3	130.0	
Delay (s)		204.7			84.4			152.1		17.0	156.1	
Level of Service		F			F			F		B	F	
Approach Delay (s)		204.7			84.4			152.1			136.6	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	148.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.30		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	21.5
Intersection Capacity Utilization	123.5%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Attachment D

Pedestrian Wind Study

PEDESTRIAN WIND STUDY

1.1 Introduction

RWDI conducted a Pedestrian Wind Study for the proposed Project in South Boston, Massachusetts. Three site scenarios, No Build, Build, and Full Build were tested and analyzed using annual and seasonal wind statistics in accordance with the pedestrian wind criteria adopted by the Boston Planning and Development Agency (BPDA). Unless specified otherwise, results discussed in this document are based on the annual assessment. The results are graphically depicted on a site plan in Figures D-8 through D-13. These conditions and the associated wind speeds are also numerically represented in Table 1 and the seasonal data are presented in Table 2. The results presented can be summarized as follows:

Effective Gust

- For three scenarios assessed, conditions at all locations are predicted to meet the effective gust criteria used to access pedestrian wind safety.

Mean Speed

- In the No Build scenario, mean wind speeds around the site are expected to be comfortable for standing or sitting on an annual basis. Uncomfortable mean wind speeds are predicted at two locations east of the site.
- With the addition of the proposed building in the Build scenario, mean wind speeds are anticipated to remain similar to the No Build scenario. Increased mean wind speeds comfortable for walking are anticipated near the southwest corner of the building and the two uncomfortable locations to the east are expected to remain.
- In the Full Build scenario, with approved and future surrounding buildings, comparable annual mean wind speeds to the Build scenario are expected.
- No dangerous mean wind speeds are predicted for the three scenarios assessed.

1.2 Project Description

The Project (site shown in Figure D-1), is located in the block bound by A Street and N380, between West Second Street and West Third Street. The proposed building will serve as a life sciences building, approximately six stories and 135 feet in height. Project North is offset from True North such that it is parallel to West Third Street and points towards A Street, as shown in Figure D-1. References to buildings elevations and streets will be based on Project North while discussions related to wind directions will be based on True North.

1.3 Objectives

The objective of the study was to assess the effect of the proposed development on local conditions in pedestrian areas around the site and provide recommendations for minimizing adverse effects. The study involved wind simulations on a 1:400 scale model of the proposed building and surroundings. These simulations were conducted in RWDI's boundary-layer wind tunnel at Guelph, Ontario, to quantify local wind speed conditions and compare to appropriate criteria for gauging wind comfort in pedestrian areas. The assessment focused on critical pedestrian areas including the main entrances of the proposed building, sidewalks along adjacent and nearby streets and inside the local park.

1.4 Background and Approach

1.4.1 Wind Tunnel Study Model

To assess the wind environment around the proposed Project, a 1:400 scale model of the Project site and surroundings was conducted for the following scenarios tested:

- No Build: Existing site with existing surroundings (Figure D-2);
- Build: Proposed Project with existing surroundings (Figure D-3); and
- Full Build: Proposed Project with existing surroundings, including buildings that are approved and anticipated to be added in the future (Figure D-4).

The scale model of the proposed Project (as shown in Figures D-3 and D-4) was constructed using the 3D model provided to RWDI on December 28, 2018. The wind tunnel model included all relevant surrounding buildings and topography within an approximately 1600-foot radius of the site. The mean speed profile and turbulence of the natural wind approaching the modelled area were also simulated in RWDI's boundary layer wind tunnel. The scale model was equipped with 92 sensors specially designed wind speed sensors; the placement of wind measurement locations was based on RWDI's experience and understanding of the pedestrian usage for the site, and was reviewed by Elkus Manfredi Architects and the BPDA. The sensors were connected to the wind tunnel's data acquisition system to record the mean and fluctuating components of wind speed at a full-scale height of five feet above grade in pedestrian areas throughout the study site. Wind speeds were measured for 36 wind directions, in 10-degree increments, starting from true north. The measurements at each sensor location were recorded in the form of ratios of local mean and gust speeds to the reference wind speed in the free stream above the model.

1.5 Meteorological Data

The data from the wind tunnel test were then combined with long-term meteorological data, recorded during the years 1995 through 2018 at Boston Logan International Airport to predict full scale wind conditions. The analysis was performed separately for each of the four seasons

and for the entire year. Figures D-5 and D-6 present "wind roses", summarizing the annual and seasonal wind climates in the Boston area, respectively, based on the data from Logan Airport.

For example, the wind rose in Figure D-5, summarizes the annual wind data which in general, indicates the most common wind directions are those between north-northwest and south-southwest. Winds from the east-northeast to the east-southeast are also relatively common. In the case of strong winds, northeast, west-northwest, northwest and west are the dominant wind directions.

1.6 Wind Criteria

The BPDA has adopted two standards for assessing the relative wind comfort of pedestrians. First, the BPDA wind design guidance criterion states that an effective gust velocity (hourly mean wind speed + 1.5 times the root-mean-square wind speed) of 31 mph should not be exceeded more than one percent of the time. The second set of criteria used by the BPDA to determine the acceptability of specific locations is based on the work of Melbourne. This set of criteria is used to determine the relative level of pedestrian wind comfort for activities such as sitting, standing, or walking. The criteria are expressed in terms of benchmarks for the 1-hour mean wind speed exceeded 1% of the time (i.e., the 99-percentile mean wind speed). They are as follows:

BPDA Mean Wind Criteria*

Comfort Category	Mean Wind Speed (mph)
Dangerous	> 27
Uncomfortable for Walking	> 19 and ≤ 27
Comfortable for Walking	> 15 and ≤ 19
Comfortable for Standing	> 12 and ≤ 15
Comfortable for Sitting	< 12

*Applicable to the hourly mean wind speed exceeded 1% of the time.

The consideration of wind in planning outdoor activity areas is important since high winds in an area tend to deter pedestrian use. For example, winds should be light or relatively light in areas where people would be sitting, such as outdoor cafes or playgrounds. For bus stops and other locations where people would be standing, somewhat higher winds can be tolerated. For frequently used sidewalks, where people are primarily walking, stronger winds are acceptable. For infrequently used areas, the wind comfort criteria can be relaxed even further. The actual effects of wind can range from pedestrian inconvenience, due to the blowing of dust and other loose material in a moderate breeze, to severe difficulty with walking due to the wind forces on the pedestrian.

The wind climate found in a typical downtown location in Boston is generally comfortable for the pedestrian use of sidewalks and thoroughfares and meets the BPDA effective gust velocity criterion of 31 mph. However, without any mitigation measures, this wind climate is likely to be frequently uncomfortable for more passive activities such as sitting.

1.7 Approved Future Developments

Buildings within the study radius that are currently in-construction were included in all test scenarios while anticipated approved future developments which were disclosed by the Project team and validated by the BPDA were included in the Full Build scenario. These sites are listed below and shown in Figure D-7.

1. South Boston Hotel – 142 ft.
2. 21-35 West Second Street – 21 ft.
3. 100A West Street – 68 ft.
4. 181-185 West First Street – 31 ft.
5. 69 A Street – 66.5 ft.
6. 87-93 West Broadway – 69 ft.
7. 120 West Fourth Street – 70 ft.
8. 20 West Fifth Street – 68 ft.
9. 246-248 Dorchester Street – 98 ft.
10. 55 West Fifth Street – 39 ft.

1.8 Results and Discussion

The predicted mean speed and effective gust conditions pertaining to the three scenarios assessed are graphically depicted on a site plan in Figures D-8 through d-13. These conditions and the associated wind speeds are also presented in Table 1 and the seasonal data are presented in Table 2 in this attachment. Typically, the summer and fall winds tend to be more comfortable than the annual winds while the winter and spring winds are less comfortable than the annual winds. The following discussion of mean speed and effective gust conditions is based on the annual winds for each scenario, except where noted in the text.

1.9 Mean Speed

Wind conditions comfortable for walking are appropriate for sidewalks and walkways as pedestrians will be active and less likely to remain in one area for prolonged periods of time. Lower wind speeds rated comfortable for standing are preferred at main entrances where pedestrians are apt to linger.

1.9.1 No Build

On an annual basis, the mean wind speeds around the existing site in the No Build scenario are generally expected to be comfortable for standing or sitting (Figure D-8). Slightly higher mean wind speeds, comfortable for walking, are predicted to the east and southeast of the site along West Second Street. Uncomfortable mean wind speeds are predicted at two locations east of the site, one along West First Street and the other the southeast corner of the park (Locations 67 and 72 in Figure D-8). The higher wind speeds are a result of the wind interactions with the taller buildings in the surroundings to the east.

1.9.2 Build

With the addition of the proposed South Boston Life Science building, annual mean wind speeds around the site are expected to increase compared to the No Build scenario. Mean wind speeds are generally expected to be comfortable for walking, standing, or sitting at most areas along the streets bounding the Project. These conditions are considered appropriate for sidewalks. Main entrances of the proposed building are situated near Locations 1, 3, 5, and 7 in Figure D-9. Predicted mean speeds at these entrances are expected to be comfortable for standing or sitting which is suitable for the intended pedestrian use (Figure D-9).

Farther away, conditions are predicted to be similar to those seen in the No Build scenario. The higher mean wind speeds rated uncomfortable for walking in the No Build scenario are expected to remain at the two locations east of the site (Locations 67 and 72 in Figure D-9). No dangerous wind conditions are predicted in the Build scenario (Figure D-9).

1.9.3 Full Build

With the addition of the approved and future surrounding buildings, comparable mean wind speeds to the Build scenario are expected. Compared to the No Build scenario, higher wind speeds are expected along the streets bounding the Project, with conditions generally comfortable for walking, standing, or sitting along the sidewalks (Figure D-10). Mean wind speeds in the surrounding area are predicted to be unchanged from the No Build scenario, including the locations to the east where wind speeds were rated uncomfortable for walking (Locations 67 and 72 in Figure D-10). No dangerous wind conditions are predicted in the Full Build scenario (Figure D-10).

1.10 Effective Gust Speed

For the three scenarios, wind conditions at all locations assessed are predicted to meet the effective gust criterion used to assess pedestrian wind safety (Figures D-11 through D-13).

1.11 Applicability

The wind conditions presented in this report pertain to the proposed Project as detailed in the 3D model provided to RWDI on December 28, 2018. Should there be any design changes that deviate from this list of drawings, the wind condition predictions presented may change. Therefore, if changes in the design are made, it is recommended that RWDI be contacted and requested to review their potential effects on wind conditions.

TABLES

Table 1: Mean Speed and Effective Gust Categories - Annual

Location	Scenario	Season	Mean Wind Speed			Effective Gust Wind Speed		
			Speed (mph)	% Change	Rating	Speed (mph)	% Change	Rating
1	-	-	-	-	-	-	-	-
	Build	Annual	10	-	Sitting	17	-	Acceptable
	Full Build	Annual	12	-	Sitting	19	-	Acceptable
2	-	-	-	-	-	-	-	-
	Build	Annual	9	-	Sitting	16	-	Acceptable
	Full Build	Annual	11	-	Sitting	18	-	Acceptable
3	-	-	-	-	-	-	-	-
	Build	Annual	15	-	Standing	23	-	Acceptable
	Full Build	Annual	15	-	Standing	23	-	Acceptable
4	No Build	Annual	11		Sitting	17		Acceptable
	Build	Annual	16	45%	Walking	22	29%	Acceptable
	Full Build	Annual	14	27%	Standing	20	18%	Acceptable
5	-	-	-	-	-	-	-	-
	Build	Annual	11	-	Sitting	20		Acceptable
	Full Build	Annual	10	-	Sitting	18	-	Acceptable
6	No Build	Annual	11		Sitting	17		Acceptable
	Build	Annual	11		Sitting	17		Acceptable
	Full Build	Annual	10		Sitting	16		Acceptable
7	No Build	Annual	13		Standing	20		Acceptable
	Build	Annual	13		Standing	19		Acceptable
	Full Build	Annual	12		Sitting	18		Acceptable
8	No Build	Annual	18		Walking	25		Acceptable
	Build	Annual	19		Walking	24		Acceptable
	Full Build	Annual	19		Walking	24		Acceptable
9	No Build	Annual	17		Walking	23		Acceptable
	Build	Annual	18		Walking	24		Acceptable
	Full Build	Annual	18		Walking	24		Acceptable
10	No Build	Annual	15		Standing	21		Acceptable
	Build	Annual	12	-20%	Sitting	18	-14%	Acceptable
	Full Build	Annual	13	-13%	Standing	18	-14%	Acceptable
11	No Build	Annual	12		Sitting	18		Acceptable
	Build	Annual	11		Sitting	15	-17%	Acceptable
	Full Build	Annual	11		Sitting	16	-11%	Acceptable
12	No Build	Annual	9		Sitting	14		Acceptable
	Build	Annual	15	67%	Standing	20	43%	Acceptable
	Full Build	Annual	15	67%	Standing	20	43%	Acceptable
13	No Build	Annual	10		Sitting	16		Acceptable
	Build	Annual	18	80%	Walking	24	50%	Acceptable
	Full Build	Annual	17	70%	Walking	23	44%	Acceptable

Table 1: Mean Speed and Effective Gust Categories - Annual

Location	Scenario	Season	Mean Wind Speed			Effective Gust Wind Speed		
			Speed (mph)	% Change	Rating	Speed (mph)	% Change	Rating
14	No Build	Annual	9		Sitting	14		Acceptable
	Build	Annual	6	-33%	Sitting	9	-36%	Acceptable
	Full Build	Annual	6	-33%	Sitting	10	-29%	Acceptable
15	No Build	Annual	14		Standing	20		Acceptable
	Build	Annual	5	-64%	Sitting	8	-60%	Acceptable
	Full Build	Annual	5	-64%	Sitting	7	-65%	Acceptable
16	No Build	Annual	15		Standing	22		Acceptable
	Build	Annual	7	-53%	Sitting	11	-50%	Acceptable
	Full Build	Annual	7	-53%	Sitting	11	-50%	Acceptable
17	No Build	Annual	12		Sitting	18		Acceptable
	Build	Annual	17	42%	Walking	23	28%	Acceptable
	Full Build	Annual	16	33%	Walking	22	22%	Acceptable
18	-	-	-	-	-	-	-	-
	Build	Annual	3	-	Sitting	4	-	Acceptable
	Full Build	Annual	3	-	Sitting	4	-	Acceptable
19	No Build	Annual	12		Sitting	18		Acceptable
	Build	Annual	14	17%	Standing	20	11%	Acceptable
	Full Build	Annual	13		Standing	19		Acceptable
20	No Build	Annual	11		Sitting	17		Acceptable
	Build	Annual	11		Sitting	17		Acceptable
	Full Build	Annual	11		Sitting	16		Acceptable
21	No Build	Annual	9		Sitting	15		Acceptable
	Build	Annual	10	11%	Sitting	16		Acceptable
	Full Build	Annual	9		Sitting	15		Acceptable
22	No Build	Annual	9		Sitting	15		Acceptable
	Build	Annual	13	44%	Standing	20	33%	Acceptable
	Full Build	Annual	10	11%	Sitting	17	13%	Acceptable
23	No Build	Annual	10		Sitting	16		Acceptable
	Build	Annual	13	30%	Standing	19	19%	Acceptable
	Full Build	Annual	13	30%	Standing	19	19%	Acceptable
24	No Build	Annual	8		Sitting	14		Acceptable
	Build	Annual	13	62%	Standing	19	36%	Acceptable
	Full Build	Annual	12	50%	Sitting	19	36%	Acceptable
25	No Build	Annual	9		Sitting	15		Acceptable
	Build	Annual	14	56%	Standing	20	33%	Acceptable
	Full Build	Annual	11	22%	Sitting	17	13%	Acceptable
26	No Build	Annual	10		Sitting	15		Acceptable
	Build	Annual	9		Sitting	15		Acceptable
	Full Build	Annual	11		Sitting	16		Acceptable

