

July, 2019

401 Congress Street

Boston, Massachusetts

Environmental Notification Form/
Project Notification Form



SUBMITTED TO
Executive Office of Energy &
Environmental Affairs
MEPA Office

Boston Planning and
Development Agency

PROPOSERS
401 Congress Street, LLC /
Boston Global Investors, LLC

PREPARED BY

99 High St.
Boston MA 02110

IN ASSOCIATION WITH
Sasaki
Nitsch Engineering
Nutter McClennen & Fish, LLP
C3
Arora Engineers, Inc.
TNZ Energy Consulting, Inc.
VvS Architects & Consultants
Athena Global Advisors
Haley & Aldrich



July 24, 2019

Director Brian P. Golden
Boston Planning & Development Agency
Boston City Hall, 9th Floor
Boston, MA 02201

**Re: 401 Congress Street – Art. 80 PNF
Boston, MA**

Dear Director Golden:

401 Congress Street, LLC, a joint venture between Boston Global Investors, The Cogsville Group, Eagle Development Partners, and EDGE Technologies (collectively the "Proponent"), is pleased to submit the enclosed Project Notification Form ("PNF") to initiate review under Article 80B of the City of Boston Zoning Code and the Boston Zoning Enabling Act (the "Code").

This filing is also intended to serve as an Environmental Notification Form ("ENF") to initiate review in accordance with the Massachusetts Environmental Policy Act ("MEPA") Massachusetts General Law ("MGL") Chapter 30, Section 61-62I, and the regulations promulgated thereunder set forth at 301 CMR 11.00. The ENF was filed with the MEPA office on July 1, 2019.

The Proponent intends to construct a new Class A office building with significant public and cultural uses (the "Project"), located at and around 401 Congress Street in the South Boston Waterfront District of Boston, Massachusetts (the "Project Site"). The Project Site is owned by the Massachusetts Port Authority ("Massport") and consists of two parcels containing approximately 1.6 acres of land. Parcel A2, which is currently a 1.1 acre surface parking lot; and the Triangle Parcel, which is a 0.48 acre of isolated, undeveloped land. The Project consists of a total of approximately 675,000 square feet: approximately 645,000 square feet on Parcel A2 and an estimated 30,000 square feet on the Triangle Parcel. Additionally, the Project contemplates approximately 30,000 square feet of surface improvements along the World Trade Center Avenue Viaduct outside of the primary parcels but on Massport property.

The Proponent has been granted development rights to the Project Site by Massport in accordance with the terms of a Development Agreement between the parties. The Proponent anticipates entering into a long-term ground and air rights lease with Massport thereafter. Due to its location on land owned by Massport, the Project is not subject to local zoning regulations. However, as with other third-party projects developed on Massport property, the Project will voluntarily undergo review by the public and the BPDA under Article 80 of the Code.

Recognizing the unique opportunity to enhance the South Boston Waterfront District through the transformation of the Project Site and its current uses, the Proponent strives to achieve the following goals:



- Enhance the public realm and provide a seamless experience between the exterior urban fabric and the interior public space;
- Promote connectivity among the Project Site and other key destinations in the South Boston Waterfront;
- Create a transit-oriented facility with no onsite parking, a direct connection to the MBTA Silver Line and limited shared parking in Massport's adjacent South Boston Waterfront Transportation Center;
- Create a unique and vibrant workplace with retail and programming opportunities that promote sustainability, resiliency, and diversity; and
- Support Massport's goal of providing financial support for Massport's Maritime mission.

We look forward to continuing to work with the BPDA, Impact Advisory Group, elected officials and the community in the review and implementation of this Project. We are very excited for the opportunity to transform an underutilized urban site into a vibrant, welcoming place to work and play.

Sincerely,

A handwritten signature in blue ink, appearing to read "John Hynes, IV", written over a light blue circular scribble.

John Hynes, IV
BGI

cc: John B. Hynes, III, Boston Global Investors
Donald P. Cogsville, The Cogsville Group
Gosder Cherilus, Eagle Development Partners
Jan-Hein Lakeman, EDGE Technologies
Andrew Hargens, Eliza Tan, Juan Loveluck, and Stewart Dalzell, Massport
Jonathan Greeley and Aisling Kerr, BPDA

401 Congress Street

Boston, Massachusetts

SUBMITTED TO **Executive Office of Energy & Environmental Affairs**
MEPA Office
100 Cambridge Street, Suite 900 (9th Floor)
Boston, MA 02114

**Boston Redevelopment Authority, d/b/a Boston Planning and
Development Agency**
One City Hall Square, 9th Floor
Boston, MA 02201

PROPONENT **401 Congress Street, LLC / Boston Global Investors, LLC**
55 Seaport Boulevard
Boston, MA 02210

PREPARED BY **VHB**
99 High Street, 10th Floor
Boston, MA 02110

In association with:

Sasaki
Nitsch Engineering
Nutter McClennen & Fish, LLP
C³
Arora Engineers, Inc.
TNZ Energy Consulting, Inc.
VvS Architects & Consultants
Athena Global Advisors
Haley & Aldrich

July 24, 2019

Table of Contents

Environmental Notification Form

Chapter 1: Project Description

| | | |
|-------|---|------|
| 1.1 | Site Context and Existing Conditions..... | 1-2 |
| 1.2 | Project Description..... | 1-2 |
| 1.2.1 | Project Design Approach..... | 1-3 |
| 1.2.2 | Public Realm Improvements and Open Space..... | 1-4 |
| 1.2.3 | Site Access and Circulation..... | 1-4 |
| 1.2.4 | Parking..... | 1-5 |
| 1.2.5 | Anticipated Project Schedule and Phasing..... | 1-5 |
| 1.3 | Summary of Public Benefits..... | 1-5 |
| 1.3.1 | Urban Design..... | 1-5 |
| 1.3.2 | Sustainability/Green Building and Climate Change Resiliency..... | 1-6 |
| 1.3.3 | Social and Economic Benefits..... | 1-7 |
| 1.4 | Regulatory Context..... | 1-7 |
| 1.4.1 | City of Boston Zoning..... | 1-9 |
| 1.4.2 | Massachusetts Environmental Policy Act..... | 1-9 |
| 1.4.3 | Public Benefits Determination..... | 1-10 |
| 1.5 | Agency Coordination and Community Outreach..... | 1-10 |
| 1.6 | Project Proponent/Development Team..... | 1-11 |
| 1.7 | Legal Information..... | 1-13 |
| 1.7.1 | Legal Judgements or Actions Pending Concerning the Project..... | 1-13 |
| 1.7.2 | History of Tax Arrears on Property Owned in Boston by the Proponent..... | 1-13 |
| 1.7.3 | Evidence of Site Control..... | 1-13 |
| 1.7.4 | Public Easements..... | 1-13 |

Chapter 2: Urban Design

| | | |
|-------|--|-----|
| 2.1 | Summary of Key Benefits..... | 2-1 |
| 2.2 | Neighborhood Context..... | 2-1 |
| 2.3 | Planning Principles and Design Goals..... | 2-1 |
| 2.4 | Building Design Concept and Development..... | 2-2 |
| 2.4.1 | Height and Massing..... | 2-2 |
| 2.4.2 | Character and Exterior Materials..... | 2-3 |
| 2.4.3 | Signage..... | 2-3 |
| 2.5 | Public Realm Improvements..... | 2-3 |

| | | |
|-------|---------------------------------------|-----|
| 2.6 | Streetscape | 2-4 |
| 2.6.1 | Pedestrian Access / Circulation..... | 2-4 |
| 2.6.2 | Accessibility..... | 2-4 |
| 2.7 | Open Space / Landscape Approach | 2-4 |

Chapter 3: Sustainability/Green Building and Climate Change Resiliency

| | | |
|-------|---|------|
| 3.1 | Summary of Key Benefits..... | 3-1 |
| 3.2 | Regulatory Context..... | 3-2 |
| 3.2.1 | Article 37 of Boston Zoning Code | 3-2 |
| 3.2.2 | Stretch Energy Code..... | 3-2 |
| 3.2.3 | BPDA Climate Change Preparedness and Resiliency Policy | 3-3 |
| 3.2.4 | MEPA Draft Climate Adaptation and Resiliency Policy..... | 3-3 |
| 3.2.5 | Boston Climate Action Plan..... | 3-3 |
| 3.2.6 | Coastal Resilience Solutions for South Boston..... | 3-4 |
| 3.2.7 | Massport Floodproofing Design Guidelines..... | 3-4 |
| 3.3 | Sustainability / Green Building Design Approach..... | 3-4 |
| 3.3.1 | Overall Approach to Sustainability and Resilience..... | 3-4 |
| 3.3.2 | LEEDv4 Certification Compliance | 3-5 |
| 3.4 | Preliminary Energy Conservation / Greenhouse Gas Emissions Reduction Approach..... | 3-9 |
| 3.4.1 | Preliminary Building Energy | 3-9 |
| 3.4.2 | Preliminary Evaluation of Clean/Renewable Energy..... | 3-10 |
| 3.4.3 | Early Outreach to Utility Companies..... | 3-11 |
| 3.5 | Climate Change Preparedness and Resiliency..... | 3-12 |
| 3.5.1 | Sea Level Rise and Extreme Storms/Flooding..... | 3-12 |
| 3.5.2 | Potential Resiliency Measures | 3-12 |

Chapter 4: Transportation

| | | |
|-------|---|------|
| 4.1 | Summary of Key Findings and Benefits..... | 4-1 |
| 4.2 | Methodology | 4-2 |
| 4.3 | Existing Conditions..... | 4-2 |
| 4.3.1 | Field Reconnaissance | 4-2 |
| 4.3.2 | Study Area Roadways | 4-3 |
| 4.3.3 | Study Area Intersections..... | 4-6 |
| 4.3.4 | Parking Facilities | 4-10 |
| 4.3.5 | Bicycle Facilities..... | 4-11 |
| 4.3.6 | Pedestrian Mobility..... | 4-11 |
| 4.3.7 | Public Transportation..... | 4-11 |
| 4.4 | Existing Traffic Conditions | 4-12 |
| 4.4.1 | Traffic Count Data | 4-12 |
| 4.4.2 | Seasonal Adjustment | 4-13 |
| 4.5 | Future Conditions | 4-13 |
| 4.5.1 | Background Growth | 4-14 |

| | | |
|-------|--|------|
| 4.5.2 | Additional Development | 4-14 |
| 4.5.3 | Planned Area Roadway Improvements..... | 4-15 |
| 4.5.4 | 2024 No-Build Traffic Volumes..... | 4-16 |
| 4.5.5 | Proposed 401 Congress Street Site..... | 4-16 |
| 4.5.6 | 2024 Build Volumes..... | 4-17 |
| 4.5.7 | Transportation Demand Management..... | 4-19 |
| 4.5.8 | Construction Management Outline | 4-20 |

Chapter 5: Environmental Protection

| | | |
|--------|---|------|
| 5.1 | Summary of Key Benefits..... | 5-1 |
| 5.2 | Wind | 5-2 |
| 5.3 | Shadow..... | 5-2 |
| 5.3.1 | Methodology | 5-3 |
| 5.3.2 | Shadow Analysis Findings..... | 5-4 |
| 5.4 | Solar Glare..... | 5-4 |
| 5.5 | Daylight..... | 5-5 |
| 5.5.1 | Methodology | 5-5 |
| 5.5.2 | Daylight Study Findings..... | 5-6 |
| 5.6 | Air Quality | 5-6 |
| 5.6.1 | Background..... | 5-6 |
| 5.6.2 | Air Quality Standards..... | 5-7 |
| 5.6.3 | BPDA Development Review Guidelines..... | 5-8 |
| 5.6.4 | Microscale Screening Analysis | 5-8 |
| 5.6.5 | Mesoscale Air Quality Analysis | 5-8 |
| 5.7 | Water Quality..... | 5-9 |
| 5.8 | Noise..... | 5-9 |
| 5.8.1 | Noise Fundamentals..... | 5-9 |
| 5.8.2 | Noise Impact Criteria | 5-11 |
| 5.8.3 | Noise Methodology..... | 5-11 |
| 5.8.4 | Existing Noise Conditions | 5-12 |
| 5.8.5 | Future Noise Conditions..... | 5-13 |
| 5.9 | Solid and Hazardous Wastes..... | 5-14 |
| 5.9.1 | Excavated Soil Management..... | 5-14 |
| 5.9.2 | Hazardous Waste..... | 5-14 |
| 5.10 | Groundwater/Geotechnical..... | 5-15 |
| 5.10.1 | Existing Site Conditions | 5-15 |
| 5.10.2 | Subsurface Soil and Bedrock Conditions..... | 5-15 |
| 5.10.3 | Groundwater | 5-15 |
| 5.10.4 | Proposed Foundation Construction..... | 5-16 |
| 5.11 | Temporary Construction Impacts | 5-16 |
| 5.11.1 | CMP Overview | 5-16 |

Chapter 6: Historic Resources

| | | |
|-------|---|-----|
| 6.1 | Summary of Key Findings and Benefits..... | 6-1 |
| 6.2 | Regulatory Context..... | 6-1 |
| 6.2.1 | Massachusetts Historical Commission..... | 6-1 |
| 6.2.2 | Boston Landmarks Commission..... | 6-1 |
| 6.3 | Historic Context..... | 6-2 |
| 6.4 | Historic Resources..... | 6-2 |
| 6.4.1 | Historic Resources within One-Quarter-Mile Radius of the Project Site..... | 6-2 |
| 6.4.2 | Archaeological Resources..... | 6-4 |

Chapter 7: Infrastructure

| | | |
|-------|--|-----|
| 7.1 | Summary of Key Findings and Benefits..... | 7-1 |
| 7.2 | Stormwater Management..... | 7-2 |
| 7.2.1 | Existing Drainage Conditions..... | 7-2 |
| 7.2.2 | Proposed Drainage Approach..... | 7-2 |
| 7.2.3 | Water Quality Impact..... | 7-3 |
| 7.3 | Sanitary Sewage..... | 7-3 |
| 7.3.1 | Existing Sewer System..... | 7-3 |
| 7.3.2 | Proposed Sewage Flow and Connections..... | 7-3 |
| 7.3.3 | Sewage Capacity and Impacts..... | 7-4 |
| 7.3.4 | Proposed Conditions..... | 7-4 |
| 7.4 | Domestic Water and Fire Protection..... | 7-4 |
| 7.4.1 | Existing Water Supply System..... | 7-4 |
| 7.4.2 | Existing Water Capacity and Impacts..... | 7-5 |
| 7.4.3 | Proposed Water Demand and Connections..... | 7-5 |
| 7.4.4 | Protection of Utilities During Construction..... | 7-5 |
| 7.5 | Smart Utilities Program..... | 7-6 |
| 7.5.1 | Green Infrastructure..... | 7-6 |

Appendices

A: MEPA Distribution

B: BPDA Checklists

C: Supporting Transportation Information

List of Tables

| Table | Description | Page |
|--------------|---|-------------|
| 1-1 | Proposed Development Program..... | 1-3 |
| 1-2 | Anticipated Project Permits and Approvals..... | 1-8 |
| 2-1 | Anticipated Project Permits and Approvals..... | 2-4 |
| 4-1 | Automatic Traffic Recorder (ATR) Summary..... | 4-13 |
| 4-2 | Background Annual Traffic Growth Rate..... | 4-14 |
| 4-3 | Background Projects in the Study Area..... | 4-15 |
| 4-4 | Unadjusted ITE Vehicle Trips..... | 4-17 |
| 4-5 | Travel Mode Share..... | 4-18 |
| 4-6 | Mode Split Trip Generation..... | 4-18 |
| 4-7 | Adjusted Vehicle Trip Generation..... | 4-19 |
| 5-1 | Solar Azimuth and Altitude Data..... | 5-3 |
| 5-2 | Existing/No-Build and Build Daylight Conditions..... | 5-6 |
| 5-3 | National Ambient Air Quality Standards..... | 5-7 |
| 5-4 | Air Quality Background Concentrations..... | 5-7 |
| 5-5 | Common Outdoor and Indoor Sound Levels..... | 5-10 |
| 5-6 | City of Boston Zoning District Noise Standards, dB(A)..... | 5-11 |
| 5-7 | Measured Existing Sound Levels, dB(A)..... | 5-13 |
| 6-1 | Historic Resources in the Vicinity of the Project Site..... | 6-3 |
| 7-1 | Sewage Generation Table..... | 7-4 |