Table 1: Mean Speed and Effective Gust Categories - Annual

Location	Scenario	Season	Mean Wind Speed			Effective Gust Wind Speed		
			Speed (mph)	% Change	Rating	Speed (mph)	% Change	Rating
27	No Build	Annual	12		Sitting	19		Acceptable
	Build	Annual	12		Sitting	19		Acceptable
	Full Build	Annual	13		Standing	18		Acceptable
28	No Build	Annual	16		Walking	24		Acceptable
	Build	Annual	16		Walking	23		Acceptable
	Full Build	Annual	18	12%	Walking	25		Acceptable
29	No Build	Annual	11		Sitting	17		Acceptable
	Build	Annual	12		Sitting	18		Acceptable
	Full Build	Annual	11		Sitting	18		Acceptable
30	No Build	Annual	12		Sitting	19		Acceptable
	Build	Annual	12		Sitting	18		Acceptable
	Full Build	Annual	12		Sitting	18		Acceptable
31	No Build	Annual	11		Sitting	16		Acceptable
	Build	Annual	11		Sitting	17		Acceptable
	Full Build	Annual	12		Sitting	18	12%	Acceptable
32	No Build	Annual	11		Sitting	17		Acceptable
	Build	Annual	11		Sitting	17		Acceptable
	Full Build	Annual	13	18%	Standing	19	12%	Acceptable
33	No Build	Annual	10		Sitting	16		Acceptable
	Build	Annual	11		Sitting	16		Acceptable
	Full Build	Annual	11		Sitting	17		Acceptable
34	No Build	Annual	9		Sitting	15		Acceptable
	Build	Annual	9		Sitting	15		Acceptable
	Full Build	Annual	11	22%	Sitting	17	13%	Acceptable
35	No Build	Annual	12		Sitting	18		Acceptable
	Build	Annual	12		Sitting	18		Acceptable
	Full Build	Annual	11		Sitting	17		Acceptable
36	No Build	Annual	9		Sitting	14		Acceptable
	Build	Annual	8	-11%	Sitting	14		Acceptable
	Full Build	Annual	8	-11%	Sitting	14		Acceptable
37	No Build	Annual	15		Standing	21		Acceptable
	Build	Annual	17	13%	Walking	23		Acceptable
	Full Build	Annual	14		Standing	19		Acceptable
38	No Build	Annual	9		Sitting	15		Acceptable
	Build	Annual	10	11%	Sitting	15		Acceptable
	Full Build	Annual	7	-22%	Sitting	12	-20%	Acceptable
39	No Build	Annual	10		Sitting	16		Acceptable
	Build	Annual	10		Sitting	16		Acceptable
	Full Build	Annual	9		Sitting	14	-12%	Acceptable

Table 1: Mean Speed and Effective Gust Categories - Annual

Location	Scenario	Season	Mean Wind Speed			Effective Gust Wind Speed		
			Speed (mph)	% Change	Rating	Speed (mph)	% Change	Rating
40	No Build	Annual	13		Standing	19		Acceptable
	Build	Annual	12		Sitting	18		Acceptable
	Full Build	Annual	9	-31%	Sitting	15	-21%	Acceptable
41	No Build	Annual	12		Sitting	18		Acceptable
	Build	Annual	12		Sitting	18		Acceptable
	Full Build	Annual	9	-25%	Sitting	14	-22%	Acceptable
42	No Build	Annual	10		Sitting	15		Acceptable
	Build	Annual	9		Sitting	15		Acceptable
	Full Build	Annual	9		Sitting	15		Acceptable
43	No Build	Annual	11		Sitting	17		Acceptable
	Build	Annual	11		Sitting	17		Acceptable
	Full Build	Annual	10		Sitting	15	-12%	Acceptable
44	No Build	Annual	11		Sitting	18		Acceptable
	Build	Annual	11		Sitting	18		Acceptable
	Full Build	Annual	9	-18%	Sitting	14	-22%	Acceptable
45	No Build	Annual	10		Sitting	17		Acceptable
	Build	Annual	10		Sitting	16		Acceptable
	Full Build	Annual	11		Sitting	17		Acceptable
46	No Build	Annual	10		Sitting	16		Acceptable
	Build	Annual	9		Sitting	15		Acceptable
	Full Build	Annual	10		Sitting	17		Acceptable
47	No Build	Annual	10		Sitting	16		Acceptable
	Build	Annual	12	20%	Sitting	18	12%	Acceptable
	Full Build	Annual	10		Sitting	16		Acceptable
48	No Build	Annual	12		Sitting	17		Acceptable
	Build	Annual	11		Sitting	17		Acceptable
	Full Build	Annual	9	-25%	Sitting	14	-18%	Acceptable
49	No Build	Annual	9		Sitting	15		Acceptable
	Build	Annual	9		Sitting	14		Acceptable
	Full Build	Annual	7	-22%	Sitting	13	-13%	Acceptable
50	No Build	Annual	11		Sitting	17		Acceptable
	Build	Annual	12		Sitting	18		Acceptable
	Full Build	Annual	12		Sitting	18		Acceptable
51	No Build	Annual	11		Sitting	16		Acceptable
	Build	Annual	15	36%	Standing	22	38%	Acceptable
	Full Build	Annual	14	27%	Standing	21	31%	Acceptable
52	No Build	Annual	11		Sitting	17		Acceptable
	Build	Annual	14	27%	Standing	20	18%	Acceptable
	Full Build	Annual	12		Sitting	18		Acceptable

Table 1: Mean Speed and Effective Gust Categories - Annual

Location	Scenario	Season	Mean Wind Speed			Effective Gust Wind Speed		
			Speed (mph)	% Change	Rating	Speed (mph)	% Change	Rating
53	No Build	Annual	12		Sitting	17		Acceptable
	Build	Annual	16	33%	Walking	21	24%	Acceptable
	Full Build	Annual	15	25%	Standing	20	18%	Acceptable
54	No Build	Annual	11		Sitting	17		Acceptable
	Build	Annual	10		Sitting	16		Acceptable
	Full Build	Annual	9	-18%	Sitting	15	-12%	Acceptable
55	No Build	Annual	10		Sitting	16		Acceptable
	Build	Annual	12	20%	Sitting	18	12%	Acceptable
	Full Build	Annual	12	20%	Sitting	18	12%	Acceptable
56	No Build	Annual	10		Sitting	15		Acceptable
	Build	Annual	12	20%	Sitting	17	13%	Acceptable
	Full Build	Annual	12	20%	Sitting	17	13%	Acceptable
57	No Build	Annual	9		Sitting	14		Acceptable
	Build	Annual	11	22%	Sitting	17	21%	Acceptable
	Full Build	Annual	11	22%	Sitting	17	21%	Acceptable
58	No Build	Annual	9		Sitting	14		Acceptable
	Build	Annual	9		Sitting	14		Acceptable
	Full Build	Annual	9		Sitting	15		Acceptable
59	No Build	Annual	8		Sitting	14		Acceptable
	Build	Annual	14	75%	Standing	20	43%	Acceptable
	Full Build	Annual	14	75%	Standing	20	43%	Acceptable
60	No Build	Annual	14		Standing	20		Acceptable
	Build	Annual	11	-21%	Sitting	17	-15%	Acceptable
	Full Build	Annual	11	-21%	Sitting	17	-15%	Acceptable
61	No Build	Annual	19		Walking	25		Acceptable
	Build	Annual	16	-16%	Walking	21	-16%	Acceptable
	Full Build	Annual	16	-16%	Walking	22	-12%	Acceptable
62	No Build	Annual	15		Standing	22		Acceptable
	Build	Annual	13	-13%	Standing	18	-18%	Acceptable
	Full Build	Annual	13	-13%	Standing	19	-14%	Acceptable
63	No Build	Annual	10		Sitting	16		Acceptable
	Build	Annual	11		Sitting	16		Acceptable
	Full Build	Annual	11		Sitting	16		Acceptable
64	No Build	Annual	18		Walking	25		Acceptable
	Build	Annual	13	-28%	Standing	20	-20%	Acceptable
	Full Build	Annual	13	-28%	Standing	20	-20%	Acceptable
65	No Build	Annual	18		Walking	25		Acceptable
	Build	Annual	17		Walking	23		Acceptable
	Full Build	Annual	17		Walking	23		Acceptable

Table 1: Mean Speed and Effective Gust Categories - Annual

Location	Scenario	Season	Mean Wind Speed			Effective Gust Wind Speed		
			Speed (mph)	% Change	Rating	Speed (mph)	% Change	Rating
66	No Build	Annual	11		Sitting	17		Acceptable
	Build	Annual	11		Sitting	17		Acceptable
	Full Build	Annual	11		Sitting	17		Acceptable
67	No Build	Annual	21		Uncomfortable	27		Acceptable
	Build	Annual	20		Uncomfortable	26		Acceptable
	Full Build	Annual	21		Uncomfortable	27		Acceptable
68	No Build	Annual	12		Sitting	18		Acceptable
	Build	Annual	11		Sitting	17		Acceptable
	Full Build	Annual	11		Sitting	17		Acceptable
69	No Build	Annual	12		Sitting	18		Acceptable
	Build	Annual	12		Sitting	18		Acceptable
	Full Build	Annual	12		Sitting	18		Acceptable
70	No Build	Annual	19		Walking	26		Acceptable
	Build	Annual	17	-11%	Walking	24		Acceptable
	Full Build	Annual	19		Walking	26		Acceptable
71	No Build	Annual	11		Sitting	19		Acceptable
	Build	Annual	11		Sitting	18		Acceptable
	Full Build	Annual	11		Sitting	18		Acceptable
72	No Build	Annual	22		Uncomfortable	28		Acceptable
	Build	Annual	22		Uncomfortable	28		Acceptable
	Full Build	Annual	22		Uncomfortable	28		Acceptable
73	No Build	Annual	16		Walking	24		Acceptable
	Build	Annual	15		Standing	23		Acceptable
	Full Build	Annual	17		Walking	26		Acceptable
74	No Build	Annual	19		Walking	27		Acceptable
	Build	Annual	18		Walking	25		Acceptable
	Full Build	Annual	19		Walking	27		Acceptable
75	No Build	Annual	13		Standing	19		Acceptable
	Build	Annual	12		Sitting	18		Acceptable
	Full Build	Annual	13		Standing	19		Acceptable
76	No Build	Annual	12		Sitting	18		Acceptable
	Build	Annual	11		Sitting	18		Acceptable
	Full Build	Annual	11		Sitting	17		Acceptable
77	No Build	Annual	14		Standing	21		Acceptable
	Build	Annual	14		Standing	21		Acceptable
	Full Build	Annual	13		Standing	20		Acceptable
78	No Build	Annual	12		Sitting	20		Acceptable
	Build	Annual	11		Sitting	19		Acceptable
	Full Build	Annual	11		Sitting	20		Acceptable

Table 1: Mean Speed and Effective Gust Categories - Annual

Location	Scenario	Season	Mean Wind Speed			Effective Gust Wind Speed		
			Speed (mph)	% Change	Rating	Speed (mph)	% Change	Rating
79	No Build	Annual	14		Standing	22		Acceptable
	Build	Annual	13		Standing	21		Acceptable
	Full Build	Annual	14		Standing	22		Acceptable
80	No Build	Annual	11		Sitting	17		Acceptable
	Build	Annual	11		Sitting	17		Acceptable
	Full Build	Annual	11		Sitting	17		Acceptable
81	No Build	Annual	14		Standing	20		Acceptable
	Build	Annual	13		Standing	19		Acceptable
	Full Build	Annual	14		Standing	21		Acceptable
82	No Build	Annual	8		Sitting	14		Acceptable
	Build	Annual	8		Sitting	13		Acceptable
	Full Build	Annual	8		Sitting	13		Acceptable
83	No Build	Annual	12		Sitting	19		Acceptable
	Build	Annual	12		Sitting	18		Acceptable
	Full Build	Annual	11		Sitting	17	-11%	Acceptable
84	No Build	Annual	11		Sitting	17		Acceptable
	Build	Annual	10		Sitting	16		Acceptable
	Full Build	Annual	9	-18%	Sitting	15	-12%	Acceptable
85	No Build	Annual	10		Sitting	15		Acceptable
	Build	Annual	9		Sitting	15		Acceptable
	Full Build	Annual	9		Sitting	15		Acceptable
86	No Build	Annual	11		Sitting	17		Acceptable
	Build	Annual	12		Sitting	18		Acceptable
	Full Build	Annual	11		Sitting	17		Acceptable
87	No Build	Annual	10		Sitting	16		Acceptable
	Build	Annual	14	40%	Standing	21	31%	Acceptable
	Full Build	Annual	13	30%	Standing	19	19%	Acceptable
88	No Build	Annual	11		Sitting	17		Acceptable
	Build	Annual	14	27%	Standing	20	18%	Acceptable
	Full Build	Annual	14	27%	Standing	20	18%	Acceptable
89	No Build	Annual	13		Standing	19		Acceptable
	Build	Annual	17	31%	Walking	22	16%	Acceptable
	Full Build	Annual	16	23%	Walking	22	16%	Acceptable
90	No Build	Annual	11		Sitting	17		Acceptable
	Build	Annual	14	27%	Standing	20	18%	Acceptable
	Full Build	Annual	12		Sitting	18		Acceptable
91	No Build	Annual	9		Sitting	15		Acceptable
	Build	Annual	10	11%	Sitting	16		Acceptable
	Full Build	Annual	13	44%	Standing	18	20%	Acceptable

Table 1: Mean Speed and Effective Gust Categories - Annual

Location	Scenario	Season	Mean Wind Speed			Effective Gust Wind Speed		
			Speed (mph)	% Change	Rating	Speed (mph)	% Change	Rating
92	No Build	Annual	11		Sitting	18		Acceptable
	Build	Annual	10		Sitting	16	-11%	Acceptable
	Full Build	Annual	9	-18%	Sitting	14	-22%	Acceptable

Scenarios	Mean Wind Criteria Speed (mph)		Effective Gust Criteria (mph)	
No Build	≤ 12	Comfortable for Sitting	≤ 31	Acceptable
Existing site with existing surroundings	13 - 15	Comfortable for Standing	> 31	Unacceptable
Build	16 - 19	Comfortable for Walking		
Proposed Project with existing surroundings	20 - 27	Uncomfortable for Walking		
Full Build	> 27	Dangerous Conditions		
Build including approved and future buildings				

Notes

1) Wind Speeds are for a 1% probability of exceedance

2) % Change is based on comparison with No Build

3) % changes less than 10% are excluded

Table 2: Mean Speed and Effective Gust Categories - Seasonal

Location	Scenario	Mean Wind Speed (mph)				Effective Gust Wind Speed (mph)			
		Spring	Summer	Fall	Winter	Spring	Summer	Fall	Winter
1	-	-	-	-	-	-	-	-	-
	Build	11	9	10	11	18	16	17	18
	Full Build	13	10	12	13	20	17	19	20
2	-	-	-	-	-	-	-	-	-
	Build	10	8	9	9	17	13	16	16
	Full Build	12	9	11	12	19	15	18	19
3	-	-	-	-	-	-	-	-	-
	Build	16	11	15	16	24	17	23	24
	Full Build	16	11	15	16	24	17	22	25
4	No Build	11	9	10	12	17	14	16	18
	Build	16	12	15	17	23	17	22	24
	Full Build	14	11	14	15	21	16	20	22
5	-	-	-	-	-	-	-	-	-
	Build	12	9	11	12	20	15	19	22
	Full Build	11	8	10	11	19	14	17	20
6	No Build	12	9	11	12	18	14	17	19
	Build	11	9	11	11	17	13	16	18
	Full Build	11	9	10	11	16	13	16	17
7	No Build	14	11	13	15	21	17	20	22
	Build	13	11	13	14	19	15	18	21
	Full Build	13	11	12	13	19	15	18	20
8	No Build	19	14	17	21	25	19	24	28
	Build	19	14	18	21	25	18	23	27
	Full Build	19	14	18	21	25	19	23	27
9	No Build	17	13	15	18	24	18	22	26
	Build	18	14	17	20	25	18	23	26
	Full Build	18	14	17	20	25	19	23	26
10	No Build	15	12	14	16	22	18	21	23
	Build	13	10	13	13	19	14	18	19
	Full Build	14	10	13	13	19	14	19	20
11	No Build	12	9	11	13	18	14	17	19
	Build	12	10	10	11	17	14	14	16
	Full Build	12	9	10	11	17	14	15	17
12	No Build	9	7	8	10	15	11	13	15
	Build	16	14	14	16	22	18	19	22
	Full Build	16	13	14	16	22	18	19	22
13	No Build	10	8	10	11	16	12	15	17
	Build	18	13	16	20	24	18	22	27
	Full Build	17	13	16	19	23	17	21	26