List of Figures

***Note: All supporting graphics are provided at the end of each chapter.**

| Figure No. | Description |
|-------------------|--|
| 1.1 | Site Location Map |
| 1.2 | Site Context Map |
| 1.3 | Existing Conditions |
| 1.4 | Existing Site Photos |
| 1.5 | Proposed Conditions Site Plan |
| 2.1 | Building Axonometric |
| 2.2a | Ground Floor Plan |
| 2.2b | Mezzanine Floor Plan |
| 2.2c | Second Floor Plan Including Land Bridge |
| 2.2d | Typical Office Floor Plan |
| 2.3a | Building Elevation – East |
| 2.3b | Building Elevation – North |
| 2.3c | Building Elevation – West |
| 2.3d | Building Elevation – South |
| 2.4 | Building Section |
| 2.5 | Site Circulation |
| 3.1 | LEED Checklist |
| 3.2a | Climate Change Vulnerability – 1% Annual Chance (100-Year Storm) |
| 3.2b | Climate Change Vulnerability – High Tide |
| 4.1 | Study Intersections |
| 4.2 | Current Parking Plan |
| 4.3 | Public Transportation |
| 4.4 | 2019 Existing Traffic Volumes |
| 4.5 | 2019 Existing Pedestrian Volumes |
| 4.6 | 2019 Existing Bicycle Volumes |
| 4.7 | Background Projects |
| 4.8 | 2024 No-Build Traffic Volumes |
| 4.9 | Trip Distribution – Entering |
| 4.10 | Trip Distribution – Exiting |
| 4.11 | Trip Assignment |
| 4.12 | 2024 Build Traffic Volumes |

| | |
|------|---|
| 5.1a | Shadow Study March 21 – 9:00am |
| 5.1b | Shadow Study March 21 – 12:00pm |
| 5.1c | Shadow Study March 21 – 3:00pm |
| 5.1d | Shadow Study June 21 – 9:00am |
| 5.1e | Shadow Study June 21 – 12:00pm |
| 5.1f | Shadow Study June 21 – 3:00pm |
| 5.1g | Shadow Study June 21 – 6:00pm |
| 5.1h | Shadow Study September 21 – 9:00am |
| 5.1i | Shadow Study September 21 – 12:00pm |
| 5.1j | Shadow Study September 21 – 3:00pm |
| 5.1k | Shadow Study September 21 – 6:00pm |
| 5.1l | Shadow Study December 21 – 9:00am |
| 5.1m | Shadow Study December 21 – 12:00pm |
| 5.1n | Shadow Study December 21 – 3:00pm |
| 5.2a | Daylight Analysis – Center of Congress Street |
| 5.2b | Daylight Analysis – Center of World Trade Center Avenue |
| 5.3 | Noise Monitoring Locations |
| | |
| 6.1 | Historic Resources |
| | |
| 7.1 | BWSC Existing Stormwater |
| 7.2 | BWSC Existing Sewer |
| 7.3 | BWSC Existing Water |

Commonwealth of Massachusetts
Executive Office of Energy and Environmental Affairs
Massachusetts Environmental Policy Act (MEPA) Office

Environmental Notification Form

For Office Use Only

EEA#: _____

MEPA Analyst: _____

The information requested on this form must be completed in order to submit a document electronically for review under the Massachusetts Environmental Policy Act, 301 CMR 11.00.

| | | |
|---|--|---------------------------|
| Project Name: 401 Congress Street | | |
| Street Address: 401 Congress Street | | |
| Municipality: Boston | Watershed: Charles | |
| Universal Transverse Mercator Coordinates: E331716.66, N4690522.05 | Latitude: 42.348765 | Longitude: -71.043129 |
| Estimated commencement date: Fall 2020 | Estimated completion date: End of 2022 | |
| Project Type: Office | Status of project design: 10 %complete | |
| Proponent: 401 Congress Street, LLC | | |
| Street Address: 55 Seaport Boulevard, 4 th Floor | | |
| Municipality: Boston | State: MA | Zip Code: 02210 |
| Name of Contact Person: Seth Lattrell | | |
| Firm/Agency: VHB | Street Address: 99 High Street, 10th Fl. | |
| Municipality: Boston | State: MA | Zip Code: 02110 |
| Phone: 617-607-2973 | Fax: | E-mail: SLattrell@vhb.com |

Does this project meet or exceed a mandatory EIR threshold (see 301 CMR 11.03)?
 Yes No

If this is an Expanded Environmental Notification Form (ENF) (see 301 CMR 11.05(7)) or a Notice of Project Change (NPC), are you requesting:

| | | |
|--|------------------------------|-----------------------------|
| a Single EIR? (see 301 CMR 11.06(8)) | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| a Special Review Procedure? (see 301CMR 11.09) | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| a Waiver of mandatory EIR? (see 301 CMR 11.11) | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| a Phase I Waiver? (see 301 CMR 11.11) | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

(Note: Greenhouse Gas Emissions analysis must be included in the Expanded ENF.)

Which MEPA review threshold(s) does the project meet or exceed (see 301 CMR 11.03)?
 301 CMR 11.03(6)(a)(6) – Generation of 3,000 or more new average daily trips on roadways providing access to a single location;

Which State Agency Permits will the project require?
 Massachusetts Department of Transportation ("MassDOT") Highway Access permit

Identify any financial assistance or land transfer from an Agency of the Commonwealth, including the Agency name and the amount of funding or land area in acres:

The Project will require a long-term ground lease with the Massachusetts Port Authority ("Massport")

| Summary of Project Size & Environmental Impacts | Existing | Change | Total |
|--|-----------------|------------------------|------------------------|
| LAND | | | |
| Total site acreage | Approx. 1.6 AC | | |
| New acres of land altered | | - 0 - | |
| Acres of impervious <u>area</u> | Approx. 1.1 AC | Approx. 0.4 AC | Approx. 1.5 AC |
| Square feet of new bordering vegetated wetlands alteration | | - 0 - | |
| Square feet of new other wetland alteration | | - 0 - | |
| Acres of new non-water dependent use of tidelands or waterways | | -0- (Landlocked) | |
| STRUCTURES | | | |
| Gross square footage | - 0 - | Approx. 675,000 GSF | Approx. 675,000 GSF |
| Number of housing units | - 0 - | - 0 - | - 0 - |
| Maximum height (feet) | - 0 - | Approx. 250 FT | Approx. 250 FT |
| TRANSPORTATION | | | |
| Unadjusted vehicle trips per day ¹ | 418 | 7,728 | 8,146 |
| Adjusted vehicle trips per day | 418 | 2,984 | 3,402 |
| Parking spaces | 85 | -85 | 0 |
| WASTEWATER | | | |
| Water Use (Gallons per day) | Approx. 0 GPD | Approx. 53,500 GPD | Approx. 53,500 GPD |
| Water withdrawal (GPD) | - 0 - | - 0 - | - 0 - |
| Wastewater generation/treatment (GPD) | Approx. 0 GPD | Approx. 48,500 GPD | Approx. 48,500 GPD |
| Length of water mains (miles) | - 0 - | - 0 - | - 0 - |
| Length of sewer mains (miles) | - 0 - | - 0 - | - 0 - |
| Has this project been filed with MEPA before? <input type="checkbox"/> Yes (EEA # _____) <input checked="" type="checkbox"/> No | | | |
| Has any project on this site been filed with MEPA before? <input type="checkbox"/> Yes (EEA # _____) <input checked="" type="checkbox"/> No | | | |

¹ Unadjusted vehicle trips per day is calculated before applying adjustment for alternate transportation modes including walk, bike and public transit. There are no parking spaces onsite, and the site is directly adjacent to the MBTA Silver Line World Trade Center station.

GENERAL PROJECT INFORMATION – all proponents must fill out this section

PROJECT DESCRIPTION:

Describe the existing conditions and land uses on the project site:

The proposed development site contains approximately 1.6 acres of land located at and around 401 Congress Street in the South Boston Waterfront of Boston, Massachusetts. The site is comprised of the following development parcels:

“Parcel A2” – A 1.1-acre surface parking lot bounded to the north by Congress Street, to the south and west by the Exit 25, I-90 off-ramp (Ramp F), and to the east by the MBTA World Trade Center (“WTC”) Station, above which runs along a portion of World Trade Center Avenue, a 0.25 mile long viaduct elevated approximately 25 feet above grade that connects the Boston Convention and Exhibition Center (“BCEC”) to the WTC; and

“Triangle Parcel” – A 0.48-acre of isolated, undeveloped land spanning a portion of the Exit 25, I-90 off-ramp and the I-93 on-ramp. The Triangle Parcel is periodically used for construction staging/field offices.

Refer to Figure 1.1 for the site locus map and Figure 1.2 for site context. Refer to Figure 1.3 for existing site conditions, and Figure 1.4 for the existing site photographs.

Describe the proposed project and its programmatic and physical elements:

The proposed project will include the construction of a new Class A office building with significant public and cultural uses. It consists of a total of approximately 675,000 square feet¹: approximately 645,000 square feet on Parcel A2 and about 30,000 square feet on the Triangle Parcel (collectively, the “Project”).

The 18-story building on Parcel A2 will contain approximately 585,000 square feet of office space, starting on level three. It will have two entrances: one from Congress Street and one from the World Trade Center Avenue Viaduct. Both entrances will be connected by an enhanced public space with a 24/7 public elevator and grand sweeping stairs, acting as a nexus between the two levels. A new and elevated pedestrian bridge spanning the I-90 ramp will connect the Office Building to the Triangle Parcel.

The two-story building on the Triangle Parcel will consist of approximately 30,000 square feet which serves as programmable publicly accessible space. Additionally, the Project contemplates approximately 30,000 square feet of surface improvements along the World Trade Center Avenue Viaduct and beyond the Project’s property lines. It will also feature a landscaped, accessible rooftop that covers the Triangle Building itself as well as the new pedestrian bridge, providing an indoor and outdoor connection to Parcel A2 and the World Trade Center Avenue Viaduct.

Refer to Chapter 1, *Project Description*, for additional information.

Describe the on-site project alternatives (and alternative off-site locations, if applicable), considered by the proponent, including at least one feasible alternative that is allowed under current zoning, and the reasons(s) that they were not selected as the preferred alternative:

Alternatives

In accordance with MEPA requirements for an ENF, this section describes the on-site project alternatives, considered by the Proponent and the reason(s) that they were not selected as the preferred alternative. No alternative off-site locations were considered for this Project. The alternatives considered by the Proponent were guided by goals and objectives of both Massport and the Proponent.

¹ All areas are provided as gross floor area (GFA), as defined by Article 2A of the Boston Zoning Code, which excludes basement, mechanical space/penthouses, storage, etc.

Massport’s development goals for the site were outlined in the March 2018 Request for Proposals (“RFP”) and were based on Massport’s underlying real estate objectives which include:

- Generate new and sustainable revenue sources to support Massport’s maritime operations,
- Economic development through jobs, taxes and other contributions, and
- Thoughtful and collaborative city building that supports the City of Boston and its communities.

The subsequent submission and selection process concluded with the Proponent’s designation as developer of the Project Site. In addition to the Proponent’s significant financial commitments and robust diversity and inclusion plan, a key driver for award of the Project was the Project’s ability to maximize the value of the Project Site and provide the highest economic return to support Massport’s maritime operations. As such, financial performance was an important consideration throughout the assessment of potential site alternatives.

The following alternatives were considered by the Proponent:

- **No-Build Alternative** – The No-Build Alternative retains the existing conditions at the Project Site. It leaves the existing surface parking lot at Parcel A2 and the isolated Triangle Parcel as described in Section 1.1 of Chapter 1, *Project Description*. The No-Build Alternative does not include any of the significant publicly accessible indoor and outdoor spaces and economic benefits associated with the Project. Refer to Figure 1.3 for existing conditions site plan.
- **Preferred Alternative** – The Preferred Alternative would consist of the Project, as described in Chapter 1, *Project Description*, which includes approximately 675,000 square feet of new development with approximately 66,000 square feet of publicly accessible outdoor space and approximately 65,000 square feet of publicly accessible indoor space, including a two-story Great Hall on the Congress Street Level as shown on Figure 1.5.
- **Ground Floor Retail Alternative** – The Proponent also evaluated a ground floor retail alternative which would replace the 65,000 square feet of publicly accessible indoor space provided by the Project with more traditional retail and restaurant uses. This alternative would also provide significant publicly accessible outdoor space and economic benefits which support Massport’s maritime operations, however the transition from publicly accessible flexible space to traditional retail and restaurant uses would not meet the underlying goals and objectives of the Project as detailed in Chapter 1, *Project Description*. Additionally, retail and restaurant use would be anticipated to generate more traffic and generate more wastewater than the proposed mix of public uses.

Refer to the table below for a comparison of impacts associated with the Project:

| | No-Build | Preferred Alternative | Ground Floor Retail Alternative |
|---------------------------------------|----------|----------------------------------|---------------------------------|
| Total Square Footage (GFA) | -0- | 675,000 | 675,000 |
| Primary Ground Floor ¹ Use | N/A | Publicly Accessible Space /Lobby | Retail/Restaurant/Lobby |
| Primary Upper Floor Use | N/A | Office | Office |
| Parking Spaces | 85 | -0- | -0- |
| Impervious Area (Acres) | 1.1 | 1.5 | 1.5 |
| Vehicles Trips Per Day | 418 | 2,984 | 4,254 |
| Wastewater Generation (GPD) | -0- | 48,500 | 67,000 |

¹ Including both World Trade Center Avenue and Congress Street

In summary, the Preferred Alternative would provide a modern and sustainable development and minimize environmental impacts to the extent feasible while satisfying the underlying project goals and objectives of the Proponent and Massport. Analysis of the Project alternatives, considering existing site characteristics, cost of site improvements, and mitigation requirements did not identify a practical and cost-effective alternative that would significantly reduce environmental and community impacts over the Preferred Alternative, while still maintaining a substantial public benefit. The Preferred Alternative offers substantial benefits to the public that are not provided by the No-Build or Ground Floor Retail Alternatives. Consequently, the Preferred Alternative is carried forward for further analysis in this document.

Mitigation Measures

The Project will incorporate design, construction, and operational measures and associated environmental benefits to offset impacts to the maximum extent. The Project will target LEED Gold certifiability to make this not only a sought-after location for tenants, but also sustainable and resilient. Appropriate mitigation for Project-related impacts to the natural and built environment will be further determined at the completion of the impact analyses, as required as part of the subsequent DEIR/DPIR.

If the project is proposed to be constructed in phases, please describe each phase:

The Project is anticipated to be constructed in a single phase.

AREAS OF CRITICAL ENVIRONMENTAL CONCERN:

Is the project within or adjacent to an Area of Critical Environmental Concern?

- Yes (Specify _____)
 No

RARE SPECIES:

Does the project site include Estimated and/or Priority Habitat of State-Listed Rare Species? (see http://www.mass.gov/dfwele/dfw/nhosp/regulatory_review/priority_habitat/priority_habitat_home.htm)

- Yes (Specify _____) No

HISTORICAL /ARCHAEOLOGICAL RESOURCES:

Does the project site include any structure, site or district listed in the State Register of Historic Place or the inventory of Historic and Archaeological Assets of the Commonwealth?