Table 2: Mean Speed and Effective Gust Categories - Seasonal

Location	Scenario	Mean Wind Speed (mph)				Effective Gust Wind Speed (mph)			
		Spring	Summer	Fall	Winter	Spring	Summer	Fall	Winter
14	No Build	9	7	8	10	15	12	14	16
	Build	7	6	6	7	10	9	9	10
	Full Build	7	6	6	7	10	9	10	10
15	No Build	15	11	13	15	21	16	19	22
	Build	5	4	5	5	8	7	8	8
	Full Build	5	4	5	5	8	6	7	8
16	No Build	15	12	14	16	23	18	21	24
	Build	8	6	7	8	11	9	11	12
	Full Build	7	6	7	8	11	9	11	12
17	No Build	13	10	12	13	19	14	17	20
	Build	17	13	16	19	23	18	22	26
	Full Build	16	12	15	18	22	17	21	25
18	-	-	-	-	-	-	-	-	-
	Build	3	2	3	3	4	3	4	4
	Full Build	3	2	3	3	4	3	4	4
19	No Build	12	9	11	13	19	14	17	20
	Build	14	11	13	16	20	16	19	23
	Full Build	14	10	13	15	20	15	18	22
20	No Build	12	9	11	13	18	14	16	19
	Build	11	8	10	12	17	13	16	19
	Full Build	11	8	10	12	16	13	16	18
21	No Build	10	8	9	10	15	12	14	16
	Build	11	9	10	11	17	14	16	18
	Full Build	10	8	9	10	16	13	15	16
22	No Build	9	8	9	10	15	12	14	16
	Build	13	10	12	14	21	16	19	23
	Full Build	10	8	10	11	18	14	16	19
23	No Build	10	8	10	11	16	13	15	17
	Build	13	11	13	14	20	16	19	20
	Full Build	14	11	13	14	20	15	19	20
24	No Build	9	7	8	9	14	11	14	15
	Build	14	12	13	14	20	17	19	20
	Full Build	12	10	12	13	20	15	18	20
25	No Build	9	8	9	10	15	12	14	16
	Build	15	11	14	15	21	16	20	22
	Full Build	12	9	11	12	18	14	17	18
26	No Build	10	8	9	10	16	13	15	16
	Build	10	7	9	10	16	12	16	16
	Full Build	11	9	10	11	17	14	16	17

Table 2: Mean Speed and Effective Gust Categories - Seasonal

Location	Scenario	Mean Wind Speed (mph)				Effective Gust Wind Speed (mph)			
		Spring	Summer	Fall	Winter	Spring	Summer	Fall	Winter
27	No Build	13	10	12	14	19	15	18	20
	Build	13	10	12	14	19	14	18	20
	Full Build	13	10	12	14	19	15	18	20
28	No Build	17	12	15	18	24	18	23	26
	Build	16	12	15	18	23	18	22	26
	Full Build	18	14	17	20	25	20	24	27
29	No Build	11	9	11	13	18	14	16	19
	Build	12	9	11	13	18	14	17	20
	Full Build	12	9	11	12	19	14	17	19
30	No Build	13	10	12	14	19	15	18	21
	Build	12	9	11	13	19	14	17	20
	Full Build	12	9	11	13	18	13	17	20
31	No Build	11	8	10	12	17	13	16	18
	Build	11	8	10	12	17	13	16	19
	Full Build	12	9	12	14	19	14	17	20
32	No Build	11	9	10	12	17	14	16	18
	Build	11	8	10	12	17	13	16	18
	Full Build	13	10	12	15	19	14	18	21
33	No Build	10	7	10	11	16	12	15	17
	Build	11	8	10	12	17	12	16	18
	Full Build	11	8	11	12	18	13	17	18
34	No Build	9	7	9	10	15	12	15	16
	Build	10	7	9	10	16	12	15	16
	Full Build	11	10	11	11	17	14	17	17
35	No Build	13	11	12	13	19	16	18	20
	Build	13	11	12	13	19	16	18	20
	Full Build	12	10	11	12	18	15	17	18
36	No Build	9	7	9	10	14	11	14	15
	Build	9	7	8	9	14	11	13	15
	Full Build	9	7	8	9	14	12	13	15
37	No Build	15	12	14	16	22	17	20	23
	Build	17	13	16	18	23	18	21	25
	Full Build	14	12	13	15	20	16	18	21
38	No Build	9	7	9	10	15	12	14	17
	Build	10	7	9	11	15	12	14	17
	Full Build	7	6	7	8	12	10	12	13
39	No Build	10	8	9	11	16	13	15	17
	Build	10	8	10	11	17	13	16	18
	Full Build	9	7	8	10	14	11	13	15

Table 2: Mean Speed and Effective Gust Categories - Seasonal

Location	Scenario	Mean Wind Speed (mph)				Effective Gust Wind Speed (mph)			
		Spring	Summer	Fall	Winter	Spring	Summer	Fall	Winter
40	No Build	14	12	13	14	20	17	19	20
	Build	12	10	12	13	19	15	18	19
	Full Build	9	7	9	10	15	12	14	16
41	No Build	13	9	12	13	19	14	18	19
	Build	13	9	12	13	19	14	18	19
	Full Build	9	7	8	10	15	11	14	16
42	No Build	10	9	9	10	16	13	15	16
	Build	10	8	9	10	15	13	15	16
	Full Build	9	7	9	10	15	11	14	16
43	No Build	12	10	11	11	18	15	17	18
	Build	12	10	11	12	18	15	17	19
	Full Build	10	7	9	11	15	12	14	17
44	No Build	11	9	10	12	18	14	17	19
	Build	12	9	11	12	18	14	17	19
	Full Build	9	7	9	9	15	11	14	15
45	No Build	11	9	10	11	18	15	17	18
	Build	10	8	10	10	17	14	16	17
	Full Build	12	8	11	11	18	13	17	18
46	No Build	10	8	9	11	16	12	15	17
	Build	10	7	9	10	16	12	15	16
	Full Build	11	8	10	10	18	13	17	17
47	No Build	10	8	10	10	17	13	16	17
	Build	12	10	12	12	19	16	18	19
	Full Build	10	9	10	11	17	14	16	18
48	No Build	13	10	12	12	19	15	17	18
	Build	12	9	11	12	18	14	17	18
	Full Build	9	7	9	10	14	11	14	16
49	No Build	10	7	9	10	16	11	15	15
	Build	10	7	9	10	15	11	14	15
	Full Build	7	6	7	8	13	10	12	14
50	No Build	11	9	10	12	17	13	16	18
	Build	12	10	11	12	18	16	17	19
	Full Build	12	10	12	13	19	15	18	19
51	No Build	11	9	10	12	17	13	15	18
	Build	16	12	15	16	23	17	21	23
	Full Build	15	11	14	16	21	16	20	22
52	No Build	12	9	10	12	18	14	16	18
	Build	15	11	13	15	21	16	19	21
	Full Build	13	11	12	13	19	15	17	20

Table 2: Mean Speed and Effective Gust Categories - Seasonal

Location	Scenario	Mean Wind Speed (mph)				Effective Gust Wind Speed (mph)			
		Spring	Summer	Fall	Winter	Spring	Summer	Fall	Winter
53	No Build	12	9	11	13	18	13	16	19
	Build	17	13	15	17	22	18	20	23
	Full Build	16	13	14	16	21	17	19	22
54	No Build	12	9	11	12	18	14	17	19
	Build	10	9	10	11	17	14	16	17
	Full Build	10	8	9	10	16	13	15	17
55	No Build	10	8	9	10	17	13	15	17
	Build	13	11	11	13	19	16	17	19
	Full Build	13	11	11	13	19	16	17	19
56	No Build	11	9	10	11	16	13	15	16
	Build	12	10	11	13	18	14	16	19
	Full Build	13	10	11	13	18	14	16	19
57	No Build	9	7	8	9	15	11	13	15
	Build	11	8	10	12	17	13	16	19
	Full Build	11	8	10	12	18	13	16	19
58	No Build	9	7	8	10	15	11	14	16
	Build	9	7	8	9	15	11	14	15
	Full Build	9	7	8	9	15	11	14	16
59	No Build	9	7	8	9	14	11	13	15
	Build	15	11	14	16	20	16	19	23
	Full Build	14	10	13	15	20	15	19	22
60	No Build	14	10	13	15	21	15	19	23
	Build	12	9	11	12	18	14	16	19
	Full Build	12	9	11	12	18	14	16	19
61	No Build	20	15	18	20	27	20	24	27
	Build	18	13	16	17	23	17	21	22
	Full Build	18	13	16	17	24	17	22	22
62	No Build	16	12	15	16	23	17	21	24
	Build	14	10	13	13	20	14	18	19
	Full Build	15	10	14	13	21	15	19	20
63	No Build	11	8	10	11	17	13	15	17
	Build	11	9	10	12	17	13	15	18
	Full Build	11	9	10	12	17	13	15	18
64	No Build	19	14	17	20	25	20	24	27
	Build	14	11	13	14	20	15	19	21
	Full Build	14	11	13	14	21	16	19	21
65	No Build	18	15	17	20	25	20	24	27
	Build	17	13	16	18	23	18	21	25
	Full Build	18	13	16	19	24	18	22	25

Table 2: Mean Speed and Effective Gust Categories - Seasonal

Location	Scenario	Mean Wind Speed (mph)				Effective Gust Wind Speed (mph)			
		Spring	Summer	Fall	Winter	Spring	Summer	Fall	Winter
66	No Build	12	9	11	12	19	15	17	19
	Build	11	9	11	12	18	14	16	18
	Full Build	11	9	11	11	18	14	16	18
67	No Build	22	18	19	22	29	23	26	30
	Build	21	17	19	21	27	22	25	28
	Full Build	22	17	19	22	28	23	26	30
68	No Build	12	10	11	13	19	15	17	20
	Build	11	9	10	12	17	14	16	18
	Full Build	11	9	11	12	18	14	17	19
69	No Build	13	10	12	13	19	16	18	19
	Build	13	11	12	13	19	16	18	19
	Full Build	13	11	12	13	19	16	18	19
70	No Build	19	15	18	21	26	20	25	28
	Build	18	14	17	19	25	20	23	26
	Full Build	19	14	17	21	26	20	24	28
71	No Build	12	9	11	12	19	15	19	20
	Build	12	9	11	12	19	15	18	20
	Full Build	12	9	11	12	19	15	18	20
72	No Build	24	19	21	24	30	23	28	30
	Build	24	19	22	24	30	23	28	30
	Full Build	23	19	21	23	30	24	28	30
73	No Build	16	12	15	17	25	19	23	27
	Build	15	11	14	16	24	18	22	25
	Full Build	17	13	16	19	27	20	24	28
74	No Build	20	15	18	21	28	21	26	30
	Build	18	14	17	19	26	21	24	27
	Full Build	20	15	18	21	28	21	26	30
75	No Build	13	10	12	14	20	15	18	21
	Build	13	10	12	13	19	14	17	20
	Full Build	14	10	12	14	20	15	18	21
76	No Build	12	10	11	13	19	15	18	20
	Build	12	9	11	12	19	15	18	20
	Full Build	11	9	11	11	18	14	17	19
77	No Build	14	12	14	15	21	17	21	22
	Build	14	12	14	14	22	18	20	22
	Full Build	14	12	13	14	21	17	20	21
78	No Build	12	9	11	13	21	16	19	22
	Build	12	9	11	12	20	15	19	21
	Full Build	12	9	11	13	20	15	19	21

Table 2: Mean Speed and Effective Gust Categories - Seasonal

Location	Scenario	Mean Wind Speed (mph)				Effective Gust Wind Speed (mph)			
		Spring	Summer	Fall	Winter	Spring	Summer	Fall	Winter
79	No Build	14	11	13	15	23	18	21	24
	Build	14	11	13	15	22	17	20	23
	Full Build	14	11	13	15	22	17	21	24
80	No Build	11	9	10	12	18	14	17	19
	Build	11	9	10	12	18	15	16	18
	Full Build	11	9	10	12	18	15	17	19
81	No Build	14	11	13	15	21	17	19	22
	Build	13	11	12	14	20	16	19	21
	Full Build	15	11	13	16	21	17	20	23
82	No Build	9	7	8	9	14	12	13	15
	Build	8	7	8	9	14	11	13	14
	Full Build	8	7	8	9	14	12	13	15
83	No Build	13	10	12	13	20	15	18	20
	Build	12	9	12	13	19	14	18	20
	Full Build	11	9	11	12	18	14	17	18
84	No Build	11	9	11	12	17	13	16	18
	Build	10	8	10	11	16	13	16	18
	Full Build	9	7	9	10	15	12	14	16
85	No Build	11	8	10	11	16	12	15	17
	Build	10	8	9	10	16	12	15	16
	Full Build	10	8	9	10	16	12	14	16
86	No Build	12	9	11	12	18	14	17	19
	Build	12	9	12	13	19	14	18	20
	Full Build	11	9	11	12	18	13	17	19
87	No Build	11	8	10	11	17	13	16	17
	Build	15	12	14	16	21	17	21	23
	Full Build	13	11	13	13	19	15	19	20
88	No Build	12	9	11	12	18	15	17	19
	Build	15	12	14	15	21	17	20	21
	Full Build	15	12	14	15	21	17	20	21
89	No Build	13	9	12	14	19	14	18	21
	Build	17	13	16	18	22	17	21	24
	Full Build	17	13	16	18	22	17	21	24
90	No Build	12	9	11	12	17	14	17	18
	Build	15	11	14	15	21	16	20	22
	Full Build	12	10	12	13	19	15	18	19
91	No Build	9	8	9	10	15	13	15	16
	Build	10	8	10	11	17	13	16	17
	Full Build	14	12	13	14	19	15	18	19

Table 2: Mean Speed and Effective Gust Categories - Seasonal

Location	Scenario	Mean Wind Speed (mph)				Effective Gust Wind Speed (mph)			
		Spring	Summer	Fall	Winter	Spring	Summer	Fall	Winter
92	No Build	11	10	11	12	18	17	18	19
	Build	10	9	9	10	16	15	16	17
	Full Build	10	8	9	10	15	12	14	15

Seasons	Months	Mean Wind Criteria Speed (mph)		Effective Gust Criteria (mph)	
Spring	March - May	≤ 12	Comfortable for Sitting	≤ 31	Acceptable
Summer	June - August	13 - 15	Comfortable for Standing	> 31	Unacceptable
Fall	September - November	16 - 19	Comfortable for Walking		
Winter	December - February	20 - 27	Uncomfortable for Walking		
Annual	January - December	> 27	Dangerous Conditions		

Scenarios	
No Build	Existing site with existing surroundings
Build	Proposed Project with existing surroundings
Full Build	Build including approved and future buildings