- Yes (Specify _____) No

WATER RESOURCES:

Is there an Outstanding Resource Water (ORW) on or within a half-mile radius of the project site? ___Yes X No;

Are there any impaired water bodies on or within a half-mile radius of the project site? ___Yes X No;

Is the project within a medium or high stress basin, as established by the Massachusetts Water Resources Commission? ___Yes X No

STORMWATER MANAGEMENT:

Generally describe the project's stormwater impacts and measures that the project will take to comply with the standards found in MassDEP's Stormwater Management Regulations:

The Project intends to address MassDEP's Stormwater Management Standards and stormwater guidelines. The proposed development is expected to provide on-site stormwater management and treatment systems which collectively improve water quality, reduce runoff volume, and control peak rates of runoff in comparison to existing conditions. Currently, the Project is considering the implementation of structural Best Management Practices (BMPs) which include, but are not limited to, subsurface infiltration basins and/or systems, proprietary treatment devices, green infrastructure, and deep-sump hooded catch basins, to reduce the Total Suspended Solids (TSS) concentrations by at least 80 percent. Subsurface infiltration systems, if constructed, are intended to address phosphorus removal and promote groundwater recharge in accordance with Groundwater Conservation Overlay District (GCOD) requirements, as defined in Article 32 of the Zoning Code. Refer to Chapter 7, *Infrastructure*, for additional information regarding stormwater management systems, as well as a summary of the Project's compliance with the DEP Stormwater Management Standards.

MASSACHUSETTS CONTINGENCY PLAN: Has the project site been, or is it currently being, regulated under M.G.L.c.21E or the Massachusetts Contingency Plan? Yes ___ No X; if yes, please describe the current status of the site (including Release Tracking Number (RTN), cleanup phase, and Response Action Outcome classification): _____

Is there an Activity and Use Limitation (AUL) on any portion of the project site? Yes ___ No X; if yes, describe which portion of the site and how the project will be consistent with the AUL:

_____.

Are you aware of any Reportable Conditions at the property that have not yet been assigned an RTN? Yes ___ No X; if yes, please describe: _____

SOLID AND HAZARDOUS WASTE:

If the project will generate solid waste during demolition or construction, describe alternatives considered for re-use, recycling, and disposal of, e.g., asphalt, brick, concrete, gypsum, metal, wood:

A Phase I Environmental Site Assessment was completed in April 2019 by Haley & Aldrich, Inc. (Haley & Aldrich). No past Release Tracking Number (RTNs) under the Massachusetts Contingency Plan (MCP), 310 CMR 40.0000 were identified; however, given the area’s historic use as a railyard and given that a filling station previously occupied part of the Triangle Parcel, soil excavated during the site development may be impacted with metals, polycyclic aromatic hydrocarbons (PAHs) and/or petroleum hydrocarbons and thus will require appropriate management.

In accordance with normal practices, analytical chemical testing will be conducted to characterize and classify the soil to be generated from foundation spoils for off-site removal to appropriate facilities. Materials excavated during construction of the Project will be managed in accordance with applicable regulatory requirements including, if necessary, a Release Abatement Measure (RAM) Plan.

(NOTE: Asphalt pavement, brick, concrete and metal are banned from disposal at Massachusetts landfills and waste combustion facilities and wood is banned from disposal at Massachusetts landfills. See 310 CMR 19.017 for the complete list of banned materials.)

Will your project disturb asbestos containing materials? Not anticipated

If yes, please consult state asbestos requirements at <http://mass.gov/MassDEP/air/asbhom01.htm>

Describe anti-idling and other measures to limit emissions from construction equipment:

The Project will enforce anti-idling measures consistent with MGL Chapter 90 Section 16A. In addition, all diesel construction machinery will be fitted with oxidation catalyts to reduce emissions.

DESIGNATED WILD AND SCENIC RIVER:

Is this project site located wholly or partially within a defined river corridor of a federally designated Wild and Scenic River or a state designated Scenic River?

Yes ___ No X; if yes, specify name of river and designation: _____;

If yes, does the project have the potential to impact any of the “outstandingly remarkable” resources of a federally Wild and Scenic River or the stated purpose of a state designated Scenic River?

Yes ___ No ___; if yes, specify name of river and designation: _____;

If yes, will the project will result in any impacts to any of the designated “outstandingly remarkable” resources of the Wild and Scenic River or the stated purposes of a Scenic River.

Yes ___ No ___;

If yes, describe the potential impacts to one or more of the “outstandingly remarkable” resources or stated purposes and mitigation measures proposed.

ATTACHMENTS:

1. List of all attachments to this document.
Appendix A – MEPA Distribution List
Appendix B – BPDA Checklists
Appendix C – Supporting Transportation Documentation
2. U.S.G.S. map (good quality color copy, 8-½ x 11 inches or larger, at a scale of 1:24,000) indicating the project location and boundaries.
Refer to Figure 1.1 – Locus Map
- 3.. Plan, at an appropriate scale, of existing conditions on the project site and its immediate environs, showing all known structures, roadways and parking lots, railroad rights-of-way, wetlands and water bodies, wooded areas, farmland, steep slopes, public open spaces, and major utilities.
Refer to Figure 1.3 – Existing Conditions
- 4 Plan, at an appropriate scale, depicting environmental constraints on or adjacent to the project site such as Priority and/or Estimated Habitat of state-listed rare species, Areas of Critical Environmental Concern, Chapter 91 jurisdictional areas, Article 97 lands, wetland resource area delineations, water supply protection areas, and historic resources and/or districts.
Refer to Figure 1.2 – Site Context and Figure 6.1 – Historic Resources
5. Plan, at an appropriate scale, of proposed conditions upon completion of project (if construction of the project is proposed to be phased, there should be a site plan showing conditions upon the completion of each phase).
Refer to Figure 1.5 – Proposed Conditions Site Plan
6. List of all agencies and persons to whom the proponent circulated the ENF, in accordance with 301 CMR 11.16(2).
Refer to Appendix A – MEPA Distribution List
7. List of municipal and federal permits and reviews required by the project, as applicable.
Refer to Table 1-2 of Chapter 1, *Project Description*

LAND SECTION – all proponents must fill out this section

I. Thresholds / Permits

- A. Does the project meet or exceed any review thresholds related to **land** (see 301 CMR 11.03(1))
___ Yes **X** No; if yes, specify each threshold:

II. Impacts and Permits

- A. Describe, in acres, the current and proposed character of the project site, as follows:

| | <u>Existing</u> | <u>Change</u> | <u>Total</u> |
|------------------------------------|-----------------|---------------|--------------|
| Footprint of buildings | 0.12 | 1.38 | 1.5 |
| Internal roadways | | | |
| Parking and other paved areas | 0.88 | -0.88 | 0.0 |
| Other altered areas | 0.74 | -0.64 | 0.1 |
| Undeveloped areas | | | |
| Total: Project Site Acreage | 1.6 Acres | 0 Acres | 1.6 Acres |

- B. Has any part of the project site been in active agricultural use in the last five years?
___ Yes **X** No; if yes, how many acres of land in agricultural use (with prime state or locally important agricultural soils) will be converted to nonagricultural use?
- C. Is any part of the project site currently or proposed to be in active forestry use?
___ Yes **X** No; if yes, please describe current and proposed forestry activities and indicate whether any part of the site is the subject of a forest management plan approved by the Department of Conservation and Recreation:
- D. Does any part of the project involve conversion of land held for natural resources purposes in accordance with Article 97 of the Amendments to the Constitution of the Commonwealth to any purpose not in accordance with Article 97?
___ Yes **X** No; if yes, describe:
- E. Is any part of the project site currently subject to a conservation restriction, preservation restriction, agricultural preservation restriction or watershed preservation restriction?
___ Yes **X** No; if yes, does the project involve the release or modification of such restriction?
___ Yes ___ No; if yes, describe:
- F. Does the project require approval of a new urban redevelopment project or a fundamental change in an existing urban redevelopment project under M.G.L.c.121A?
___ Yes **X** No; if yes, describe:
- G. Does the project require approval of a new urban renewal plan or a major modification of an existing urban renewal plan under M.G.L.c.121B?
Yes ___ No **X**; if yes, describe:

III. Consistency

A. Identify the current municipal comprehensive land use plan

There is no municipal comprehensive land use plan applicable to the Project Site.

B. Describe the project's consistency with that plan with regard to:

- 1) economic development _____
- 2) adequacy of infrastructure _____
- 3) open space impacts _____
- 4) compatibility with adjacent land uses _____

C. Identify the current Regional Policy Plan of the applicable Regional Planning Agency (RPA)

RPA: Metropolitan Area Planning Agency

Title: Metro Future Date May 2018

D. Describe the project's consistency with that plan with regard to:

- 1) economic development Refer to Section 1.3.3 of Chapter 1, Project Description
- 2) adequacy of infrastructure Refer to Chapter 7, Infrastructure
- 3) open space impacts Refer to Chapter 2, Urban Design

RARE SPECIES SECTION

I. Thresholds / Permits

- A. Will the project meet or exceed any review thresholds related to **rare species or habitat** (see 301 CMR 11.03(2))? ___ Yes **X** No; if yes, specify, in quantitative terms:

(NOTE: If you are uncertain, it is recommended that you consult with the Natural Heritage and Endangered Species Program (NHESP) prior to submitting the ENF.)

- B. Does the project require any state permits related to **rare species or habitat**? ___ Yes **X** No
- C. Does the project site fall within mapped rare species habitat (Priority or Estimated Habitat?) in the current Massachusetts Natural Heritage Atlas (attach relevant page)? ___ Yes ___ No.
- D. If you answered "No" to all questions A, B and C, proceed to the **Wetlands, Waterways, and Tidelands Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Rare Species section below.

WETLANDS, WATERWAYS, AND TIDELANDS SECTION

I. Thresholds / Permits

- A. Will the project meet or exceed any review thresholds related to **wetlands, waterways, and tidelands** (see 301 CMR 11.03(3))? ___ Yes **X** No; if yes, specify, in quantitative terms:
- B. Does the project require any state permits (or a local Order of Conditions) related to **wetlands, waterways, or tidelands**? ___ Yes **X** No; if yes, specify which permit:
- C. If you answered "No" to both questions A and B, proceed to the **Water Supply Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Wetlands, Waterways, and Tidelands Section below.

WATER SUPPLY SECTION

I. Thresholds / Permits

- A. Will the project meet or exceed any review thresholds related to **water supply** (see 301 CMR 11.03(4))? ___ Yes **X** No; if yes, specify, in quantitative terms:
- B. Does the project require any state permits related to **water supply**? ___ Yes **X** No; if yes, specify which permit:
- C. If you answered "No" to both questions A and B, proceed to the **Wastewater Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Water Supply Section below.

WASTEWATER SECTION

I. Thresholds / Permits

- A. Will the project meet or exceed any review thresholds related to **wastewater** (see 301 CMR 11.03(5))? ___ Yes **X** No; if yes, specify, in quantitative terms:

B. Does the project require any state permits related to **wastewater**? ___ Yes **X** No; if yes, specify which permit:

C. If you answered "No" to both questions A and B, proceed to the **Transportation -- Traffic**

TRANSPORTATION SECTION (TRAFFIC GENERATION)

I. Thresholds / Permit

- A. Will the project meet or exceed any review thresholds related to **traffic generation** (see 301 CMR 11.03(6))? Yes ___ No; if yes, specify, in quantitative terms:
- B. Does the project require any state permits related to **state-controlled roadways**? Yes ___ No;
The Project will require a State Highway Access Permit. Massachusetts Department of Transportation ("MassDOT") Highway Access Permit.
- C. If you answered "No" to both questions A and B, proceed to the **Roadways and Other Transportation Facilities Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Traffic Generation Section below.

II. Traffic Impacts and Permits

- A. Describe existing and proposed vehicular traffic generated by activities at the project site:

| | Existing | Change | Total |
|--|------------|----------------------|----------------------|
| Number of parking spaces | <u>85</u> | <u>-85</u> | <u>0</u> |
| Number of unadjusted vehicle trips per day | <u>418</u> | <u>7,728</u> | <u>8,146</u> |
| Number of adjusted vehicle trips per day | <u>418</u> | <u>2,984</u> | <u>3,402</u> |
| ITE Land Use Code(s): | <u>N/A</u> | <u>710 & 820</u> | <u>710 & 820</u> |

- B. What is the estimated average daily traffic on roadways serving the site?

| Roadway | Existing | Change | Total |
|-------------------------------------|----------|--------|--------|
| 90 WB Off-Ramp | 15,535 | 386 | 15,921 |
| 93 On-Ramp | 6,188 | 1121 | 7,309 |
| Congress Street (West of B St) | 10,002 | 2202 | 12,204 |
| Congress Street (West of D St) | 12,232 | 155 | 12,387 |
| B Street | 10,881 | 889 | 11,770 |
| Seaport Boulevard (West of B St) | 27,365 | 1005 | 28,370 |
| Massport Haul Rd to I-90 EB On-Ramp | 9,721 | 580 | 10,301 |
| Massport Haul Rd to I-90 WB On-Ramp | 5,920 | 580 | 6,500 |
| I-90 EB On-Ramp | 13,489 | 580 | 14,069 |
| Summer Street (East of D St) | 18,357 | 464 | 18,821 |
| Summer Street (West of D St) | 20,898 | 618 | 21,516 |

- C. If applicable, describe proposed mitigation measures on state-controlled roadways that the project proponent will implement:
- D. How will the project implement and/or promote the use of transit, pedestrian and bicycle facilities and services to provide access to and from the project site?

The on-site building management team will maintain a supply of transit information to be available for the tenants and will provide bicycle storage for tenants and visitors. A transportation coordinator would oversee all transportation access and work with tenants to raise awareness of public transportation, bicycle and walking opportunities. The Project Site is adjacent to the South Boston Waterfront Transportation Center ("SBWTC") and Massachusetts Bay Transportation Authority ("MBTA") World Trade Center Silver Line ("SL") Station, with the SL1, SL2, and SL3 routes making connections to the Boston Logan International Airport, South Station, and Chelsea. In addition, the Project will not provide any on-site parking—only market-rate parking is available at SBWTC and other nearby public parking facilities.

- E. Is there a Transportation Management Association (TMA) that provides transportation demand management (TDM) services in the area of the project site? Yes ___ No; if yes, describe if and how will the project will participate in the TMA:

The Proponent will require tenants to join the Seaport TMA and is committed to implementing TDM measures to minimize automobile usage and Project related traffic by providing bicycle accommodation and to raise tenant's awareness of transportation alternatives via orientation packets and website.

- F. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation facilities? ___ Yes No; if yes, generally describe:

- G. If the project will penetrate approach airspace of a nearby airport, has the proponent filed a Massachusetts Aeronautics Commission Airspace Review Form (780 CMR 111.7) and a Notice of Proposed Construction or Alteration with the Federal Aviation Administration (FAA) (CFR Title 14 Part 77.13, forms 7460-1 and 7460-2)?

The Proponent will file a Notice of Proposed Construction or Alteration with the Federal Aviation Administration and coordinate directly with Massport on airspace issues throughout the permitting, design, and construction phases.

III. Consistency

Describe measures that the proponent will take to comply with municipal, regional, state, and federal plans and policies related to traffic, transit, pedestrian and bicycle transportation facilities and services:

Refer to Chapter 4, *Transportation*.

TRANSPORTATION SECTION (ROADWAYS AND OTHER TRANSPORTATION FACILITIES)

I. Thresholds

- A. Will the project meet or exceed any review thresholds related to **roadways or other transportation facilities** (see 301 CMR 11.03(6))? ___ Yes No; if yes, specify, in quantitative terms:
- B. Does the project require any state permits related to **roadways or other transportation facilities**? ___ Yes No; if yes, specify which permit:
- C. If you answered "No" to both questions A and B, proceed to the **Energy Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Roadways Section below.

ENERGY SECTION

I. Thresholds / Permits

- A. Will the project meet or exceed any review thresholds related to **energy** (see 301 CMR 11.03(7))? ___ Yes No; if yes, specify, in quantitative terms:
- B. Does the project require any state permits related to **energy**? ___ Yes No; if yes, specify which permit:
- C. If you answered "No" to both questions A and B, proceed to the **Air Quality Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Energy Section below.

AIR QUALITY SECTION

I. Thresholds

- A. Will the project meet or exceed any review thresholds related to **air quality** (see 301 CMR 11.03(8))? ___ Yes No; if yes, specify, in quantitative terms:
- B. Does the project require any state permits related to **air quality**? ___ Yes No; if yes, specify which permit:
- C. If you answered "No" to both questions A and B, proceed to the **Solid and Hazardous Waste Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Air Quality Section below.

SOLID AND HAZARDOUS WASTE SECTION

I. Thresholds / Permits

- A. Will the project meet or exceed any review thresholds related to **solid or hazardous waste** (see 301 CMR 11.03(9))? ___ Yes No; if yes, specify, in quantitative terms:
- B. Does the project require any state permits related to **solid and hazardous waste**? ___ Yes No; if yes, specify which permit:
- D. If you answered "No" to both questions A and B, proceed to the **Historical and Archaeological Resources Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Solid and Hazardous Waste Section below.

HISTORICAL AND ARCHAEOLOGICAL RESOURCES SECTION


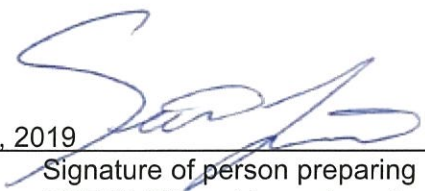
I. Thresholds / Impacts

- A. Have you consulted with the Massachusetts Historical Commission? ___ Yes No; if yes, attach correspondence. For project sites involving lands under water, have you consulted with the Massachusetts Board of Underwater Archaeological Resources? ___ Yes ___ No; if yes, attach correspondence.
- B. Is any part of the project site a historic structure, or a structure within a historic district, in either case listed in the State Register of Historic Places or the Inventory of Historic and Archaeological Assets of the Commonwealth? ___ Yes No; if yes, does the project involve the demolition of all or any exterior part of such historic structure? ___ Yes ___ No; if yes, please describe:
- C. Is any part of the project site an archaeological site listed in the State Register of Historic Places or the Inventory of Historic and Archaeological Assets of the Commonwealth? ___ Yes No; if yes, does the project involve the destruction of all or any part of such archaeological site? ___ Yes ___ No; if yes, please describe:
- D. If you answered "No" to all parts of both questions A, B and C, proceed to the **Attachments and Certifications** Sections. If you answered "Yes" to any part of either question A or question B, fill out the remainder of the Historical and Archaeological Resources Section below.

CERTIFICATIONS:

1. The Public Notice of Environmental Review has been/will be published in the following newspapers in accordance with 301 CMR 11.15(1):
Boston Herald – July 10, 2019
2. This form has been circulated to Agencies and Persons in accordance with 301 CMR 11.16(2).

Signatures:

| | | | |
|--------------|---|--------------|--|
| July 1, 2019 |  | July 1, 2019 |  |
| Date | Signature of Responsible Officer or Proponent | Date | Signature of person preparing ENF (if different from above) |

| | |
|---|--|
| John Hynes IV | Seth Lattrell |
| Name (print or type) | Name (print or type) |
| 401 Congress Street LLC | VHB |
| Firm/Agency | Firm/Agency |
| 55 Seaport Boulevard, 4 th Floor | 99 High Street, 10 th Floor |
| Street | Street |
| Boston/MA/02210 | Boston/MA/02110 |
| Municipality/State/Zip | Municipality/State/Zip |
| (617) 350-7577 | (617) 607-2973 |
| Phone | Phone |

1

Project Description

In accordance with the Massachusetts Environmental Policy Act ("MEPA") Massachusetts General Law ("MGL") Chapter 30, Section 61-62I, and the regulations promulgated thereunder set forth at 301 CMR 11.00, and Article 80B of the City of Boston Zoning Code and the Boston Zoning Enabling Act (the "Code"), 401 Congress Street, LLC, a joint venture between Boston Global Investors, The Cogsville Group, Eagle Development Partners, and EDGE Technologies (collectively the "Proponent"), respectfully submits this joint Environmental Notification Form and Project Notification Form ("ENF/PNF") for the construction of a new Class A office building with significant public and cultural uses (the "Project"), located at and around 401 Congress Street in the South Boston Waterfront District of Boston, Massachusetts (the "Project Site"). Refer to Figure 1.1 for the site location map.

Recognizing the unique opportunity to enhance the South Boston Waterfront District through the transformation of the Project Site and its current uses, the Proponent strives to achieve the following goals:

- › Enhance the public realm and provide a seamless experience between the exterior urban fabric and the interior public space;
- › Promote connectivity among the Project Site and other key destinations in the South Boston Waterfront;
- › Create a unique and vibrant workplace with retail and programming opportunities that promote sustainability, resiliency, and diversity; and
- › Support Massport's goal of providing financial support for Massport's Maritime mission.

The Project Site is owned by the Massachusetts Port Authority ("Massport"). The Proponent has been granted development rights to the Project Site by Massport in accordance with the terms of a Development Agreement between the parties. The Proponent anticipates entering into a long-term ground and air rights lease with Massport (the "Lease") thereafter. Due to its location on land owned by Massport, the Project is not subject to local zoning regulations. However, as with other projects developed on Massport property, the Project will voluntarily undergo review by the public and the BPDA under Article 80 of the Code.

This chapter provides an overview of the project context and existing site conditions, describes the Project, summarizes Project-related public benefits, and identifies anticipated permits and approvals. This chapter also summarizes ongoing public agency and community outreach, identifies the development team and provides relevant legal information regarding the Proponent and the Project Site.

1.1 Site Context and Existing Conditions

The Project Site is located in Boston's South Boston Waterfront. The area features a mix of new and old commercial and marine uses, as well as municipal, cultural, hospitality and, more recently, office and residential uses. The Project Site is in close proximity to key area destinations, including the Boston Convention and Exhibition Center ("BCEC"), the Institute of Contemporary Art, and the numerous restaurants and entertainment uses within walking distance. The Project Site is also adjacent to the South Boston Waterfront Transportation Center ("SBWTC") and Massachusetts Bay Transportation Authority ("MBTA") World Trade Center Silver Line ("SL") Station, with the SL1, SL2, and SL3 routes making connections to the Boston Logan International Airport, South Station, and Chelsea.

As shown in Figure 1.2, the Project Site consists of approximately 1.6 acres of land and is comprised of the following development parcels:

- › **"Parcel A2"** – A 1.1-acre surface parking lot bounded to the north by Congress Street, to the south and west by the Exit 25, I-90 off-ramp (Ramp F), and to the east by the MBTA World Trade Center ("WTC") Station, above which runs along a portion of WTC Avenue, a 0.25 mile long viaduct elevated approximately 25 feet above grade that connects the BCEC to the WTC; and
- › **The "Triangle Parcel"** – A 0.48-acre of isolated, undeveloped land spanning a portion of the Exit 25, I-90 off-ramp and the I-93 on-ramp. The Triangle Parcel is periodically used for construction staging/field offices.

The Project Site is entirely within an area of historic tidal flats, referred to as the Commonwealth Flats, which were filled during the second half of the 19th Century as part of the South Boston Flats project. The Project Site is not subject to Chapter 91 licensing jurisdiction, however, because it is over 700 feet from the water and is separated from the water by a public way. The Project will require a Public Benefit Determination from the Executive Office of Energy and Environmental Affairs ("EEA") as described in Section 1.4.3. Refer to Figure 1.3 for the existing conditions site plan and Figure 1.4 for photographs of the Project Site. A copy of the site survey plan is provided for reference in Appendix C.

1.2 Project Description

The Project Site presents a unique opportunity to create a new connection between key destinations in the South Boston Waterfront. The project team has responded to this opportunity with an innovative design and program centered on the public experience. On Parcel A2, the Project will include a new Class A office space (the "Office Building") with two floors of publicly accessible programmed space that connect the existing elevated viaduct of World Trade Center Avenue with Congress Street (the "Great Hall"). This connection will include a sweeping staircase as well as an elevator that is accessible to the public 24/7. The Office Building will serve as an attractor, a connector, and a welcoming and sheltering environment, as well as provide

indoor/outdoor experiences that are inextricably linked and usable throughout the year. On the Triangle Parcel, the Project will include a low-rise programmable building which will fill an existing void in the public realm of today's South Boston Waterfront. The Great Hall and Triangle Parcel Building will be joined by a landscaped, occupied bridge structure that spans the I-90 off ramp. In addition to the proposed improvements within the Project Site, the Project also includes offsite improvements to the public realm along World Trade Center Avenue. The Project will not provide on-site parking, as it is located in an area with direct transit access, good bicycle and water shuttle connections. Market-rate parking is available at SBWTC and other nearby public parking facilities. Refer to Figure 1.5 for the conceptual site layout plan. The SBWTC was also designed as a transportation hub providing information on a wide range of transportation connections and HOV options.

Rising above the Office Building's public realm, the office floors will be highly flexible and efficient, taking full advantage of the Project Site's location to provide a recognizable address and maximize views. The Project will target LEED Gold certifiability to make this sought-after location for tenants sustainable and resilient. The proposed development program is provided in Table 1-1 below.

Table 1-1 Proposed Development Program

| | Office Building | Triangle Parcel Building | Project |
|--------------------------------|--------------------------------|------------------------------|-------------------|
| Public Uses¹ | 35,000 SF | 30,000 SF | 65,000 SF |
| Retail | 25,000 SF | - | 25,000 SF |
| Office | 585,000 SF | - | 585,000 SF |
| Total: | 645,000 SF (18 Stories) | 30,000 SF (2 Stories) | 675,000 SF |

1.2.1 Project Design Approach

The design of the Project has been guided by the following goals:

- › Public realm as the central feature of the entire Project;
- › A seamless experience between the exterior public realm and the interior public space;
- › A continuum of that experience across the Project Site, from World Trade Center Avenue through the Office Building, to the Triangle Parcel Building, and to the City streets beyond;
- › An experience that feels accessible and inviting to all;
- › A welcoming public place with an office building rather than a traditional office building with a lobby, retail podium, or atrium; and
- › No on-site parking will be provided.

The Project will transform the existing Project Site from a place of challenged access to a critical node of connectivity, linking levels, modes of transportation and the public and private spaces. The Project will be welcoming to all and will create a public realm that is not just usable, but active and programmed year-round. In the

summer months the public realm will be open and airy, and during the coldest days of winter, will glow with greenery and warmth from within. The Proponent strives to deliver an office development that will offer a tenant experience that is truly different and captivating.

1.2.2 Public Realm Improvements and Open Space

The Triangle Parcel Building, Great Hall, and proposed offsite public realm improvements adjacent to the Project Site along World Trade Center Avenue, and further described in Section 2.5 of Chapter 2, *Urban Design*, are not intended to be individual places, but rather a continuum of experiences that flow from one to another through these main spaces. In total, the Project will provide approximately 65,000 square feet of publicly accessible indoor space, and 66,000 square feet of publicly accessible outdoor space (inclusive of the offsite improvements along the Viaduct). The design of hardscape, softscape, lighting, seating, and programming throughout is critical to making the entire Project Site feel connected, open, and active.

Along the west side of the Great Hall is an open plaza which provides a setting for outdoor seating and dining, access to the Triangle Parcel Building, and opportunities for seasonal programming. Programming of this space will promote sustainability, healthy lifestyles, and community engagement. Along Congress Street, the sidewalk will be widened to create an entry plaza and address, adding trees, planters, and sculptural benches. As the public realm and the building become a new center for social, cultural, and daily life for the people of Boston, this plaza will serve as an active art spine, informing visitors through digital artistic displays about the current ongoing events of the surrounding cultural spaces.

In addition to the fixed elements of the public realm, the Proponent also imagines activating the plaza with a blend of stationary and rotating art displays. Athena Global Advisors, the programming consultant, will be responsible for organizing submissions of local artists that would be curated to create sculptural and digital experiences throughout the public realm.

This Project aims to create a truly dynamic place in Boston through public realm, architecture, and active programming. The arches that frame this Project will be a symbol — an open gateway that is an attractor to the greater Boston community and beyond, a place that welcomes everyone.

1.2.3 Site Access and Circulation

The Proponent is committed to providing enhanced pedestrian access across the Project Site and to improve accessibility of the site across the existing grade change between Congress Street and World Trade Center Avenue. Parcel A2 will have two entrances, and both will be connected by an enhanced public space with a 24/7 public elevator and grand sweeping stairs, acting as a nexus between the first two levels of the building. A new and elevated pedestrian bridge spanning the I-90 ramp will connect the Office Building to the Triangle Parcel. On the other side, the two-story building on the Parcel

Triangle will also feature a landscaped, accessible rooftop that covers the Triangle Building itself as well as the new pedestrian bridge, providing an indoor and outdoor connection to Parcel A2 and the World Trade Center Avenue Viaduct.

1.2.4 Parking

As discussed further in Chapter 4, *Transportation*, the Project will include a number of Transportation Demand Management (“TDM”) measures to reduce the number of vehicle trips to and from the Project Site to minimize the demand for parking; however, market-rate public parking for visitors and employees who drive to the Project Site is accounted for in the adjacent Massport-owned SBWTC. There will be no new parking provided at the Project Site. The parking needs of the Project were considered in the 2016 MEPA review of the SBWTC (EEA #8505 and EEA File #13367).

1.2.5 Anticipated Project Schedule and Phasing

Dependent upon permitting and market conditions, the Project is anticipated to be completed in a single phase with construction beginning in Fall 2020 and substantially complete by the end of 2022.

1.3 Summary of Public Benefits

The Project will provide substantial public benefits for the surrounding neighborhoods and the City of Boston, and will include, but not be limited to, the following:

1.3.1 Urban Design

- › **Enhanced Public Realm –**
 - Approximately 66,000 square feet of outdoor public space and about 65,000 square feet of indoor public space, including a two-story public Great Hall on the Congress Street level.
- › **Enhanced Pedestrian Connections –**
 - A seamless and uninterrupted experience for the pedestrian as they move across the Project Site and through the Office Building and Triangle Parcel Building.
 - A fully accessible elevator connection from Congress Street up to World Trade Center Avenue, protected from the weather and elements, open to the public 24/7.
 - A state-of-the-art office building to further attract innovative companies to the South Boston Waterfront neighborhood.
- › **Improved Street and Pedestrian Environment –**
 - An enhanced and inclusive indoor and outdoor public realm for the South Boston Waterfront community.

- New and varied retail at the ground level, with more protected and covered areas to stay and enjoy.
- Substantial programmable public space, accessible and readily available for public use.

1.3.2 Sustainability/Green Building and Climate Change Resiliency

- › **LEEDv4 Gold Certifiable¹** –
 - Striving to achieve a Gold level under the U.S. Green Building Council’s Leadership in Energy and Environmental Design rating system for new construction under version 4 (“LEEDv4”) through an integrated sustainable design approach.
- › **Sustainable Transportation** –
 - Creating a transit-oriented facility with no onsite parking, direct connection to the MBTA Silver Line and limited shared parking in Massport’s adjacent South Boston Waterfront Transportation Center. Additionally, the Project will provide new bicycle facilities for visitors/tenants.
- › **Stormwater Management** –
 - Stormwater runoff collected from the roof of the proposed buildings is anticipated to be collected and reused for irrigation and some HVAC equipment. The design team is exploring opportunities to re-use stormwater runoff for toilet flushing in the building.
- › **Environmental/Resource Conservation** –
 - Exceeds the Massachusetts Stretch Energy Code requirements to be 10 percent better than ASHRAE 90.1-2013. Preliminary energy modelling indicates a 35 percent energy site use savings for the Project.
 - Building design will include high-efficiency building systems (mechanical, plumbing and electrical), and a high-performance building envelope.
 - Sustainable design measures such as LED lighting, low flush and flow plumbing fixtures, building energy management systems, the environmental impact of building materials, daylighting strategies and healthy interior environments, are a few of the features that are being considered for inclusion in the Project.
- › **Climate Resilience** –
 - The Proponent will comply with and incorporate the *Massport Floodproofing Design Guideline²* in the Project’s planning and design.

1 Article 37 of the Boston Zoning Code requires that proposed projects meet LEED certification standards by either certifying the proposed project or demonstrating that it would meet the minimum requirements to achieve a LEED Certified level (all LEED pre-requisites and at least 40 points associated with credits listed on the LEED project checklist) without registering the project with the USGBC, or “LEED certifiable”.