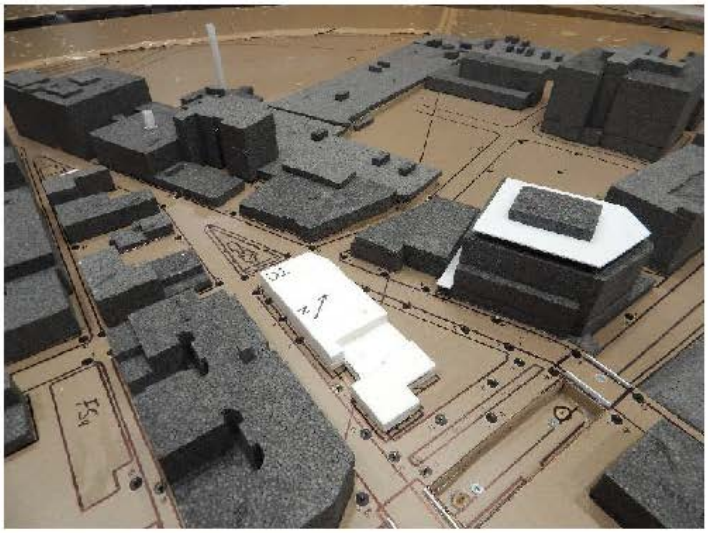
Notes

1) Wind Speeds are for a 1% probability of exceedance

99 A Street Boston, Massachusetts

Figure D-1

Site Plan – Aerial View of Existing Site and Surroundings



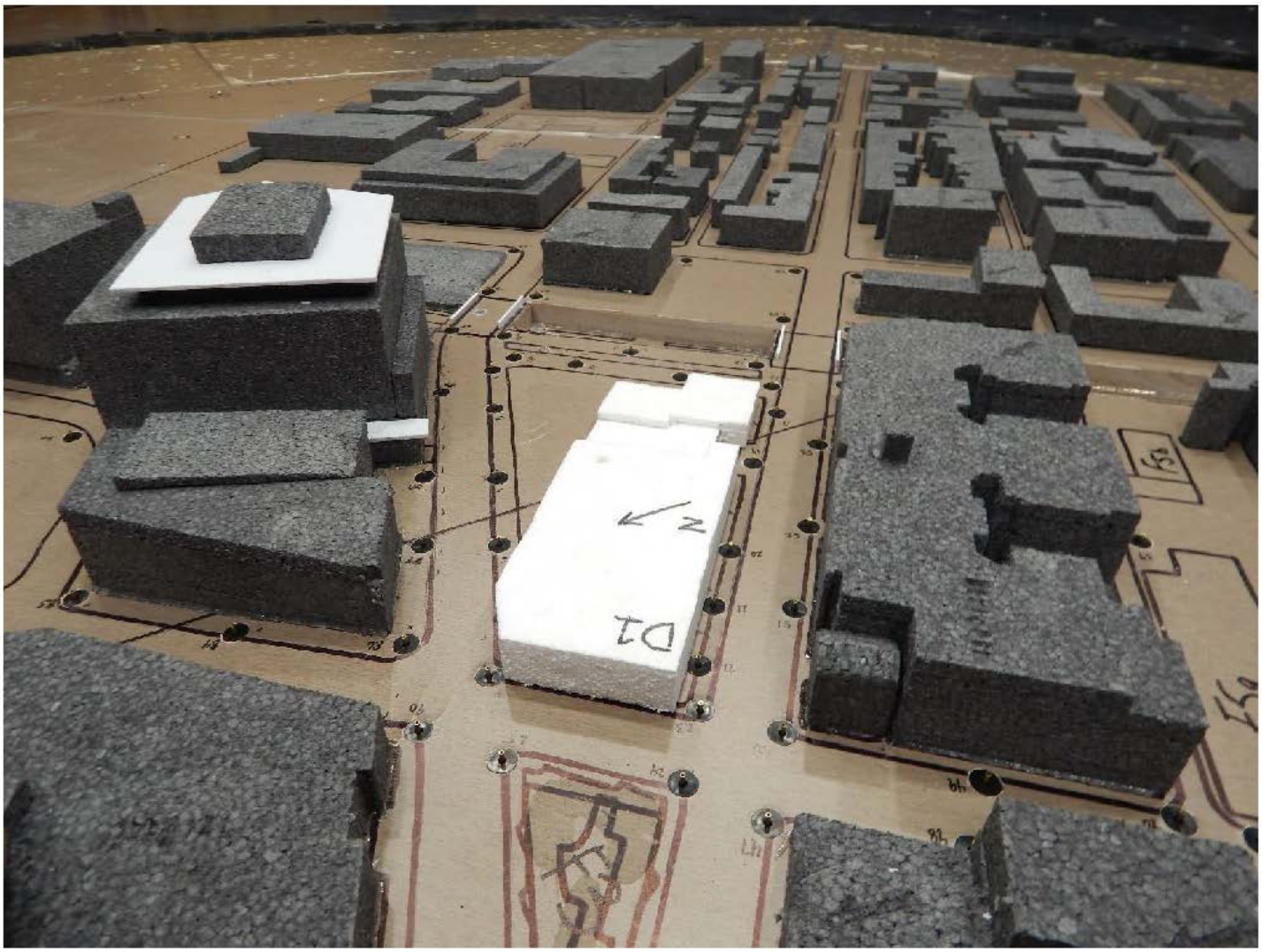


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Figure D-2
Wind Tunnel Study Model – No Build

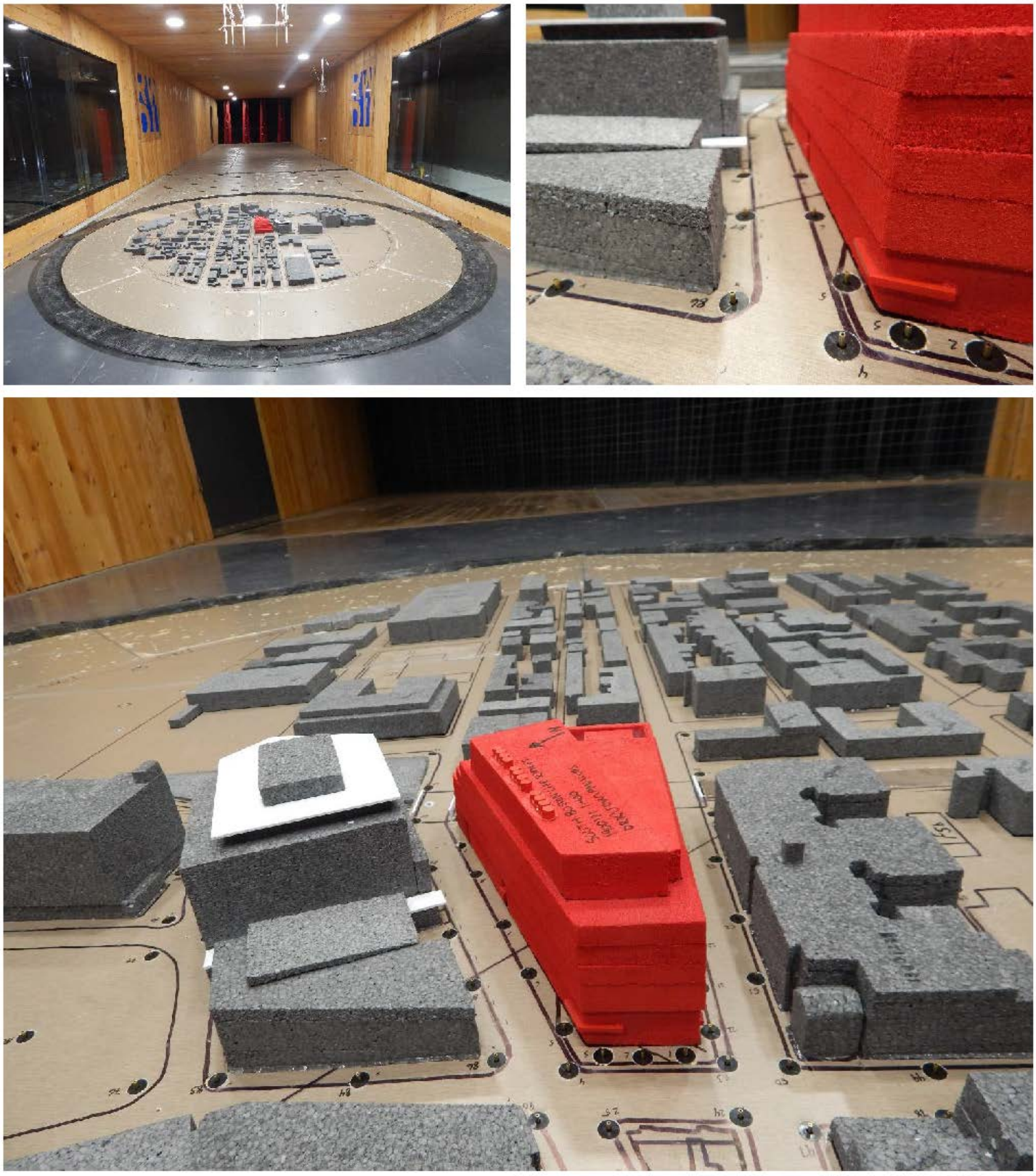
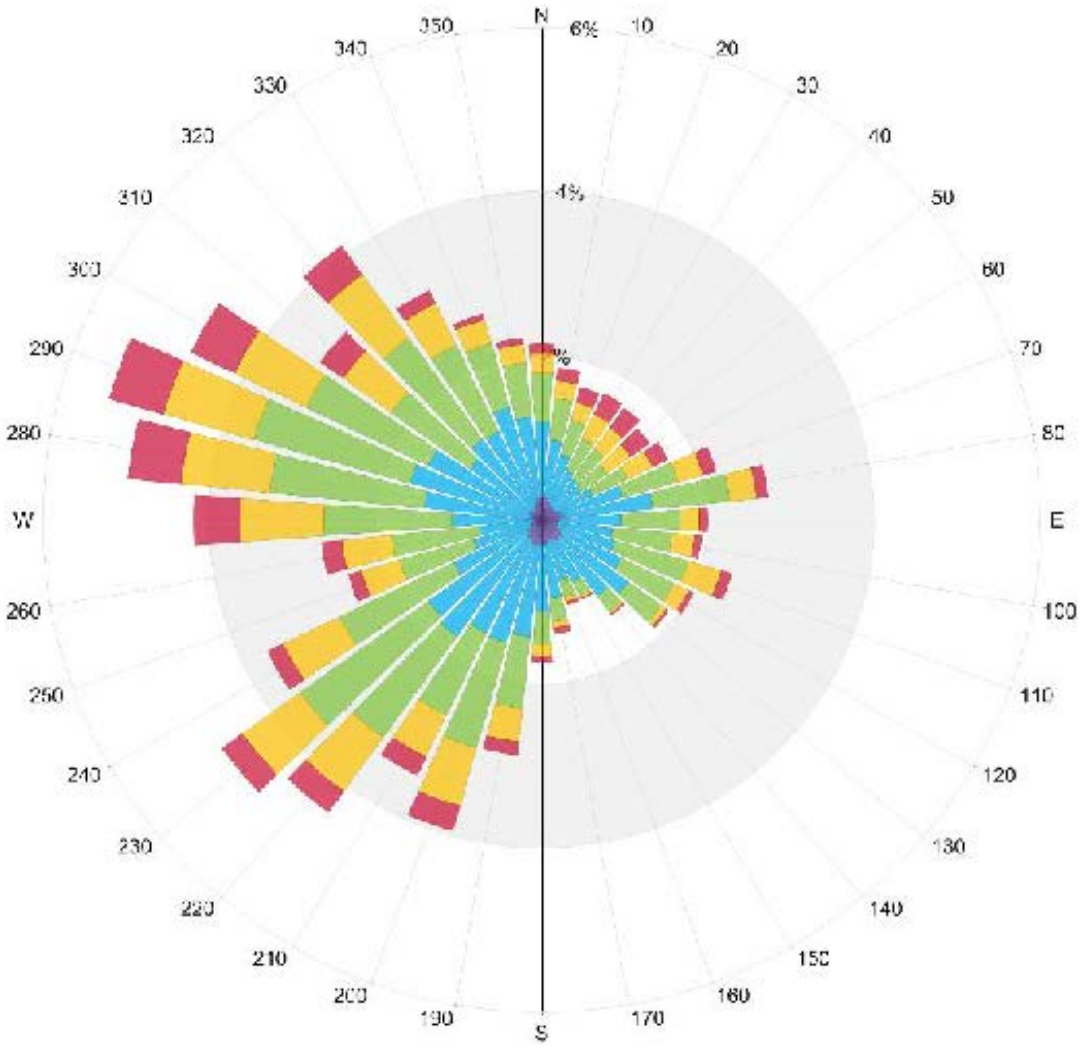


Figure D-3
Wind Tunnel Study Model - Build

Figure D-4
Wind Tunnel Study Model – Full Build

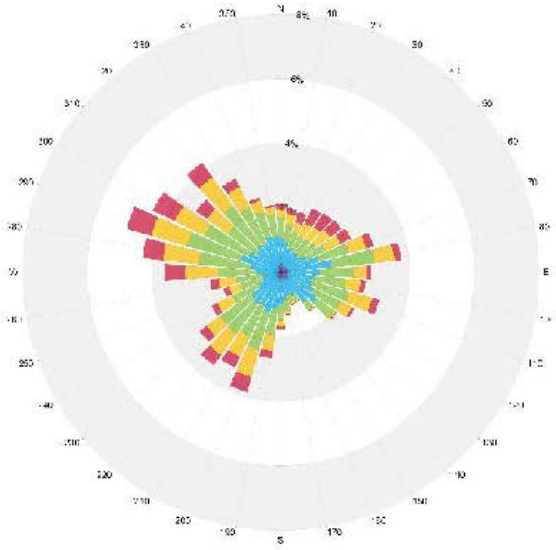


Wind Speed (mph)	Annual Probability (%)
Calm	3.0
1-5	7.9
6-10	32.5
11-15	32.4
16-20	16.3
>20	7.9

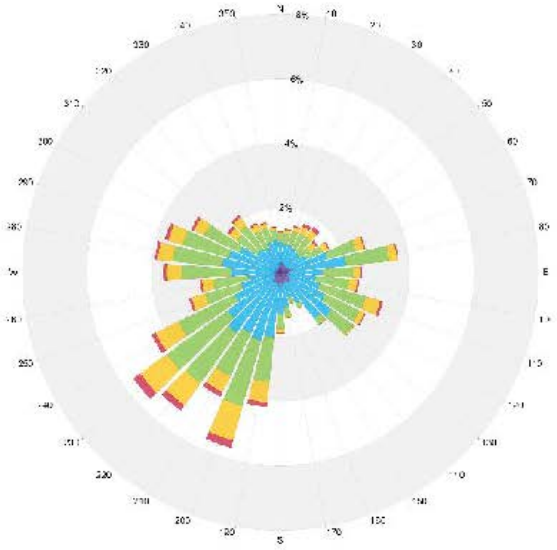
99 A Street Boston, Massachusetts

Figure D-5

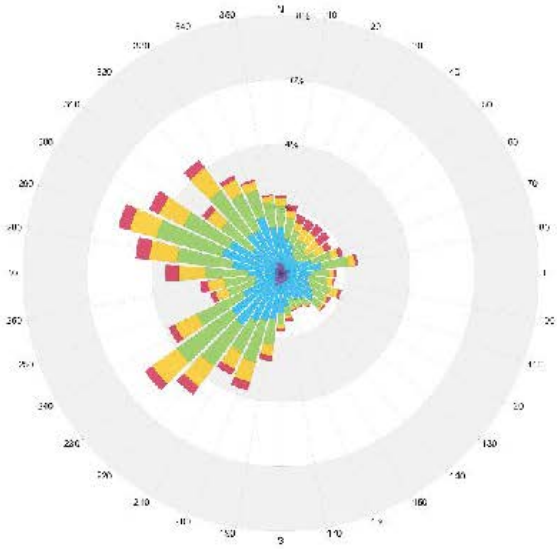
Annual Directional Distribution of Winds Approaching Boston Logan International Airport from 1995 to 2018



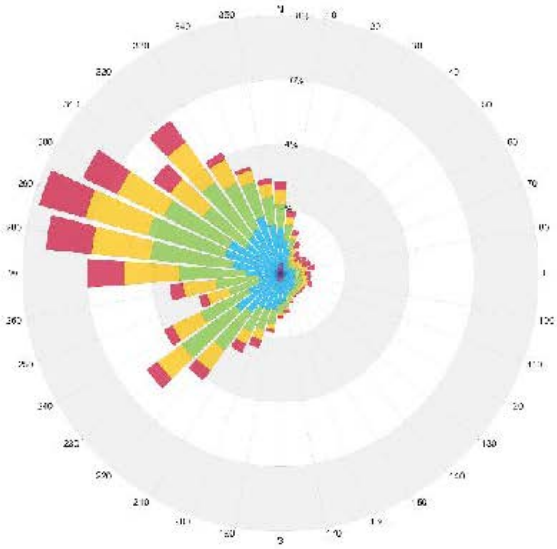
Spring (March – May)