2 *Massport Floodproofing Design Guideline*, <http://www.massport.com/media/1149/massport-floodproofing-design-guide-revised-april-2015.pdf>.

- In addition, although the Project Site is not located within the current floodplain, to maintain resiliency to flooding throughout the life of the Project, the Proponent is contemplating measures to provide for site resiliency through the year 2070.

1.3.3 Social and Economic Benefits

- › **Enhanced Economic Vitality –**
 - Approximately \$5.5 million in linkage payments to the City
 - Approximately \$7 million in annual property taxes
 - Approximately \$11 million in state sales taxes during construction
 - Approximately \$13 million in annual income taxes after construction
- › **New Job Creation –**
 - Over the term of the Project, approximately 1,000 or more new construction jobs, and 3,000 or more new permanent jobs will be created.
- › More than \$30 million will be invested into the Project's public realm.
- › There will be robust participation and inclusion of minority-owned and women-owned business enterprises ("M/WBE") across the spectrum of the Project (e.g., ownership, development roles, design and construction contracts, employment opportunities, and more).

1.4 Regulatory Context

This section lists the anticipated permits and approvals, as well as the local planning and regulatory controls applicable to the Project.

Table 1-2 below presents a preliminary list of governmental reviews and approvals that the Project may need to undergo or obtain, depending on its final design. As the design of the Project evolves, it may be determined that certain reviews and approvals listed below do not apply to the Project, or that certain additional reviews and approvals not listed below will apply to the Project.

Table 1-2 Anticipated Project Permits and Approvals

| Agency/Department | Permit/Approval/Action |
|--|---|
| Federal | |
| Federal Aviation Administration | Determinations of no hazard to air navigation (building and cranes) |
| Environmental Protection Agency | National Pollutant Discharge Elimination System ("NPDES") Construction General Permit |
| Commonwealth of Massachusetts | |
| Executive Office of Energy and Environmental Affairs | Massachusetts Environmental Policy Act (MEPA) Review Public Benefits Determination |
| Massachusetts Historical Commission | Determination of No Adverse Effect |
| Massachusetts Department of Environmental Protection | Construction and Demolition Notices Source Registration for Emergency Generator Asbestos Notices (if required) RAM Plan and Completion Certificate (if required) Boiler and Emergency Generator Emissions Approval Air Plan approval |
| Massachusetts Water Resources Authority | Construction Dewatering Permit Sewer Use Discharge Permit |
| Massachusetts Port Authority | Ground Lease Project design review Curbside Loading and Operations Plan |
| Massachusetts Department of Transportation | Access Permit Permit for Construction in accordance with M.G.L. c.40 Section 54a (if required) MBTA approvals and/or consent (if required) |
| Architectural Access Board | Regulation Variances (M.G.L. c.22, §13A; 521 CMR 3.00 et. seq.) |
| Office of Public Safety and Inspections | Building Permit Other construction-related permits Certificates of Occupancy |
| City of Boston | |
| Boston Planning & Development Agency | Article 80B Project Review (voluntary) Cooperation Agreement (voluntary) Development Impact Project Agreement (voluntary) Boston Residents Construction Employment Agreement (voluntary) |
| Boston Interagency Green Building Committee | Zoning Article 37 Green Building compliance and Climate Resiliency Checklist review (voluntary) |
| Boston Civic Design Commission | Schematic Design Review (voluntary) |
| Boston Transportation Department | Transportation Access Plan Agreement (voluntary) Construction Management Plan (joint with Massport) |
| Boston Water and Sewer Commission | Site Plan Review Sewer Use Discharge Permit/Cross Connection |

1 This is a preliminary list of local, state and federal permits and approvals that may be sought for the Project. This list is based on current information about the Project and is subject to change as the design of the Project evolves.

1.4.1 City of Boston Zoning

Due to its location on land owned by Massport, the Project is not subject to local zoning regulations. However, as with other projects developed by others on Massport property, the Project will voluntarily undergo review by the public and the BPDA under Article 80 of the City of Boston Zoning Code.

Article 80B, Large Project Review

Although the Project is exempt from local zoning regulation, the Proponent has elected to submit the Project to Large Project Review by the BPDA pursuant to Article 80B of the Boston Zoning Code. The Large Project Review process was commenced by the filing of a Letter of Intent with the BPDA on May 22, 2019 and continued with the filing of this joint ENF/PNF, which commenced the public review period to run concurrently with the MEPA public review.

Boston Water and Sewer Commission

The Project Site is currently serviced by the BWSC for domestic water and fire protection, stormwater, and sanitary sewage conveyance. All improvements and connections to BWSC infrastructure will be reviewed by BWSC as part of the Site Plan Review requirements. This process includes a comprehensive design review of the proposed service connections, assessment of system demands and capacity and establishment of service accounts.

1.4.2 Massachusetts Environmental Policy Act

The Project is within MEPA jurisdiction because the Proponent will be entering into a long-term ground lease for the Project site with Massport which constitutes a Land Transfer pursuant to the MEPA regulations (301 CMR11.02(2)), and requires one or more state permits or approvals. Based on unadjusted trip rates, the Project's average daily trips (ADT) exceeds the MEPA Transportation threshold for the completion of an Environmental Impact Report (EIR) of the "generation of 3,000 or more New ADT on roadways providing access to a single location" (301 CMR 11.03(6)(a)(6)). State actions anticipated in connection with the Project are a ground lease with Massport and a Highway Access Permit from the Massachusetts Department of Transportation ("MassDOT"). The Proponent anticipates that the state review process will be undertaken concurrently with the City's Article 80B review process, in accordance with MEPA M.G.L. c. 30, Sections 61-62I and the regulations promulgated thereunder set forth at 301 CMR 11.00, as well as Section 80-6 of the Code.

1.4.3 Public Benefits Determination

The regulations at 301 CMR 13.02 require a public benefits determination be made by the Secretary of the Executive Office of Energy and Environmental Affairs (EEA) for any project that:

- › Files an Environmental Notification Form after November 15, 2007;
- › Requires an Environmental Impact Report ("EIR"); and,
- › Is completely or partially located in tidelands or landlocked tidelands.

As identified on Figure 1.3, the Project is located on filled landlocked tidelands and meets these criteria; therefore, a Public Benefit Determination is required. The regulations require the EEA Secretary to consider the following when making a Public Benefits Determination:

- › Purpose and effect of the development;
- › Impact on abutters and the surrounding community;
- › Enhancement of the property;
- › Benefits to the public trust rights in tidelands or other associated rights;
- › Community activities on the development site;
- › Environmental protection and preservation;
- › Public health and safety; and,
- › General welfare.

1.5 Agency Coordination and Community Outreach

The Proponent with its project team has worked closely with Massport, which owns the land on which the Project is proposed. The Proponent will continue to meet with community stakeholders as the Project moves forward through the MEPA/Article 80 review process.

1.6 Project Proponent/Development Team

The following lists the key members of the development team for the Project (the "Project Team"):

| | |
|----------------------------------|--|
| Proponent | <p>Boston Global Investors, LLC 55 Seaport Blvd Boston, MA 02210 617 350 7577 <i>Contact:</i> John Hynes, IV</p> <p>Through a joint venture with: The Cogsville Group, LLC Eagle Development Partners, LLC EDGE Technologies</p> |
| Architect / Landscape Architect | <p>Sasaki 64 Pleasant Street Watertown, MA 02472 617 926 3300 <i>Contact:</i> Victor Vizgaitis Kate VanHeusen Meredith McCarthy</p> |
| Legal Counsel | <p>Nutter McClennen & Fish LLP 155 Seaport Blvd Boston, MA 02210 617 439 2000 <i>Contact:</i> Marianne Ajemian Mary Marshall</p> |
| Permitting, Cultural Resources | <p>VHB 99 High Street, 10th Floor Boston, MA 02110 617 728 7777 <i>Contact:</i> Elizabeth Grob Seth Lattrell Nicole Benjamin-Ma</p> |
| Mechanical, Electrical, Plumbing | <p>C³ 313 Congress Street Boston, MA 02210 617 330 9390 <i>Contact:</i> Ken Wagner Andrew Mitzan</p> <p>Arora Engineers Inc. 4 Faneuil Hall Marketplace, 4th Floor Boston, MA 02109 857 264 3600 <i>Contact:</i> Jim Falvey</p> |

| | |
|----------------------------|---|
| Energy Modelling | TNZ Energy Consulting, Inc 1251 West Street Stoughton, MA 02072 617 894 1464 <i>Contact:</i> Eric Studer |
| Sustainability | VvS Architects & Consultants Hamilton, MA 01936 617 898 8995 <i>Contact:</i> Agnes Verbrodt |
| Geotechnical Engineer | Haley & Aldrich 465 Medford Street, Suite 2200 Boston, MA 02129 617 886 7436 <i>Contact:</i> Heather B. Scranton |
| Structural Engineer | Thornton Tomasetti 27 Wormwood Street, #200 Boston, MA 02210 <i>Contact:</i> Han Xu |
| Traffic and Civil Engineer | Nitsch Engineering 2 Center Plaza, #430 Boston, MA 02108 <i>Contact:</i> John Schmid |
| Programming | Athena Global Advisors 10 High Street Boston, MA 02110 <i>Contact:</i> Alessandra Brown |
| Construction Management | Suffolk Construction 65 Allerton Street Boston, MA 02119 <i>Contact:</i> David Fenton General Air Contracting Co, Inc. 100 Hano Street, #23A Allston, MA 02134 <i>Contact:</i> Leroy Alexander |

1.7 Legal Information

1.7.1 Legal Judgements or Actions Pending Concerning the Project

To the Proponent's knowledge, there are no legal judgements or actions pending concerning the Project.

1.7.2 History of Tax Arrears on Property Owned in Boston by the Proponent

There are no known tax arrears on property in Boston owned by the Proponent.

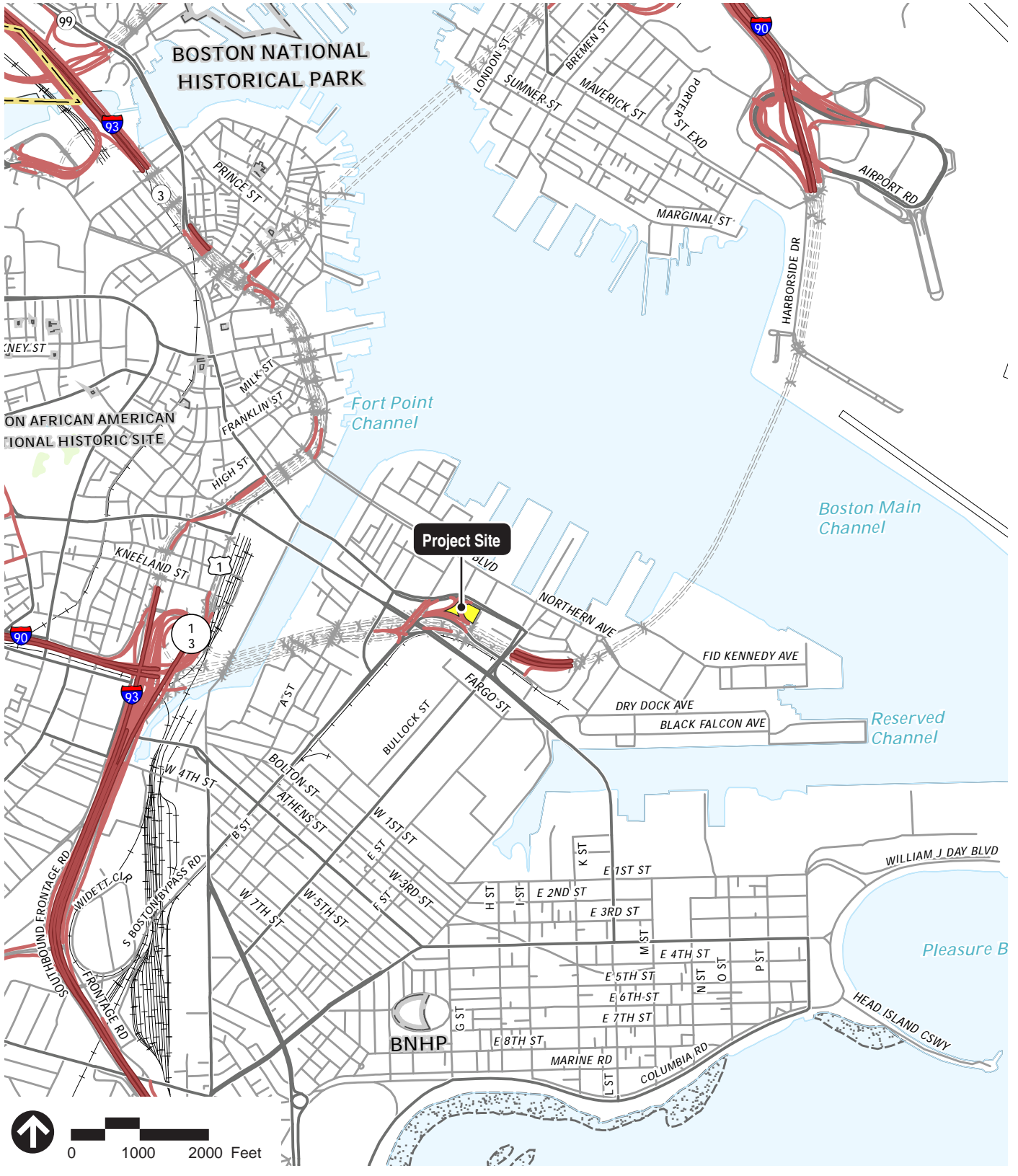
1.7.3 Evidence of Site Control

The Project Site is owned in fee by Massport, who also owns the air rights above I-90 and I-93. The Proponent has been granted development rights in the Project Site pursuant to the terms of a Development Agreement between the parties. The Proponent will enter into a long-term ground and air rights lease with Massport thereafter.

1.7.4 Public Easements

Both MassDOT and MBTA hold easement rights in, around and through the Project Site which provide among other things for the operation of highway infrastructure and location and operation of the MBTA Silver Line. These rights and easements to public or quasi-public parties will be observed and amended or modified as appropriate. Other private parties have rights of passage, which rights will be observed, amended or modified as appropriate to enable the Project to proceed.

This page intentionally left blank.



Source: USGS US Topo Boston South, 2018



Figure 1.1
Site Location Map



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

 Project Site



Figure 1.2
Site Context Map

**401 Congress Street
Boston, Massachusetts**



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



Figure 1.3
Existing Conditions

 Project Site*

**401 Congress Street
Boston, Massachusetts**

*Note: Project Site is entirely within Landlocked Filled Tidelands.



Congress Street Looking Southeast to Project Site



World Trade Center Avenue Looking Northwest to Project Site



World Trade Center Avenue Looking North to Project Site

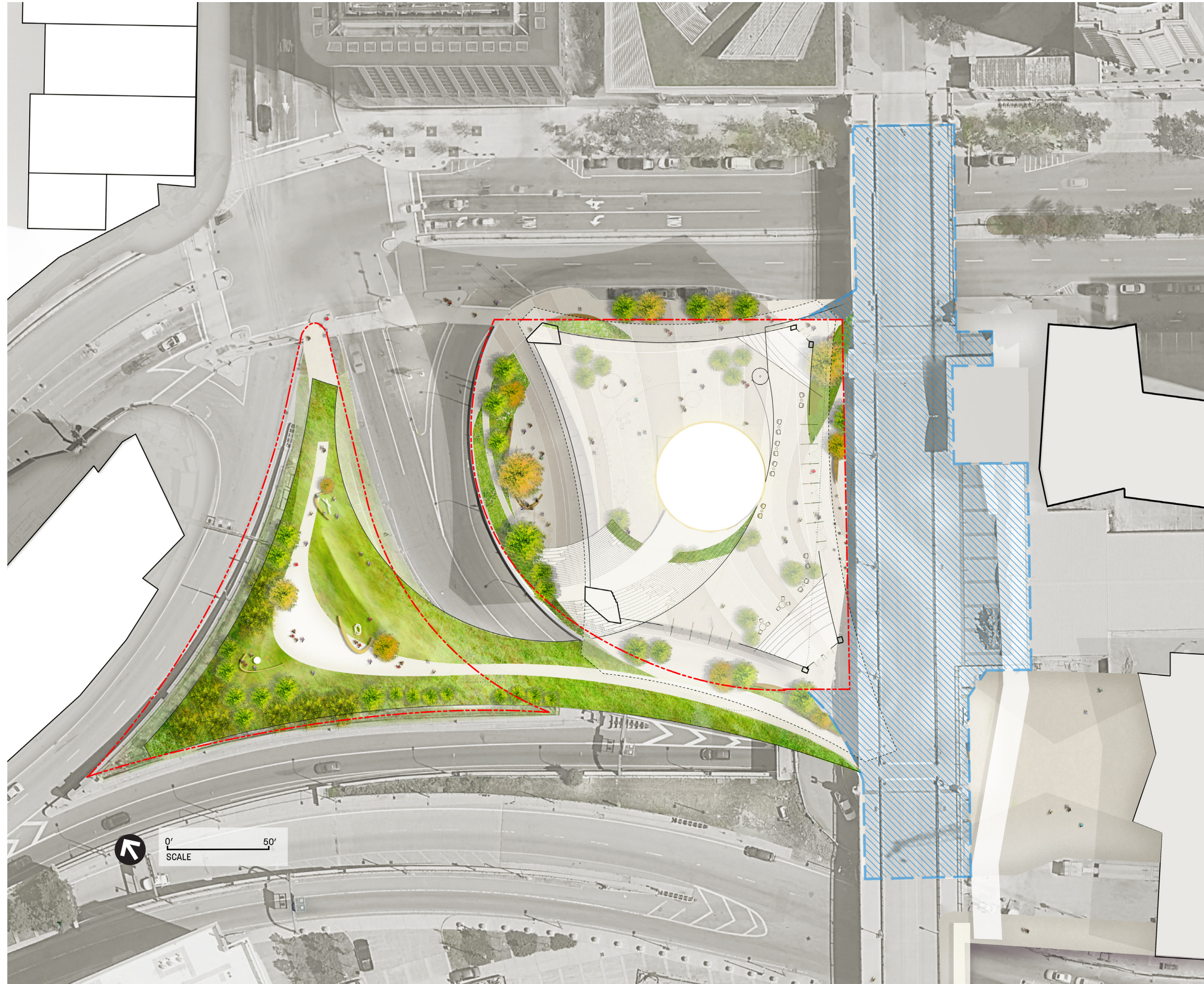


Congress Street Looking South to Triangle Parcel



Figure 1.4
Existing Site Photos

**401 Congress Street
Boston, Massachusetts**



Off-Site Viaduct Improvements Area
Project Site Area



Figure 1.5
Proposed Conditions
Site Plan

**401 Congress Street
Boston, Massachusetts**

2

Urban Design

This chapter describes the design approach of the Project, including its public realm improvements.

2.1 Summary of Key Benefits

The Project will offer community and public benefits that enhance the surrounding neighborhood while also striving to reach out to more distant areas. Key benefits associated with the Project include:

- › A seamless and uninterrupted experience for the pedestrian as individuals move across the Project Site and through the Office Building and Triangle Parcel Building;
- › A fully accessible connection from Congress Street up to World Trade Center Avenue, protected from the weather and elements, open to the public 24/7;
- › An enhanced, inclusive and programmable indoor and outdoor public realm for the South Boston Waterfront community and beyond;
- › New and varied retail at the ground level, with more protected and covered areas to stay and enjoy.

2.2 Neighborhood Context

The Project Site is unique in that it sits at multiple crossroads: the multi-story intersection of Congress Street and World Trade Center Avenue; the gap between the lower South Boston Waterfront and the Summer Street corridor; the crossing of pedestrians and interstate traffic; the coming together of multiple modes of transportation; the juncture of public realm and the commercial world.

The Project Site has no back and no sides, only multiple fronts. It is visible and prominent from Congress Street, from World Trade Center Avenue, and from Summer Street. Because of its unique positioning, it has the potential for incredible connections looking out — to the City, to the Harbor, to the Blue Hills, and to ongoing development in the South Boston Waterfront neighborhood. Given the lack of developable neighboring parcels, it will always maintain these connections.

2.3 Planning Principles and Design Goals

The Office Building design establishes open urban spaces at multiple levels and on all sides. The base of the building becomes almost entirely transparent, focusing on the

creation of public space, rather than just an entry to the Office Building. At the same time, the surrounding urban fabric pulls the corners of the building outward, as gestures to critical points of its surroundings: the harbor, the developing Seaport and Congress Street, the SBWTC and BCEC, Summer Street. This pull accentuates visibility, both from the City to the building, and from the building back to the City. It is at those pulled corners that architectural articulation occurs. Refer to Section 2.1 for an axonometric diagram of the Office Building. Refer to Figures 2.2a-d for floor plans.

2.4 Building Design Concept and Development

The design for the Office Building pulls from the neighboring context to generate its conceptual expression and massing. The building, as described above, pushes in from the Project Site's perimeter to enhance the pedestrian experience while also pulling up from the ground plane to engage the public realm and bring it into and through the building, out to the other side, seamlessly and uninterrupted. The pedestrian-bridge stretches from the main massing, connecting to the Triangle Parcel in a sweeping and sinuous gesture, forging a safe, accessible, and public link across the Project Site and over the roadways.

2.4.1 Height and Massing

The massing approach for the Office Building begins with the urban fabric. On the street frontages, the design allows the public realm to push on the building massing, bending the form and creating public space around the entire site, rather than filling it to its property line. At the same time, the corners of the building are pulled outwards toward the City, maximizing views out to the surroundings and views in toward the Project.

It is critical that this Project do more than create an exterior public plaza as its approach to the public realm. Therefore, in addition to the urban fabric pushing in all four sides, the building is elevated in its center. By doing this, four arches are created as portals, allowing the public realm to flow through the building. The ground floor of the building becomes continuous with the outdoor space, creating a public plaza that can be used year round, and through its articulation of grand arches, welcomes people into the Great Hall that is created within.

All of these gestures are bounded at the top by aeronautical considerations, including FAA published surfaces and local operations as quantified by the Massport Composite Airspace Map. These airspace considerations are related to the Project Site's proximity to Boston Logan International Airport, specifically the approach, departure and one-engine-inoperable surface for Runway 9/27. The maximum building elevations vary across the project site from approximately 296 to 281 feet Boston City Base (BCB). The massing stretches outward as it reaches back towards the City, the Harbor, and the neighborhood. Refer to Figures 2.3a-d for building elevations and Figure 2.4 for section view.

2.4.2 Character and Exterior Materials

The Office Building is primarily a glass building, utilizing particular systems to create an undulating texture across the façade.

At the ground level, the arches open up to the Great Hall. These arches are intended to be highly transparent connecting indoors and outdoors on all sides. Fixed revolving doors will provide all season access, but in warmer months, these walls may be open to allow for true movement in and out and full connectivity of the public realm.

2.4.3 Signage

The Project will be branded at the ground floor levels with visible signage delineating the address of the building. There will also be significant wayfinding signage as part of the public realm design, to help visitors and the public move through the site with ease and clarity. The design of this signage will be heavily integrated with the design of the public realm, as detailed below.

2.5 Public Realm Improvements

The new public space, the Great Hall, is not just an indoor/outdoor plaza, but also a conduit and community hub for the South Boston Waterfront neighborhood. It is the missing link between Congress Street and World Trade Center Avenue, the MBTA station, the BCEC, the SBWTC and the developing South Boston Waterfront neighborhood. As such, the Great Hall will become an inviting, central location on the Project Site that helps drive, as well as maximize, the uses of the public open space from the ground floor up to World Trade Center Avenue.

In order to be that attractor, the Office Building will offer a unique public experience. Through lifting the building off the ground at its center and creating 'portal' arches, the Project provides a significant vaulted space unlike anything currently seen in Boston. It will be of a scale that is beyond the traditional office building lobby or retail restaurant. It will be open, warm, welcoming and feel like a place that people should gather and linger. It will provide shelter, while visually opening to its surroundings in all directions with operable glass frontages allowing for pleasant wind flows during the summer months and providing shelter from elements through the cold winter.

To the west of the Great Hall, at the Triangle Parcel Building, the inverse of this form occurs, transforming this relatively inaccessible traffic island into an active, indoor and outdoor gathering space for the public.

At the Congress Street and World Trade Center Avenue levels, the Great Hall occupies the entire footprint of the Project Site, both as exterior public plaza and interior public space. Flexible programming of this space might include a market or food hall, connected to the Triangle Parcel Building, creating a fully programmable

public realm experience. Office building entries are located at both levels as part of the Great Hall experience, flowing into cafes and other market amenities, rather than a sterile lobby. Building support and infrastructure spaces will be tucked away along the World Trade Center Avenue side below the upper level public space.

2.6 Streetscape

The Office Building provides permeability at all street levels. With operable partitions along the facades and multiple areas to move in and out of the building, the Project engages with the streetscape in a meaningful way, and at multiple levels. The Project will enhance the pedestrian experience through improvements to outdoor publicly accessible open space around the Project Site, along World Trade Center Avenue, as well as through the building's publicly accessible indoor spaces.

2.6.1 Pedestrian Access / Circulation

The pedestrian access around the Project Site and through the Office Building is intended to be seamless and uninterrupted. With operable partitions along multiple facades at the street levels, the permeability of the building is meant to draw people in and out. The circulation through the Great Hall links the Congress Street elevation to the World Trade Center Avenue elevation with a fully accessible route, open to the public, 24/7.

Visitor entry drop-off areas for vehicles (one at Congress Street and one along World Trade Center Avenue) will be carefully integrated into the plaza materials at the World Trade Center Plaza. The open plaza offers ample space for food truck set ups, temporary art installations, performance spaces and programmable gathering spaces. Refer to Figure 2.5 for a diagram showing site circulation.

2.6.2 Accessibility

The Project is committed to providing a universally accessible experience for all its visitors. Please refer to the BPDA Accessibility Checklist in Appendix B for more information and detail.

2.7 Open Space / Landscape Approach

The Project landscape design is a sweeping gesture to connect the Office Building with the Triangle Parcel Building in a seamless pedestrian experience. The sinuous lines of the landscape offer opportunities for large groups to gather in a lush setting mixed with individual moments for relaxation and reflection. It also serves as a link between the grade changes of World Trade Center Avenue and Congress Street. This open space approach is integral to the creation of the public realm, linking the upper and lower pedestrian spaces that are harshly separated today.

The landscape design will encompass a variety of hardscapes and softscapes, with local species that will thrive in the Boston climate while bringing a robust and natural feeling to the Project. The hardscapes and softscapes will move in and out of the building, forging a continuous experience inside and out. Large trees in planters will provide shade on sunny days while also extending the outdoors spaces to the edges of the shoulder seasons by providing wind protection. Low grasses and greenery will provide plush beds for outdoor activities. Hardscaping elements will provide universal accessibility across the extent of the site, opening up the park and Project to visitors of all abilities.

The landscape and open space integrate with the entrances along Congress Street and World Trade Center Avenue making the landscape area and the internal publicly accessible space a united continuous flow. Lines are expressed sculpturally through shifts in surfaces, providing planting beds, seating benches, stairs and ramps. Visitor entry drop-off areas for vehicles are contemplated at Congress Street and along the World Trade Center Avenue. The open plaza offers ample space for food truck set ups, temporary art installations, performance spaces and programmable gathering spaces. This approach will soften the edges of the South Boston Waterfront neighborhood and provide the residents and visitors with ample access to green space.

This page intentionally left blank.

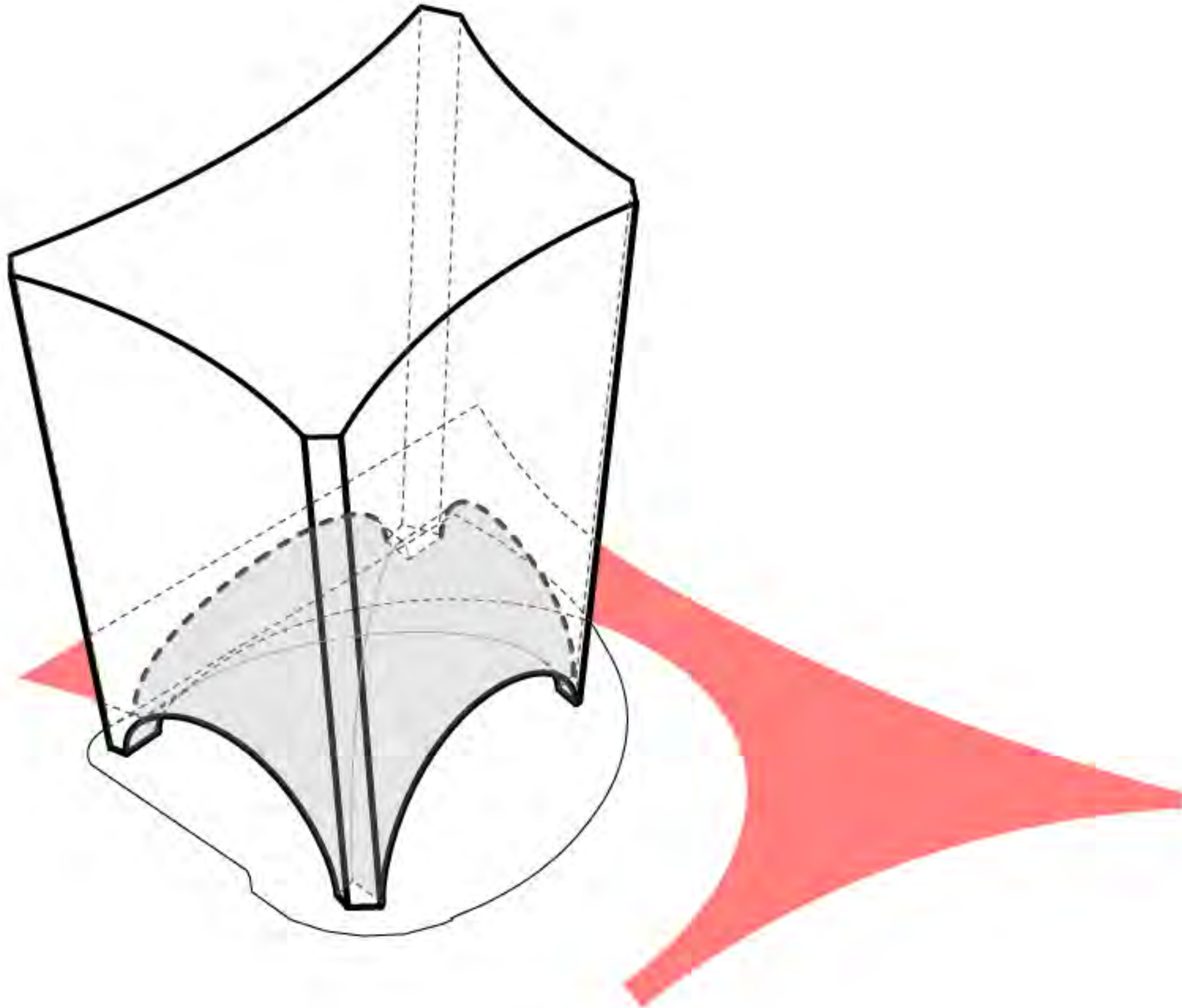
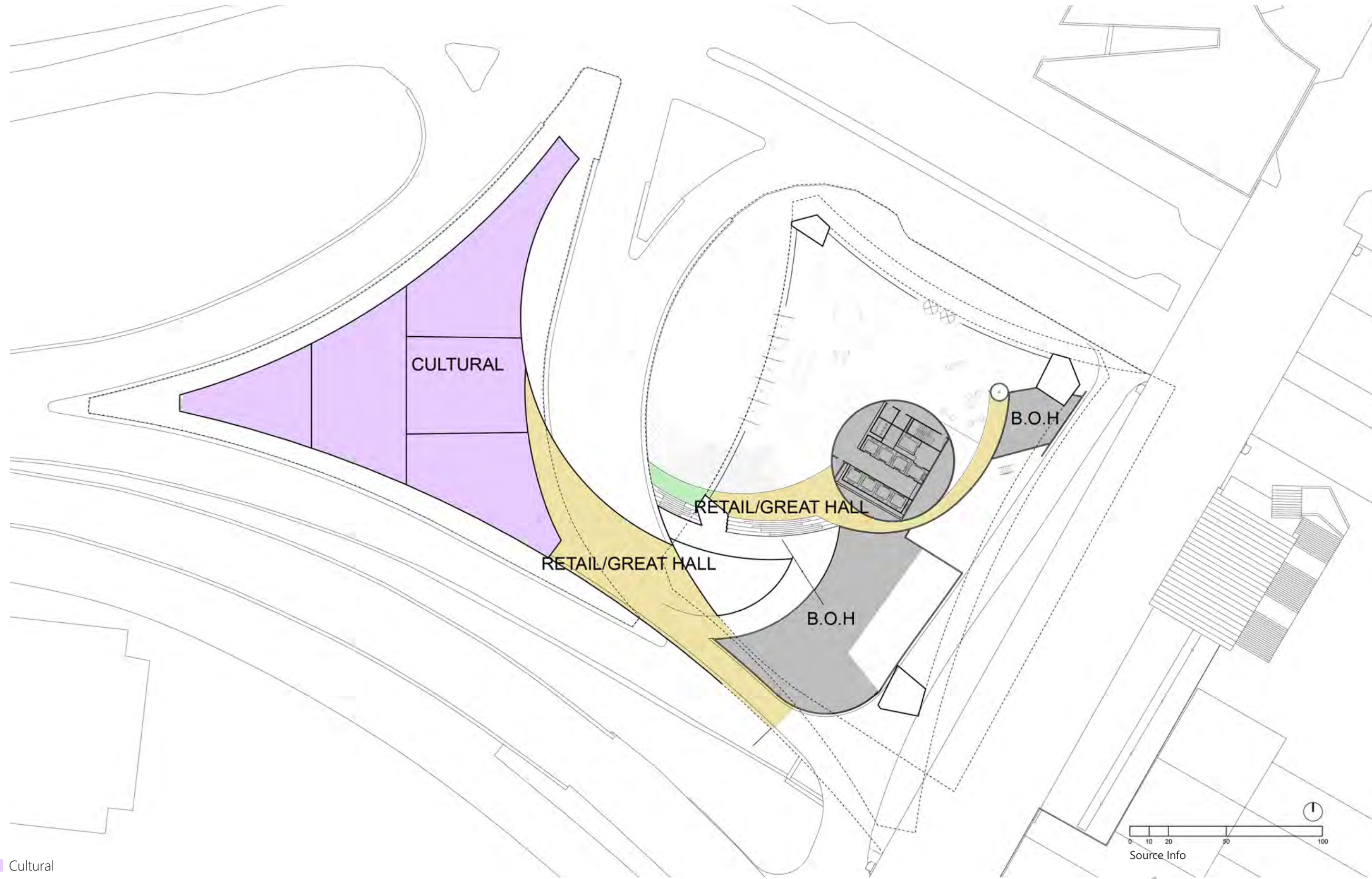