Summer (June – August)



Fall (September – November)



Winter (December – February)

Wind Speed (mph)	Seasonal Probability (%)			
	Spring	Summer	Fall	Winter
Calm	2.8	3.0	3.4	2.6
1-5	6.8	9.4	8.7	6.5
6-10	28.9	38.8	34.6	27.9
11-15	32.3	34.4	32.0	30.9
16-20	19.2	11.8	14.5	19.7
>20	10.1	2.6	6.8	12.4

Figure D-6

Seasonal Directional Distribution of Winds Approaching Boston Logan International Airport from 1995 to 2018

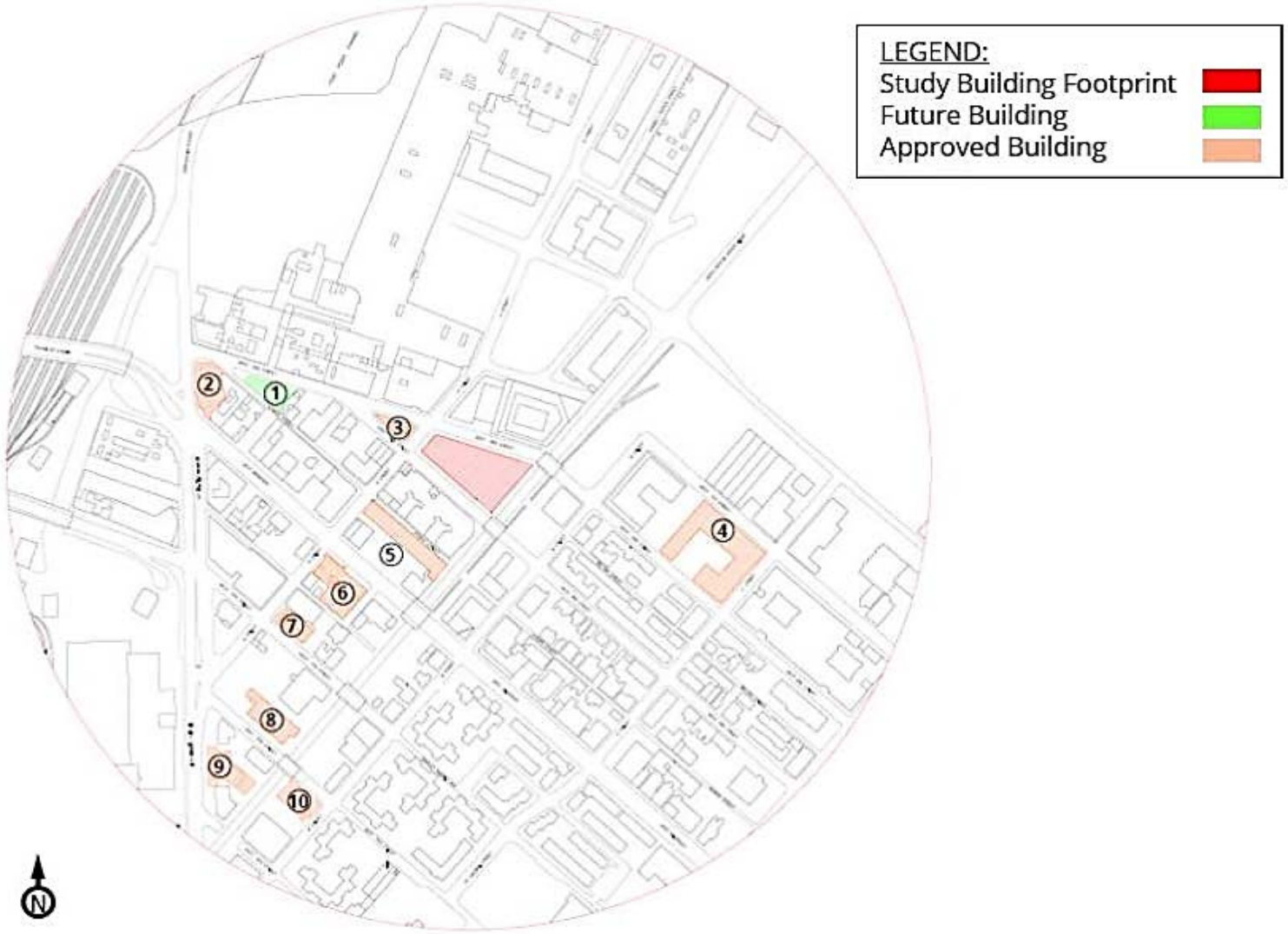


Figure D-7
Approved and Future Buildings

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Figure D-8

Pedestrian Wind Conditions – Mean Speed – No Build, Annual

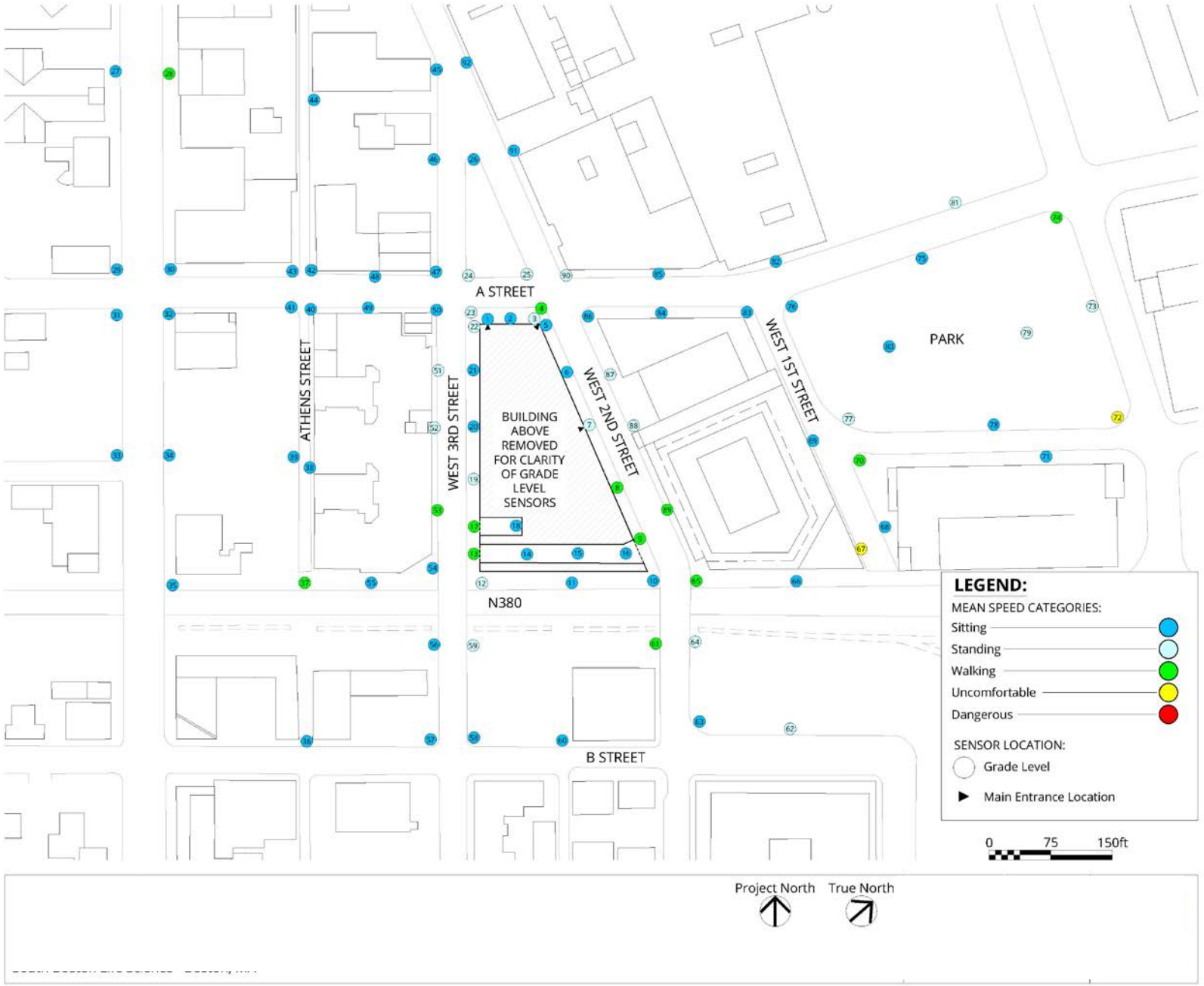

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Figure D-9

Pedestrian Wind Conditions – Mean Speed – Build, Annual

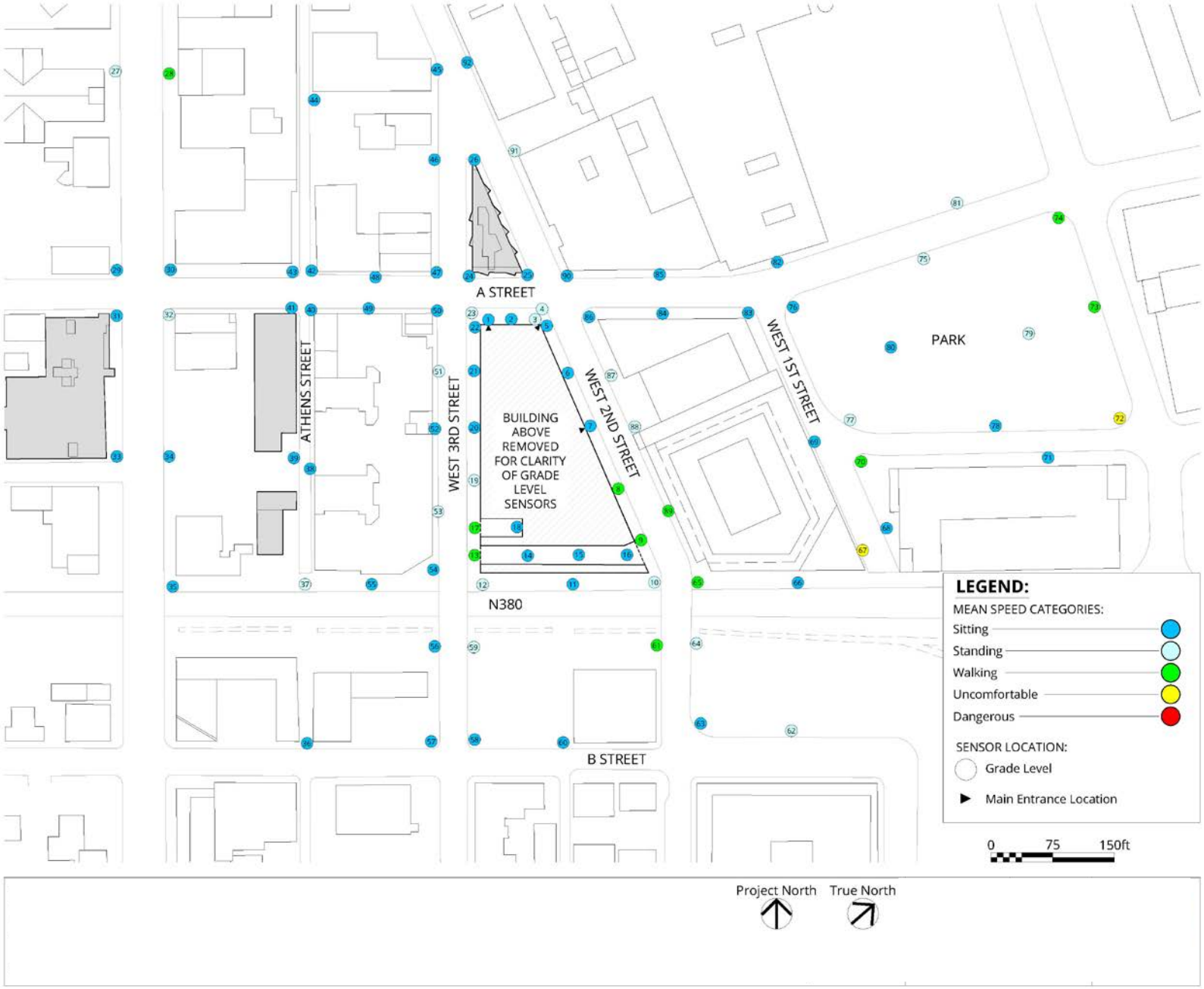

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Figure D-10

Pedestrian Wind Conditions – Mean Speed – Full Build, Annual

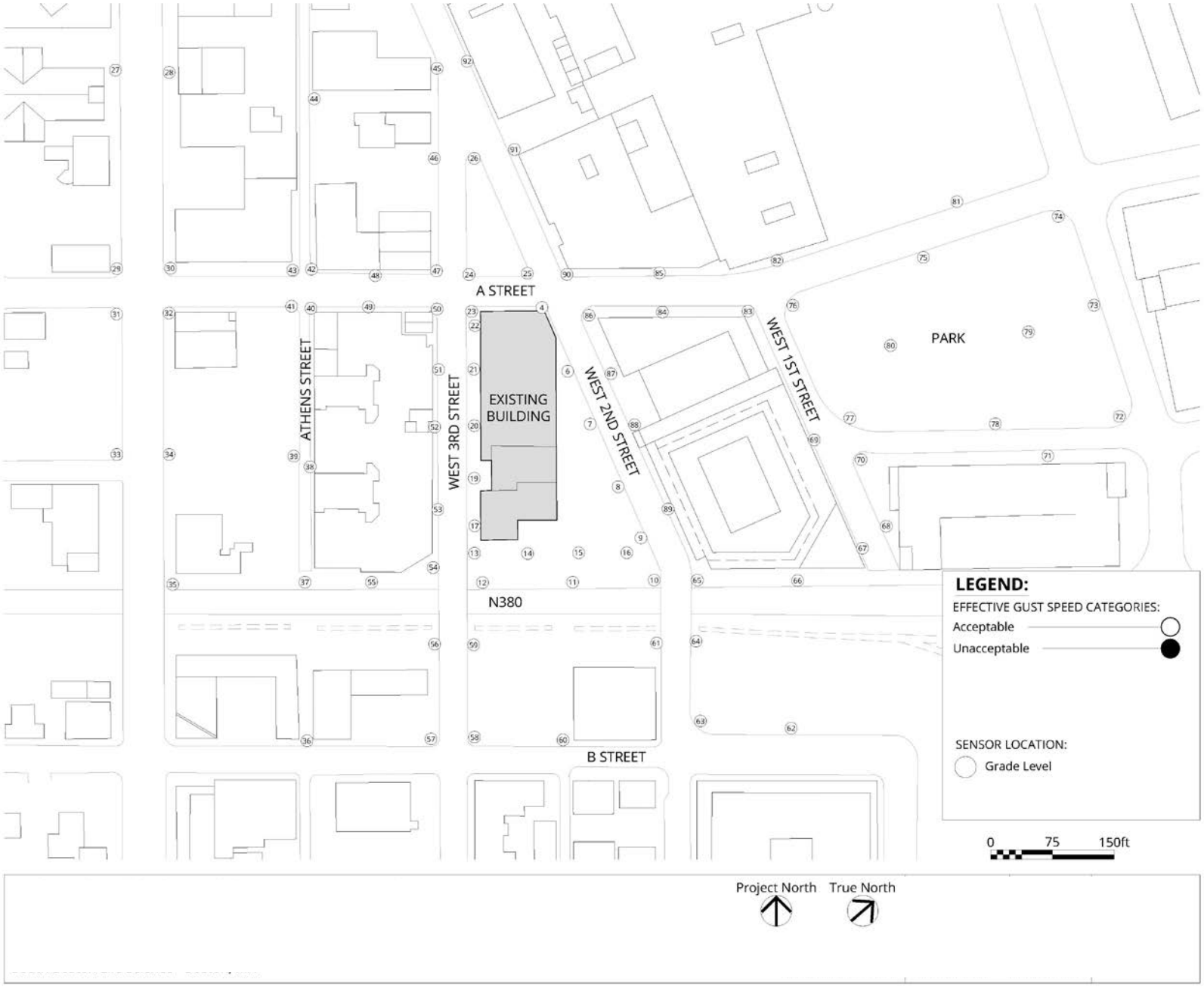

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Figure D-11

Pedestrian Wind Conditions – Effective Gust Speed – No Build, Annual

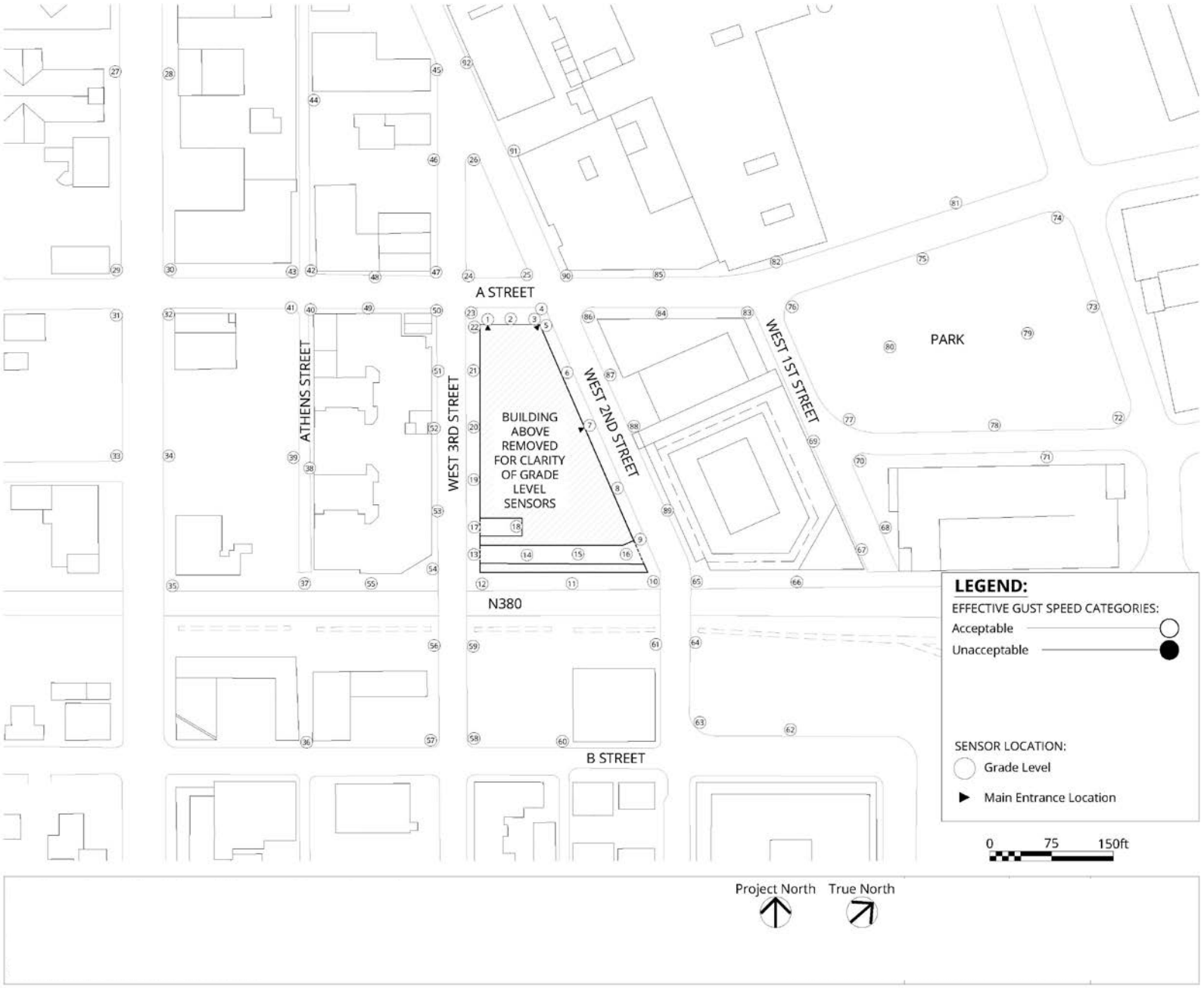

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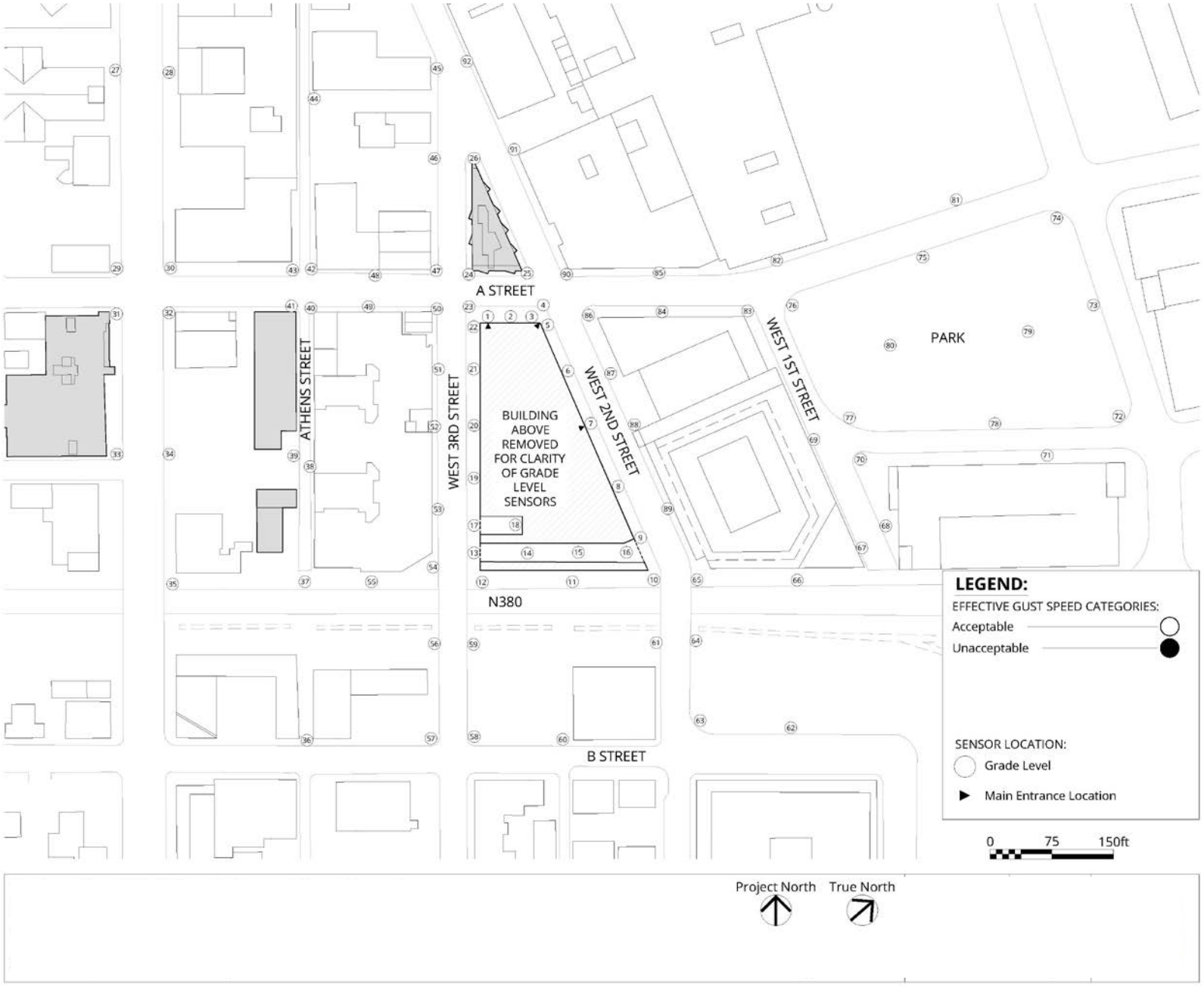
Figure D-12

Pedestrian Wind Conditions – Effective Gust Speed – Build, Annual



99 A Street Boston, Massachusetts

Figure D-13

Pedestrian Wind Conditions – Effective Gust Speed – Full Build, Annual

Attachment E

Climate Change Checklist

Boston Planning & Development Agency
Climate Resiliency Report Summary

Submitted: 03/19/2019 16:52:54

A.1 - Project Information

Project Name:	99 A Street			
Project Address:	99 A Street			
Filing Type:	Initial (PNF, EPNF, NPC or other substantial filing)			
Filing Contact:	Fiona Vardy	Epsilon Associates, Inc.	fvardy@epsilonassociates.com	978-461-6243
Is MEPA approval required?	Yes	MEPA date:		

A.2 - Project Team

Owner / Developer:	AL South Boston Owner 1, LLC and AL South Boston Owner 2, LLC
Architect:	Elkus Manfredi Architects
Engineer:	BR+A Consulting Engineers
Sustainability / LEED:	Elkus Manfredi Architects
Permitting:	Epsilon Associates, Inc.
Construction Management:	Gilbane Building Company

A.3 - Project Description and Design Conditions

List the principal Building Uses:	Office/Life Science
List the First Floor Uses:	Retail, building amenity, building service
List any Critical Site Infrastructure and or Building Uses:	

Site and Building:

Site Area (SF):	47874	Building Area (SF):	210000
Building Height (Ft):	91	Building Height (Stories):	6
Existing Site Elevation – Low (Ft BCB):	24.88	Existing Site Elevation – High (Ft BCB):	31.74
Proposed Site Elevation – Low (Ft BCB):	24.88	Proposed Site Elevation – High (Ft BCB):	31.74
Proposed First Floor Elevation (Ft BCB):	24.88	Below grade spaces/levels (#):	1

Article 37 Green Building:

LEED Version - Rating System:	LEED v4 BD+C New Construction	LEED Certification:	Yes

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Proposed LEED rating:	Gold	Proposed LEED point score (Pts.):	60

Building Envelope:

When reporting R values, differentiate between R discontinuous and R continuous. For example, use "R13" to show R13 discontinuous and use R10c.i. to show R10 continuous. When reporting U value, report total assembly U value including supports and structural elements.

Roof:	30	Exposed Floor :	10
Foundation Wall:	7.5	Slab Edge (at or below grade):	10

Vertical Above-grade Assemblies (%'s are of total vertical area and together should total 100%):

Area of Opaque Curtain Wall & Spandrel Assembly:	0	Wall & Spandrel Assembly Value:	0.064
Area of Framed & Insulated / Standard Wall:	55.59	Wall Value:	0.064
Area of Vision Window:	42.66	Window Glazing Assembly Value:	0.38
		Window Glazing SHGC:	0.40-0.53
Area of Doors:	1.75	Door Assembly Value :	0.37

Energy Loads and Performance

For this filing – describe how energy loads & performance were determined	Loads were calculated based on the square footage of the building, and the allotted airflows for laboratory and office spaces (CFM/SF), along with electrical usage (W/SF) calculations based on typical lab/office buildings.		
Annual Electric (kWh):	8500000	Peak Electric (kW):	5000
Annual Heating (MMbtu/hr):	22	Peak Heating (MMbtu):	26
Annual Cooling (Tons/hr):	2000000	Peak Cooling (Tons):	1800
Energy Use - Below ASHRAE 90.1 - 2013 (%):	18	Have the local utilities reviewed the building energy performance?:	No
Energy Use - Below Mass. Code (%):	18	Energy Use Intensity (kBtu/SF):	250

Back-up / Emergency Power System

Electrical Generation Output (kW):	750	Number of Power Units:	2
System Type (kW):	Combustion Engine	Fuel Source:	Diesel (Core, Shell) & Natural Gas (Tenant)

Emergency and Critical System Loads (in the event of a service interruption)

Electric (kW):	750	Heating (MMbtu/hr):	5
		Cooling (Tons/hr):	0

B – Greenhouse Gas Reduction and Net Zero / Net Positive Carbon Building Performance

Reducing greenhouse gas emissions is critical to avoiding more extreme climate change conditions. To achieve the City's goal of carbon-neutrality by 2050 the performance of new buildings will need to progressively improve to carbon net zero and net positive.

B.1 – GHG Emissions - Design Conditions

For this filing - Annual Building GHG Emissions (Tons): 4700

For this filing - describe how building energy performance has been integrated into project planning, design, and engineering and any supporting analysis or modeling:

Utilizing high-efficiency boilers, energy--recovery systems, low-flow fixtures.

Describe building specific passive energy efficiency measures including orientation, massing, building envelop, and systems:

The Project's location within an urban area surrounding by mid-rise and high-rise buildings, and will only have a minimal impact on existing infrastructure. Due to its proximity to mass transit and vehicular access to highways, the Project supports the objectives or smart growth and the need for workplace in the South Boston area. The orientation and setbacks along the east elevation develop a façade system that can adapt to the different exposures around the building, view opportunities, and program while providing minimum impact on the adjacent park. Each façade window treatment is slightly different to have a positive impact on the efficiency of the active systems. South facade windows are slightly recessed to allow for some shading. The north and west facades have extended fins that act as shades to block eastern and western sun. The setbacks on the east façade reduce shadow impact on surrounding sites. The building's copper cladding will reflect the sun's rays thus reducing heat gain within the space.

Describe building specific active energy efficiency measures including high performance equipment, controls, fixtures, and systems:

The building will employ, where possible, energy and water efficient features for mechanical, electrical, architectural, and structural systems and assemblies. Sustainable design elements relating to building energy management systems, lighting, recycling, conservation measures, regional building materials, and clean construction vehicles will be included, as practicable. Automated lighting fixtures will be allowed to shut off when the building is not in operation to reduce energy. Photovoltaic panels are proposed on the roof to provide energy for the building.
EV and LE parking stalls will be providing at the underground parking level.

Describe building specific load reduction strategies including on-site renewable energy, clean energy, and storage systems:

The building will have high-efficiency heating, cooling and ventilation systems. Core Shell lighting will be all LED. A high-efficiency energy recovery system will be installed for the tenant laboratory programming.

Describe any area or district scale emission reduction strategies including renewable energy, central energy plants, distributed energy systems, and smart grid infrastructure:

Tenants will be served by centralized core shell MEP systems to optimize the efficiency of the building.

Describe any energy efficiency assistance or support provided or to be provided to the project:

The project team will work with the local utility company to perform a custom TA study to leverage the expertise of the Mass Save energy team. Reports will be generated at each milestone submission of the project to measure the ECMs against the 2030 challenge and code compliance.

B.2 - GHG Reduction - Adaptation Strategies

Describe how the building and its systems will evolve to further reduce GHG emissions and achieve annual carbon net zero and net positive performance (e.g. added efficiency measures, renewable energy, energy storage, etc.) and the timeline for meeting that goal (by 2050):

Konvekta energy recovery is being used to help reduce energy usage.

C - Extreme Heat Events

Annual average temperature in Boston increased by about 2˚F in the past hundred years and will continue to rise due to climate change. By the end of the century, the average annual temperature could be 56° (compared to 46° now) and the number of days above 90° (currently about 10 a year) could rise to 90.

C.1 – Extreme Heat - Design Conditions

Temperature Range - Low (Deg.):	0	Temperature Range - High (Deg.):	91
Annual Heating Degree Days:	5550	Annual Cooling Degree Days	2400

What Extreme Heat Event characteristics will be / have been used for project planning

Days - Above 90° (#):	15	Days - Above 100° (#):	1
Number of Heatwaves / Year (#):	5	Average Duration of Heatwave (Days):	5

Describe all building and site measures to reduce heat-island effect at the site and in the surrounding area:

Reflective roof.

C.2 - Extreme Heat – Adaptation Strategies

Describe how the building and its systems will be adapted to efficiently manage future higher average temperatures, higher extreme temperatures, additional annual heatwaves, and longer heatwaves:

Spaces to have expanded setpoints during extreme weather events to mitigate load increases over longer heatwave periods. Building designed with modular HVAC systems such that additional capacity can be added in the future if needed, and equipment can be upsized to match demand at the end of its useful life.

Describe all mechanical and non-mechanical strategies that will support building functionality and use during extended interruptions of utility services and infrastructure including proposed and future adaptations:

Base building will have a generator to provide stand-by power for all life safety and code required systems and equipment. Tenants will install stand-by generators to provide power during extended power outages.