Figure 2.2a
Ground Floor Plan

401 Congress Street
Boston, Massachusetts



- Cultural
- Great Hall/Retail
- Back of House
- Office
- Landscape



Figure 2.2b
Mezzanine Floor Plan

**401 Congress Street
Boston, Massachusetts**

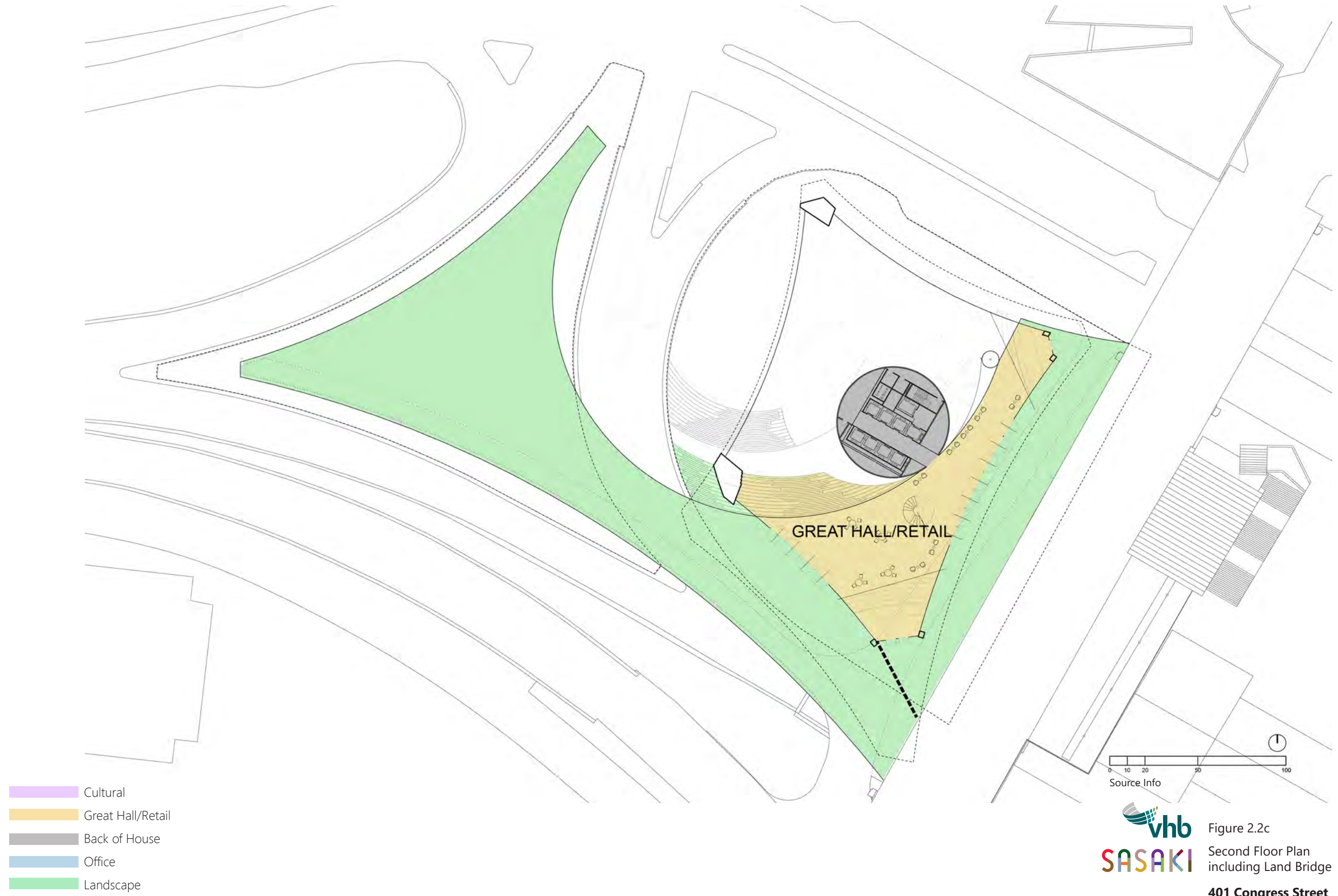
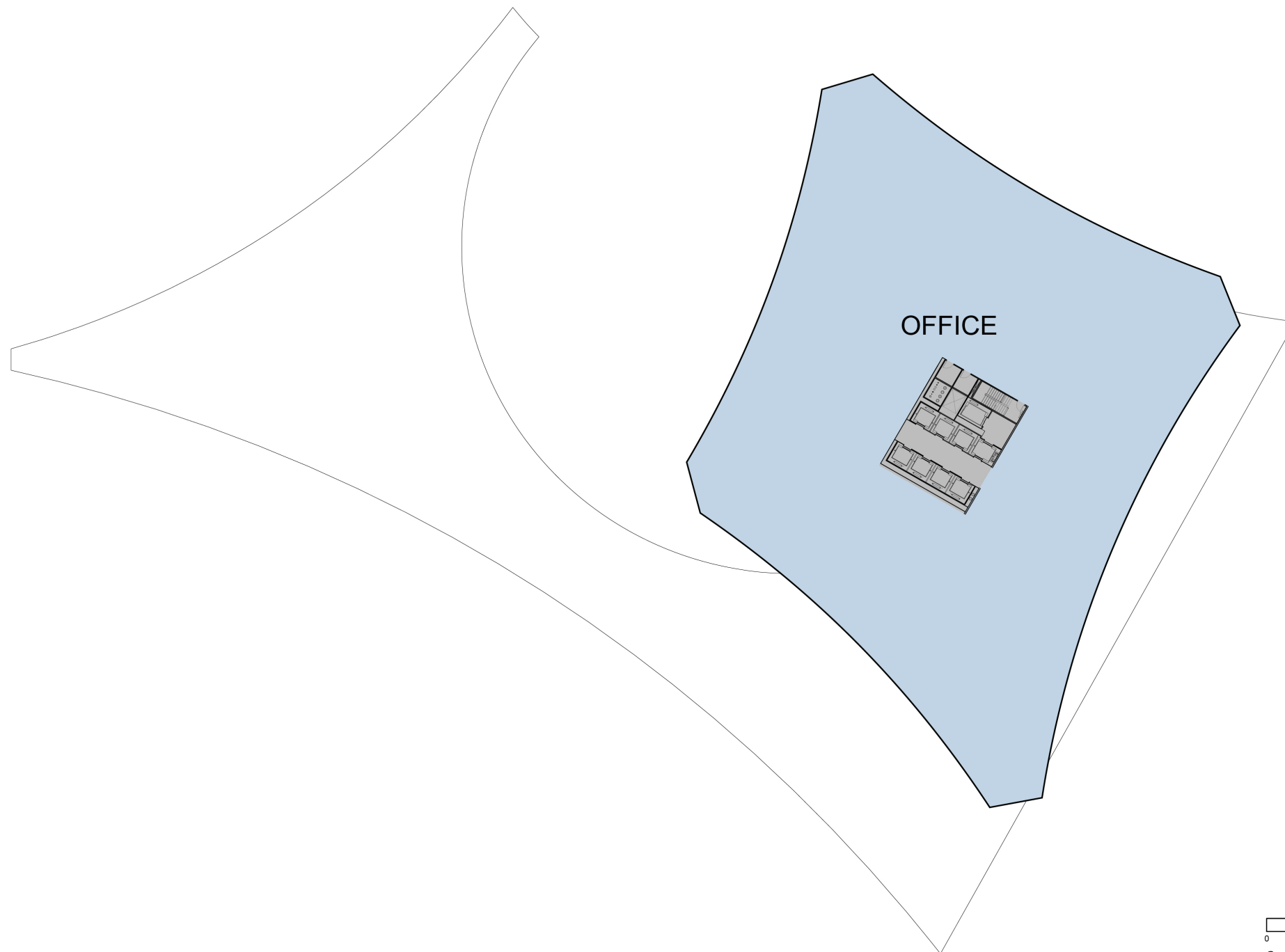


Figure 2.2c
Second Floor Plan
including Land Bridge
**401 Congress Street
Boston, Massachusetts**



- Cultural
- Great Hall/Retail
- Back of House
- Office
- Landscape

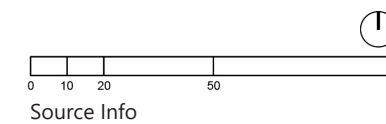


Figure 2.2d
Typical Office Floor Plan

**401 Congress Street
Boston, Massachusetts**

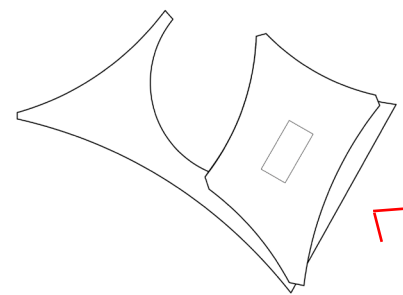
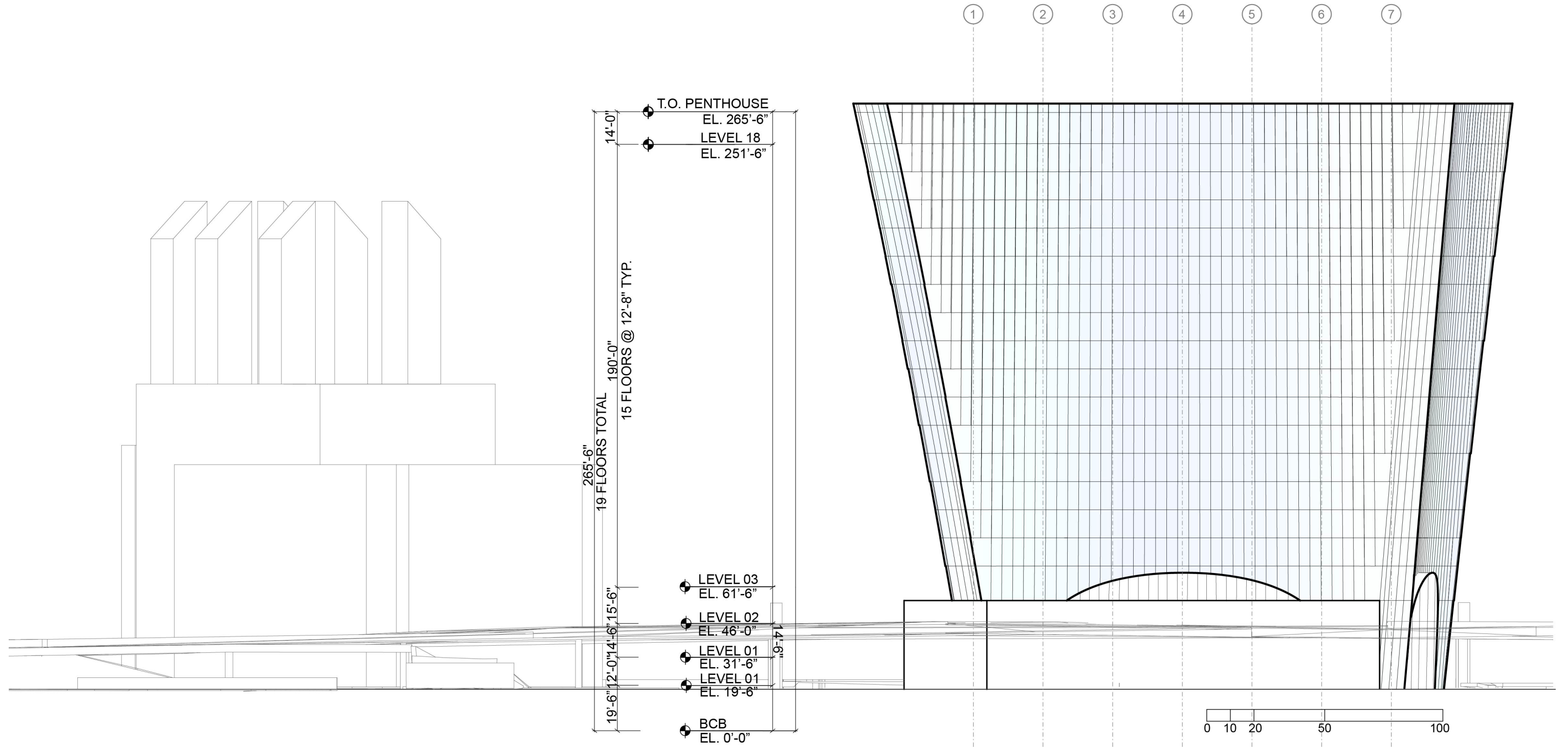