D - Extreme Precipitation Events

From 1958 to 2010, there was a 70 percent increase in the amount of precipitation that fell on the days with the heaviest precipitation. Currently, the 10-Year, 24-Hour Design Storm precipitation level is 5.25". There is a significant probability that this will increase to at least 6" by the end of the century. Additionally, fewer, larger storms are likely to be accompanied by more frequent droughts.

D.1 – Extreme Precipitation - Design Conditions

What is the project design precipitation level? (In. / 24 Hours)	5.25

Describe all building and site measures for reducing storm water run-off:

A blue roof strategy will be employed, where runoff from up to a 10-year storm event will be detained on the roof and released at a controlled rate and allowed to infiltrate into site soils to the extent practical.

D.2 - Extreme Precipitation - Adaptation Strategies

Describe how site and building systems will be adapted to efficiently accommodate future more significant rain events (e.g. rainwater harvesting, on-site storm water retention, bio swales, green roofs):

Rain harvesting for irrigation, green roofs, and additional on-site and/or off-site water retention and infiltration may be employed.

E – Sea Level Rise and Storms

Under any plausible greenhouse gas emissions scenario, the sea level in Boston will continue to rise throughout the century. This will increase the number of buildings in Boston susceptible to coastal flooding and the likely frequency of flooding for those already in the floodplain.

Is any portion of the site in a FEMA Special Flood Hazard Area?	No	What Zone:	
What is the current FEMA SFHA Zone Base Flood Elevation for the site (Ft BCB)?			

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Is any portion of the site in the BPDA Sea Level Rise Flood Hazard Area (see SLR-FHA online map)?	No

If you answered YES to either of the above questions, please complete the following questions.
Otherwise you have completed the questionnaire; thank you!

E.1 – Sea Level Rise and Storms – Design Conditions

Proposed projects should identify immediate and future adaptation strategies for managing the flooding scenario represented by the Sea Level Rise Flood Hazard Area (SLR-FHA), which includes 3.2' of sea level rise above 2013 tide levels, an additional 2.5" to account for subsidence, and the 1% Annual Chance Flood. After using the SLR-FHA to identify a project's Sea Level Rise Base Flood Elevation, proponents should calculate the Sea Level Rise Design Flood Elevation by adding 12" of freeboard for buildings, and 24" of freeboard for critical facilities and infrastructure and any ground floor residential units.

What is the Sea Level Rise - Base Flood Elevation for the site (Ft BCB)?			
What is the Sea Level Rise - Design Flood Elevation for the site (Ft BCB)?		First Floor Elevation (Ft BCB):	
What are the Site Elevations at Building (Ft BCB)?		What is the Accessible Route Elevation (Ft BCB)?	

Describe site design strategies for adapting to sea level rise including building access during flood events, elevated site areas, hard and soft barriers, wave / velocity breaks, storm water systems, utility services, etc.:

Describe how the proposed Building Design Flood Elevation will be achieved including dry / wet flood proofing, critical systems protection, utility service protection, temporary flood barriers, waste and drain water back flow prevention, etc.:

Describe how occupants might shelter in place during a flooding event including any emergency power, water, and waste water provisions and the expected availability of any such measures:

Describe any strategies that would support rapid recovery after a weather event:

E.2 – Sea Level Rise and Storms – Adaptation Strategies

Describe future site design and or infrastructure adaptation strategies for responding to sea level rise including future elevating of site areas and access routes, barriers, wave / velocity breaks, storm water systems, utility services, etc.:

Describe future building adaptation strategies for raising the Sea Level Rise Design Flood Elevation and further protecting critical systems, including permanent and temporary measures:

Thank you for completing the Boston Climate Change Checklist!

For questions or comments about this checklist or Climate Change best practices, please contact:
John.Dalzell@boston.gov

Attachment F

Accessibility Checklist

Article 80 – Accessibility Checklist

A requirement of the Boston Planning & Development Agency (BPDA)
Article 80 Development Review Process

The Mayor's Commission for Persons with Disabilities strives to reduce architectural, procedural, attitudinal, and communication barriers that affect persons with disabilities in the City of Boston. In 2009, a Disability Advisory Board was appointed by the Mayor to work alongside the Commission in creating universal access throughout the city's built environment. The Disability Advisory Board is made up of 13 volunteer Boston residents with disabilities who have been tasked with representing the accessibility needs of their neighborhoods and increasing inclusion of people with disabilities.

In conformance with this directive, the BDPA has instituted this Accessibility Checklist as a tool to encourage developers to begin thinking about access and inclusion at the beginning of development projects, and strive to go beyond meeting only minimum MAAB / ADAAG compliance requirements. Instead, our goal is for developers to create ideal design for accessibility which will ensure that the built environment provides equitable experiences for all people, regardless of their abilities. As such, any project subject to Boston Zoning Article 80 Small or Large Project Review, including Institutional Master Plan modifications and updates, must complete this Accessibility Checklist thoroughly to provide specific detail about accessibility and inclusion, including descriptions, diagrams, and data.

For more information on compliance requirements, advancing best practices, and learning about progressive approaches to expand accessibility throughout Boston's built environment. Proponents are highly encouraged to meet with Commission staff, prior to filing.

Accessibility Analysis Information Sources:

1. Americans with Disabilities Act – 2010 ADA Standards for Accessible Design
   http://www.ada.gov/2010ADAstandards_index.htm
2. Massachusetts Architectural Access Board 521 CMR
   http://www.mass.gov/eopss/consumer-prot-and-bus-lic/license-type/aab/aab-rules-and-regulations-pdf.html
3. Massachusetts State Building Code 780 CMR
   http://www.mass.gov/eopss/consumer-prot-and-bus-lic/license-type/csl/building-codebbrs.html
4. Massachusetts Office of Disability – Disabled Parking Regulations
   http://www.mass.gov/anf/docs/mod/hp-parking-regulations-summary-mod.pdf
5. MBTA Fixed Route Accessible Transit Stations
   http://www.mbta.com/riding_the_t/accessible_services/
6. City of Boston – Complete Street Guidelines
   http://bostoncompletestreets.org/
7. City of Boston – Mayor's Commission for Persons with Disabilities Advisory Board
   www.boston.gov/disability
8. City of Boston – Public Works Sidewalk Reconstruction Policy
   http://www.cityofboston.gov/images_documents/sidewalk%20policy%200114_tcm3-41668.pdf
9. City of Boston – Public Improvement Commission Sidewalk Café Policy
   http://www.cityofboston.gov/images_documents/Sidewalk_cafes_tcm3-1845.pdf

Glossary of Terms:

1. ***Accessible Route*** – A continuous and unobstructed path of travel that meets or exceeds the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 20
2. ***Accessible Group 2 Units*** – Residential units with additional floor space that meet or exceed the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 9.4
3. ***Accessible Guestrooms*** – Guestrooms with additional floor space, that meet or exceed the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 8.4
4. ***Inclusionary Development Policy (IDP)*** – Program run by the BPDA that preserves access to affordable housing opportunities, in the City. For more information visit: http://www.bostonplans.org/housing/overview
5. ***Public Improvement Commission (PIC)*** – The regulatory body in charge of managing the public right of way. For more information visit: https://www.boston.gov/pic
6. ***Visitability*** – A place's ability to be accessed and visited by persons with disabilities that cause functional limitations; where architectural barriers do not inhibit access to entrances/doors and bathrooms.

1. Project Information:

If this is a multi-phased or multi-building project, fill out a separate Checklist for each phase/building.

Project Name:	**99 A Street**
Primary Project Address:	**99 A Street**
Total Number of Phases/Buildings:	**1**
Primary Contact (Name / Title / Company / Email / Phone):	**Fiona Vardy / Project Planner / Epsilon Associates, Inc. / fvardy@epsilonassociates.com / 978-897-7100**
Owner / Developer:	**AL South Boston Owner, 1, LLC & AL South Boston Owner 2, LLC c/o Alexandria Real Estate Equities, Inc.**
Architect:	**Elkus Manfredi Architects**
Civil Engineer:	**Vanasse Hangen Brustlin, Inc.**
Landscape Architect:	**CRJA-IBI Group**
Permitting:	**Epsilon Associates, Inc.**
Construction Management:	**Gilbane Building Company**

At what stage is the project at time of this questionnaire? Select below:

PNF / Expanded PNF Submitted	Draft / Final Project Impact Report Submitted	BPDA Board Approved
BPDA Design Approved	Under Construction	Construction Completed:

Do you anticipate filing for any variances with the Massachusetts Architectural Access Board (MAAB)? ***If yes,*** identify and explain.	**No**

2. Building Classification and Description:

This section identifies preliminary construction information about the project including size and uses.

What are the dimensions of the project? **Elkus Manfredi**

Site Area:	*47,874 SF*	Building Area:	*210,000 GSF*
Building Height:	*95 + 38'-6" FT.*	Number of Stories:	*6 Flrs.*
First Floor Elevation:	24.88	Is there below grade space:	***Yes** / No*

What is the Construction Type? (Select most appropriate type) **Elkus Manfredi**				
	~~Wood Frame~~	~~Masonry~~	**Steel Frame**	~~Concrete~~
What are the principal building uses? (IBC definitions are below – select all appropriate that apply)				
	~~Residential – One - Three Unit~~	~~Residential - Multi-unit, Four +~~	~~Institutional~~	~~Educational~~
	Business	~~Mercantile~~	~~Factory~~	~~Hospitality~~
	Laboratory / Medical	~~Storage, Utility and Other~~	**Underground Parking**	
List street-level uses of the building:	**Retail, Life Science Office, Lobby, Loading Dock and BOH**			

3. Assessment of Existing Infrastructure for Accessibility:

This section explores the proximity to accessible transit lines and institutions, such as (but not limited to) hospitals, elderly & disabled housing, and general neighborhood resources. Identify how the area surrounding the development is accessible for people with mobility impairments and analyze the existing condition of the accessible routes through sidewalk and pedestrian ramp reports.

Provide a description of the neighborhood where this development is located and its identifying topographical characteristics:	The project's location is within an urban area surrounded by mid-rise multifamily residential and high-rise industrial and commercial structures, and three-family residential structures. Sharing the eastern property line is the South Boston Bypass Road. To the north is West Second Street. To the West is A Street and will be used as the project's main entry. To the South is West Third Street. This project is a combination of five parcels spanning over existing Bolton Street.
List the surrounding accessible MBTA transit lines and their proximity to development site: commuter rail / subway stations, bus stops:	Located 3 blocks away is the Broadway MBTA Red Line Station offering Red line and bus connections.
List the surrounding institutions: hospitals, public housing, elderly and disabled housing developments, educational facilities, others:	South Boston Community Health Center, Eaton Apothecary, Edgerly Family South Boston Boys & Girls Club, UP Academy Charter School, The Paraclete Center, Notre Dame Education Center, Marian Manor Nursing Home, City Auto School, Cushing House, Boston Housing Authority, Michael J. Perkins School
List the surrounding government buildings: libraries, community centers, recreational facilities, and other related facilities:	Flaherty Park, Artists for Humanity, Boston Convention and Exhibition Center, The Lawn on D, Orton Field, South Boston Yoga Center, Boston Athletic club, South Boston Farmers Market, St. Peter Catholic Church, Catholic Charities of Boston, Holy Trinity Albanian Orthodox Church, South Boston-Seaport Catholic Collaborative

4. Surrounding Site Conditions – Existing:

This section identifies current condition of the sidewalks and pedestrian ramps at the development site.

Is the development site within a	The Project site is not in a Historic District.

historic district? ***If yes,*** identify which district:	
Are there sidewalks and pedestrian ramps existing at the development site? ***If yes***, list the existing sidewalk and pedestrian ramp dimensions, slopes, materials, and physical condition at the development site:	Existing western sidewalk is 6-6" and does not have proper curb cut layout; northern sidewalk is 7'-11 and does not have curb cuts; southern sidewalk is 7'-7" and does not have a proper curb cut layout. All dimensioned from property line to curb. There are no existing sidewalks on the eastern edge of the property. All existing sidewalks are concrete.
Are the sidewalks and pedestrian ramps existing-to-remain? ***If yes,*** have they been verified as ADA / MAAB compliant (with yellow composite detectable warning surfaces, cast in concrete)? ***If yes,*** provide description and photos:	No, we will regrade and reconstruct the sidewalk, so the adjusted sidewalks conform to ADA and MAAB.
5. Surrounding Site Conditions – Proposed *This section identifies the proposed condition of the walkways and pedestrian ramps around the development site. Sidewalk width contributes to the degree of comfort walking along a street. Narrow sidewalks do not support lively pedestrian activity, and may create dangerous conditions that force people to walk in the street. Wider sidewalks allow people to walk side by side and pass each other comfortably walking alone, walking in pairs, or using a wheelchair.*	
Are the proposed sidewalks consistent with the Boston Complete Street Guidelines? ***If yes***, choose which Street Type was applied: Downtown Commercial, Downtown Mixed-use, Neighborhood Main, Connector, Residential, Industrial, Shared Street, Parkway, or Boulevard.	West edge: Downtown Mixed-use North and South Edge: Neighborhood Connector East Edge: Not along street edge. Pedestrian pathway connection to Neighborhood Connectors
What are the total dimensions and slopes of the proposed sidewalks? List the widths of the proposed zones: Frontage, Pedestrian and Furnishing Zone:	Pedestrian Zone: West 8-10'. North and South 5-8'. Furniture Zone: West 1'-6 – 6'. North and South: 1'-6" – 5' Frontage Zone: West, North, and South 0'-2'.
List the proposed materials for each Zone. Will the proposed materials be on private property or will the proposed materials be on the City of Boston pedestrian right-of-way?	Pedestrian Zone: Concrete (private property) Furniture Zone: Rainwater infiltration and green area (City) Frontage Zone: Concrete (private property)
Will sidewalk cafes or other furnishings be programmed for the pedestrian right-of-way? ***If yes,*** what	To be determined in collaboration with a retail tenant.

are the proposed dimensions of the sidewalk café or furnishings and what will the remaining right-of-way clearance be?	
If the pedestrian right-of-way is on private property, will the proponent seek a pedestrian easement with the Public Improvement Commission (PIC)?	Pedestrian public way is on private property. Proposal to PIC to be determined.
Will any portion of the Project be going through the PIC? ***If yes,*** identify PIC actions and provide details.	An isolated segment of Bolton Street, a public way, passes into the Project site from West Second Street and dead-ends at a fence above the Haul Road, approximately 20 feet below. The Proponent owns all of the property abutting this orphaned portion of Bolton Street, as well as some of the underlying fee. The Proponent plans to apply to the City of Boston to discontinue the public's right to pass over this dead-end stub of Bolton Street, which serves no purpose, and to acquire the fee interest for the appraisal, fair market value.
6. Accessible Parking: *See Massachusetts Architectural Access Board Rules and Regulations 521 CMR Section 23.00 regarding accessible parking requirement counts and the Massachusetts Office of Disability – Disabled Parking Regulations*.	
What is the total number of parking spaces provided at the development site? Will these be in a parking lot or garage?	76 subsurface garage parking spaces – onsite.
What is the total number of accessible spaces provided at the development site? How many of these are "Van Accessible" spaces with an 8 foot access aisle?	To be consistent with ADA and AAB guidelines, there will be 4 accessible spaces, one of which will be van accessible, provided on site.
Will any on-street accessible parking spaces be required? ***If yes,*** has the proponent contacted the Commission for Persons with Disabilities regarding this need?	No on-street accessible spaces have been identified at this time.
Where is the accessible visitor parking located?	Accessible visitor parking will be provided in the below-grade parking garage.
Has a drop-off area been identified? ***If yes,*** will it be accessible?	A drop-off area on West Third Street and West Second Street is being studied.
7. Circulation and Accessible Routes:	

The primary objective in designing smooth and continuous paths of travel is to create universal access to entryways and common spaces, which accommodates persons of all abilities and allows for visitability with neighbors.	
Describe accessibility at each entryway: Example: Flush Condition, Stairs, Ramp, Lift or Elevator:	Primary Entry is northwest corner of the project and it will be a flush condition
Are the accessible entrances and standard entrance integrated? ***If yes,*** *describe.* ***If no****,* what is the reason?	Yes, the accessible entrance is located off the sidewalk. Any retail tenants placing their own doors would have public access to the public sidewalk
If project is subject to Large Project Review/Institutional Master Plan, describe the accessible routes way-finding / signage package.	See the included diagrams
8. Accessible Units (Group 2) and Guestrooms: (If applicable) *In order to facilitate access to housing and hospitality, this section addresses the number of accessible units that are proposed for the development site that remove barriers to housing and hotel rooms.*	
What is the total number of proposed housing units or hotel rooms for the development?	N/A
If a residential development, how many units are for sale? How many are for rent? What is the breakdown of market value units vs. IDP (Inclusionary Development Policy) units?	N/A
If a residential development, how many accessible Group 2 units are being proposed?	N/A
If a residential development, how many accessible Group 2 units will also be IDP units? ***If none***, describe reason.	N/A
If a hospitality development, how many accessible units will feature a wheel-in shower? Will accessible equipment be provided as well? ***If yes,*** provide amount and location of	N/A

equipment.	
Do standard units have architectural barriers that would prevent entry or use of common space for persons with mobility impairments? Example: stairs / thresholds at entry, step to balcony, others. ***If yes***, provide reason.	N/A
Are there interior elevators, ramps or lifts located in the development for access around architectural barriers and/or to separate floors? ***If yes***, describe:	Elevators will be used to allow occupants to the upper floors. Elevators are located in a central location off the lobby for clear visibility.
9. Community Impact: *Accessibility and inclusion extend past required compliance with building codes. Providing an overall scheme that allows full and equal participation of persons with disabilities makes the development an asset to the surrounding community*.	
Is this project providing any funding or improvements to the surrounding neighborhood? Examples: adding extra street trees, building or refurbishing a local park, or supporting other community-based initiatives?	Widening the sidewalk, adding trees, additional street lighting, bike storage room, and adding retail/food establishments on level 1 to reflect the growing residential market. Creating a new pedestrian connection adjacent the South Boston Bypass (aka Haul Road).
What inclusion elements does this development provide for persons with disabilities in common social and open spaces? Example: Indoor seating and TVs in common rooms; outdoor seating and barbeque grills in yard. Will all of these spaces and features provide accessibility?	Indoor Seating in Office Lobby and terrace spaces accessible from each floor with a variety of outdoor seating available.
Are any restrooms planned in common public spaces? ***If yes,*** will any be single-stall, ADA compliant and designated as "Family"/ "Companion" restrooms? ***If no***, explain why not.	No, this will be provided by tenant for Retail/Mercantile spaces. Core/Shell will offer restrooms with accessible stalls as building common on all floors above Level 1. Bike room will have showers with accessible stalls. No individual "Family" restrooms will be provided for Core/Shell.
Has the proponent reviewed the proposed plan with the City of Boston Disability Commissioner or with their Architectural Access staff? ***If yes,*** did they approve? ***If no,*** what	No.

were their comments?	
Has the proponent presented the proposed plan to the Disability Advisory Board at one of their monthly meetings? Did the Advisory Board vote to support this project? ***If no,*** what recommendations did the Advisory Board give to make this project more accessible?	Not at this time

10. Attachments

Include a list of all documents you are submitting with this Checklist. This may include drawings, diagrams, photos, or any other material that describes the accessible and inclusive elements of this project.

Provide a diagram of the accessible routes to and from the accessible parking lot/garage and drop-off areas to the development entry locations, including route distances. **See Figure F-1.**
Provide a diagram of the accessible route connections through the site, including distances. **See Figure F-2.**
Provide a diagram the accessible route to any roof decks or outdoor courtyard space? (if applicable). **See Figure F-3.**
Provide a plan and diagram of the accessible Group 2 units, including locations and route from accessible entry. **N/A**
Provide any additional drawings, diagrams, photos, or any other material that describes the inclusive and accessible elements of this project. **See Figure F-4.**

This completes the Article 80 Accessibility Checklist required for your project. Prior to and during the review process, Commission staff are able to provide technical assistance and design review, in order to help achieve ideal accessibility and to ensure that all buildings, sidewalks, parks, and open spaces are usable and welcoming to Boston's diverse residents and visitors, including those with physical, sensory, and other disabilities.

For questions or comments about this checklist, or for more information on best practices for improving accessibility and inclusion, visit www.boston.gov/disability, or our office:

The Mayor's Commission for Persons with Disabilities
1 City Hall Square, Room 967,
Boston MA 02201.

Architectural Access staff can be reached at:

accessibility@boston.gov | patricia.mendez@boston.gov | sarah.leung@boston.gov | 617-635-3682

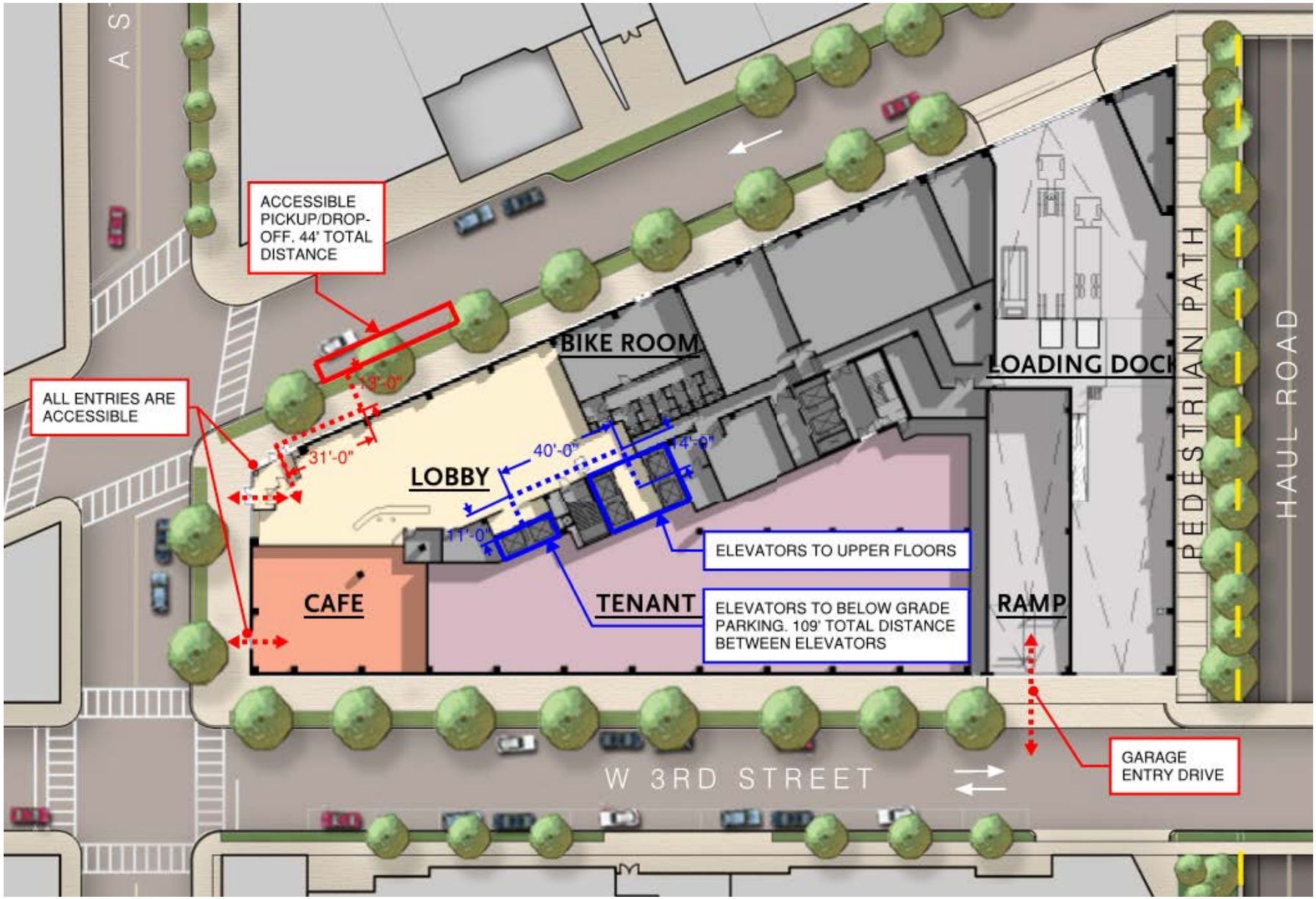
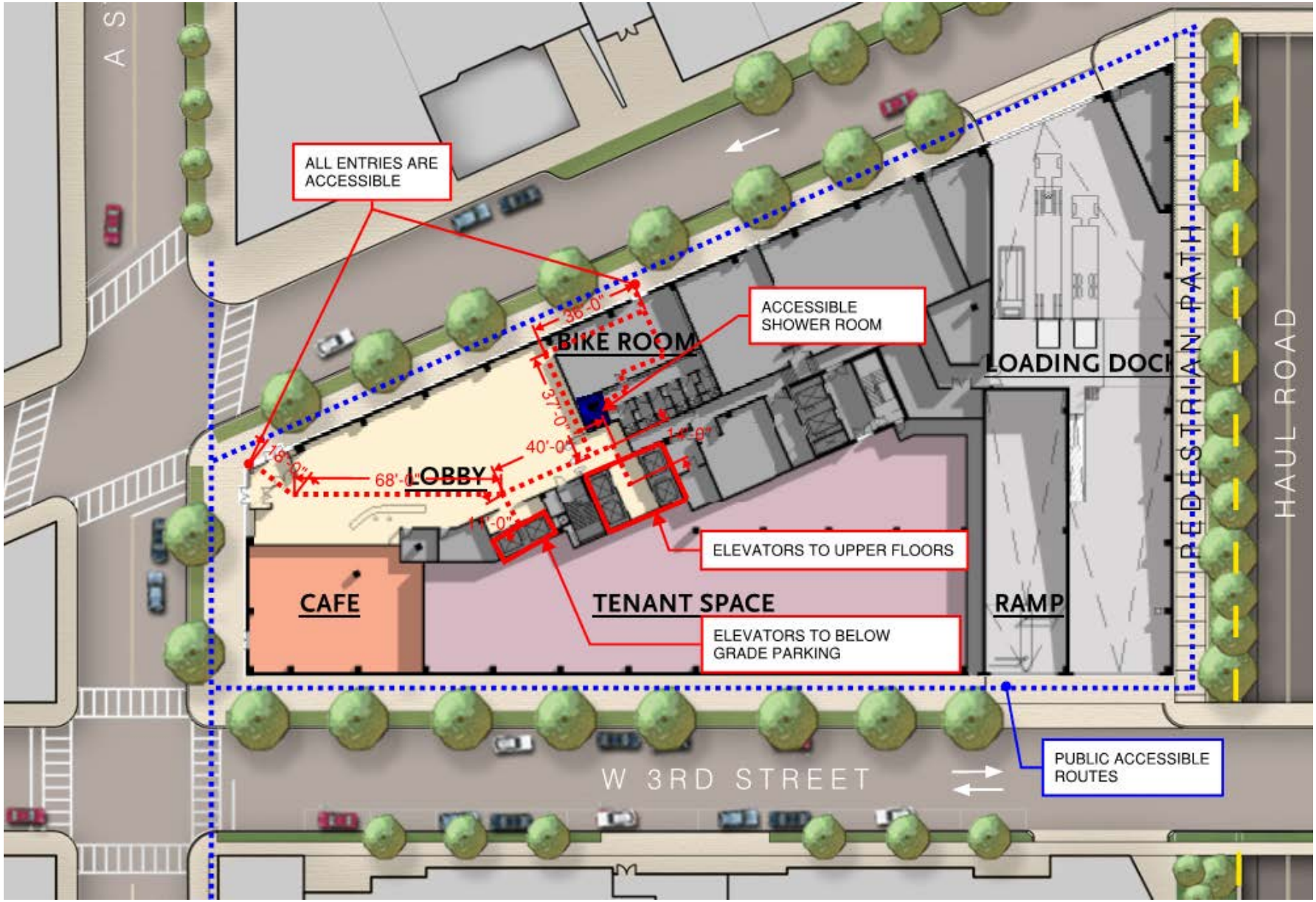


Figure F-1
Accessible Routes and Drop-off Areas



99 A Street Boston, Massachusetts

Figure F-2
Accessible Routes including Distances

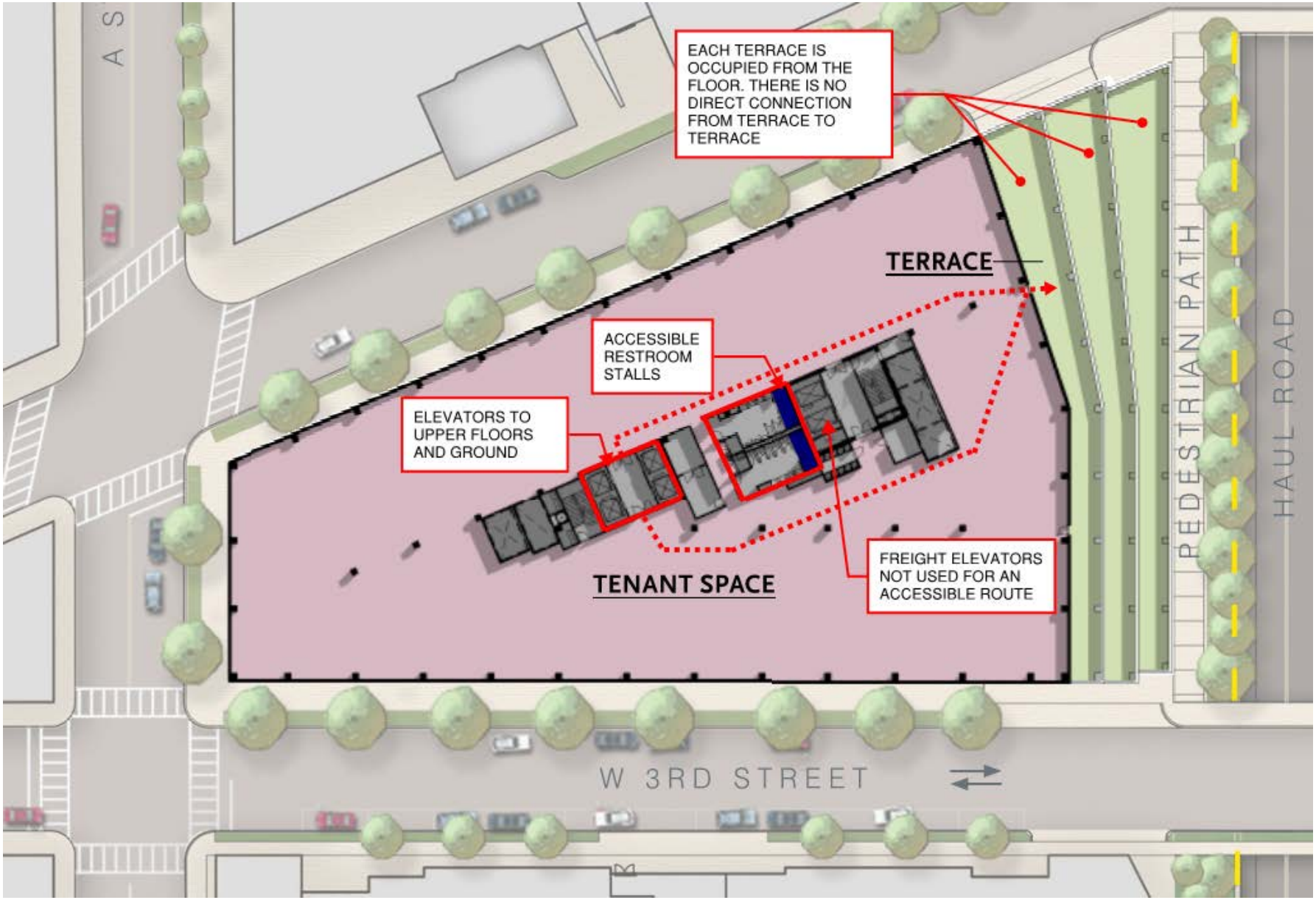


Figure F-3

Accessible Routes – Rooftop and Outdoor Areas

99 A Street Boston, Massachusetts

Figure F-4
Existing Conditions