Figure 2.3a
Building Elevation
East

401 Congress Street
Boston, Massachusetts

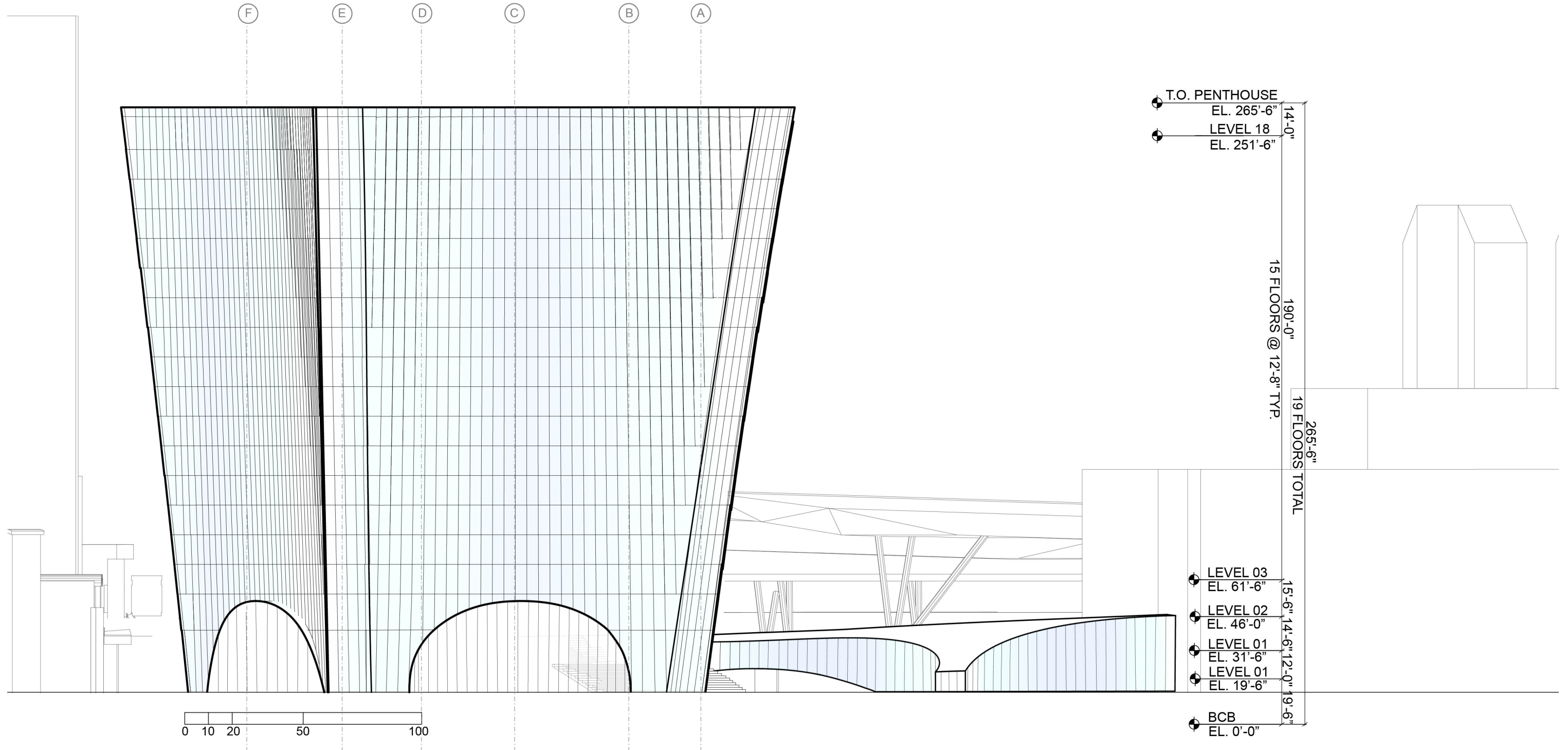


Figure 2.3b
Building Elevation
North

401 Congress Street
Boston, Massachusetts

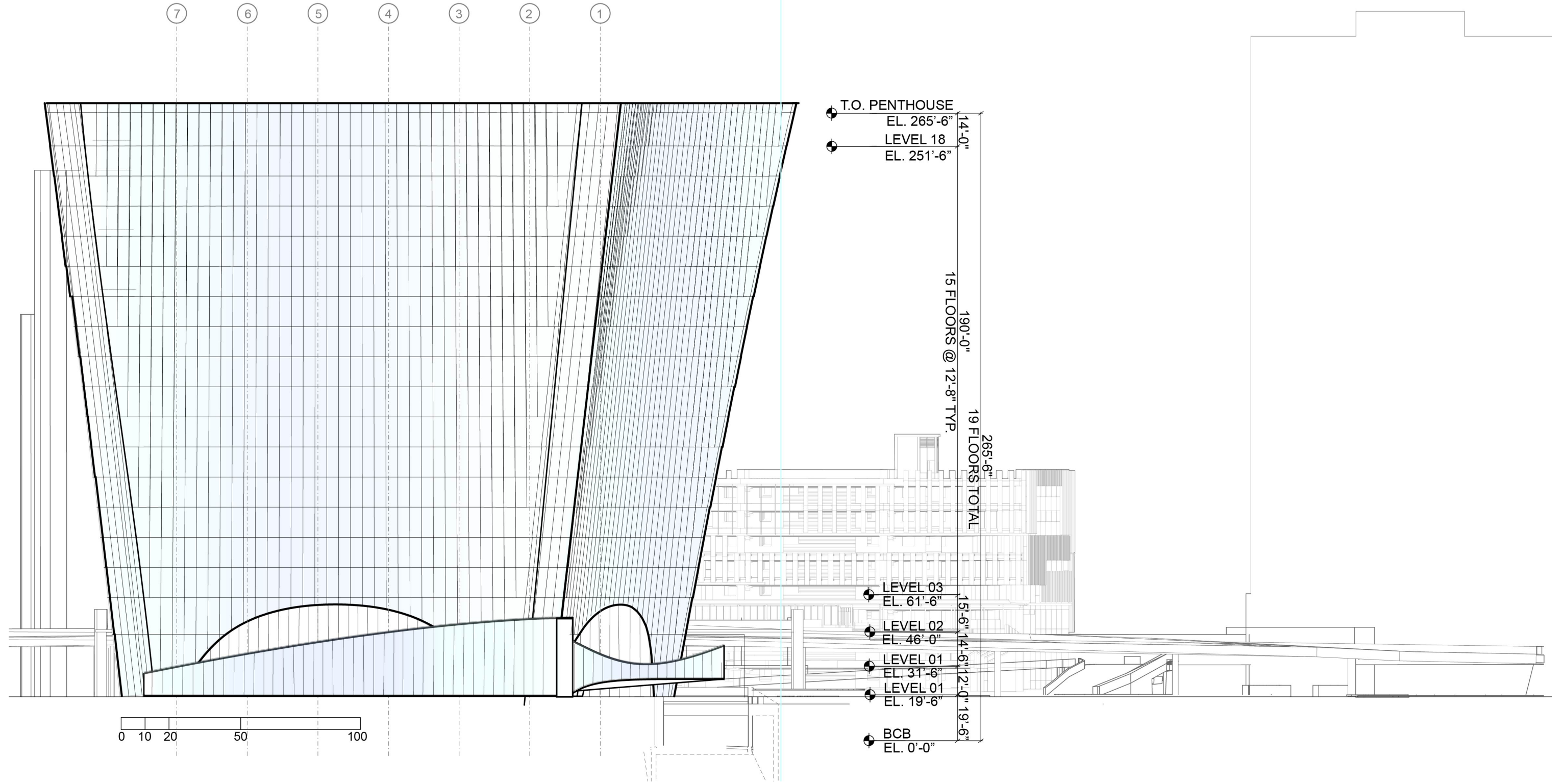


Figure 2.3c
Building Elevation
West

401 Congress Street
Boston, Massachusetts

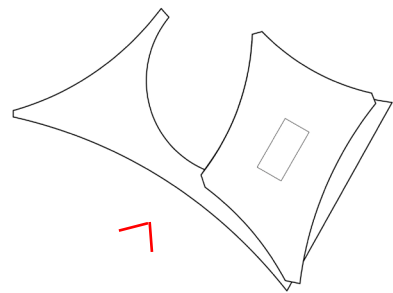
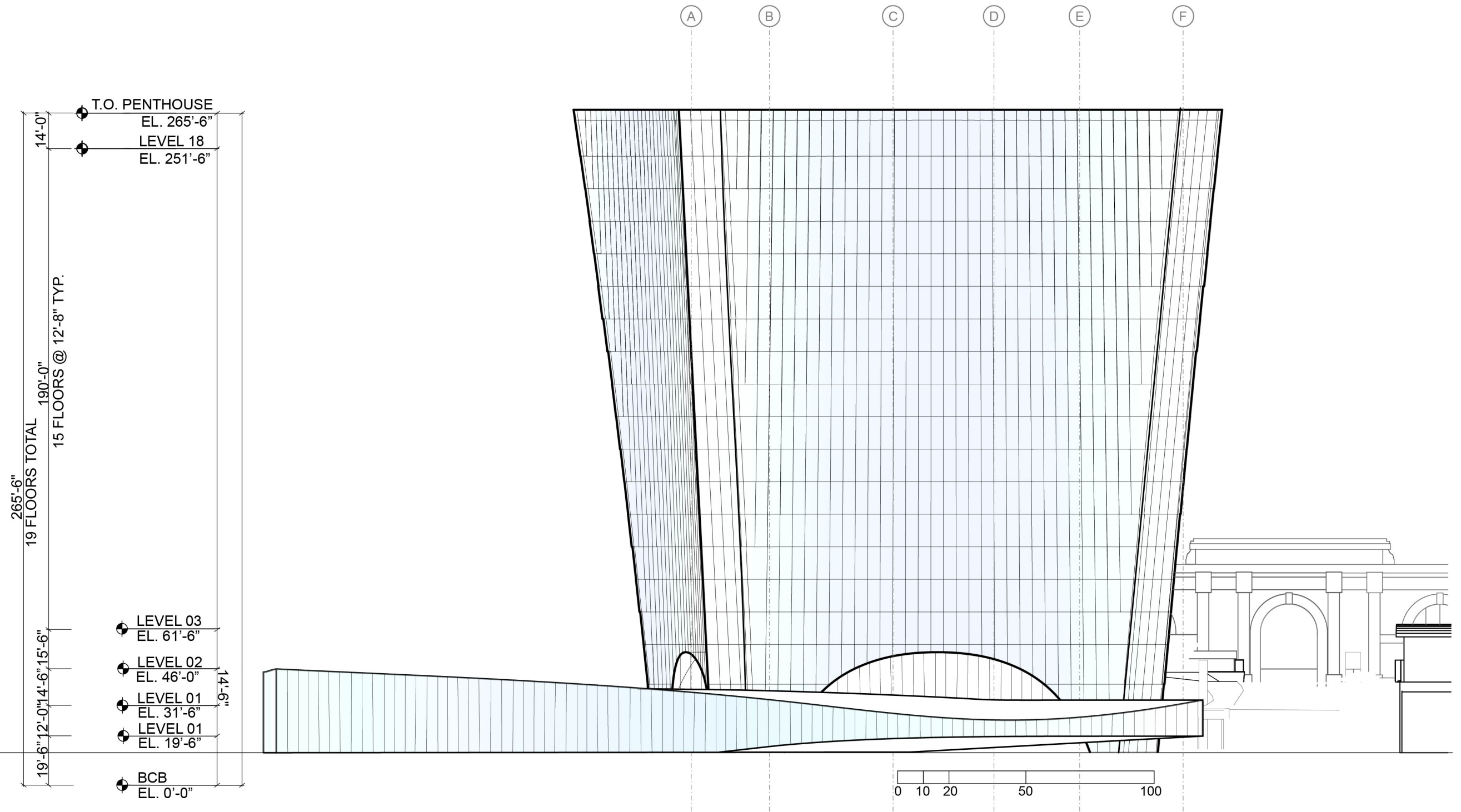
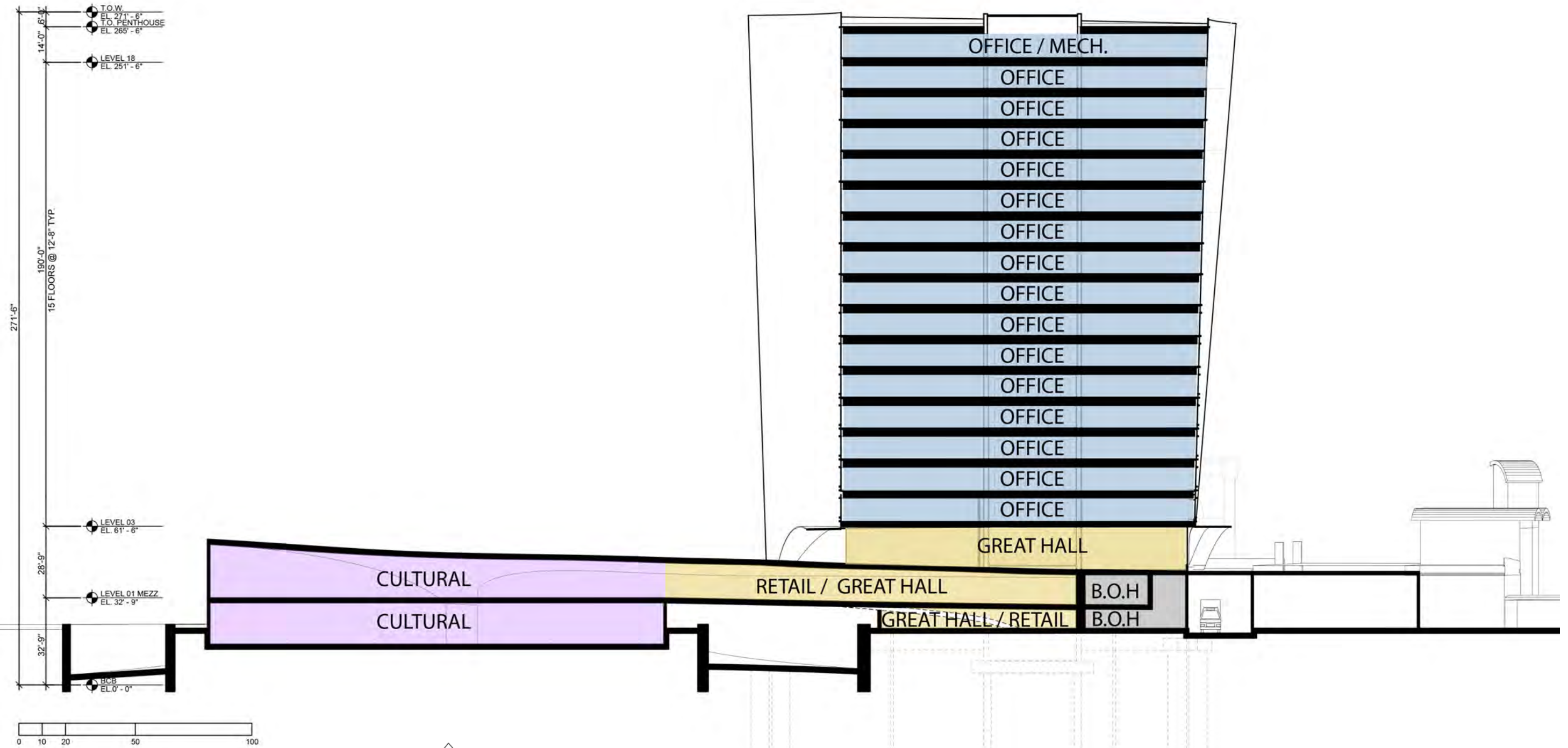


Figure 2.3d
Building Elevation
South

401 Congress Street
Boston, Massachusetts



- Cultural
- Great Hall/Retail
- Back of House
- Office
- Landscape

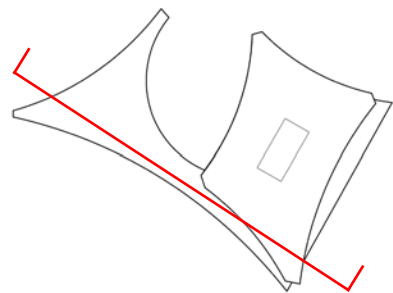
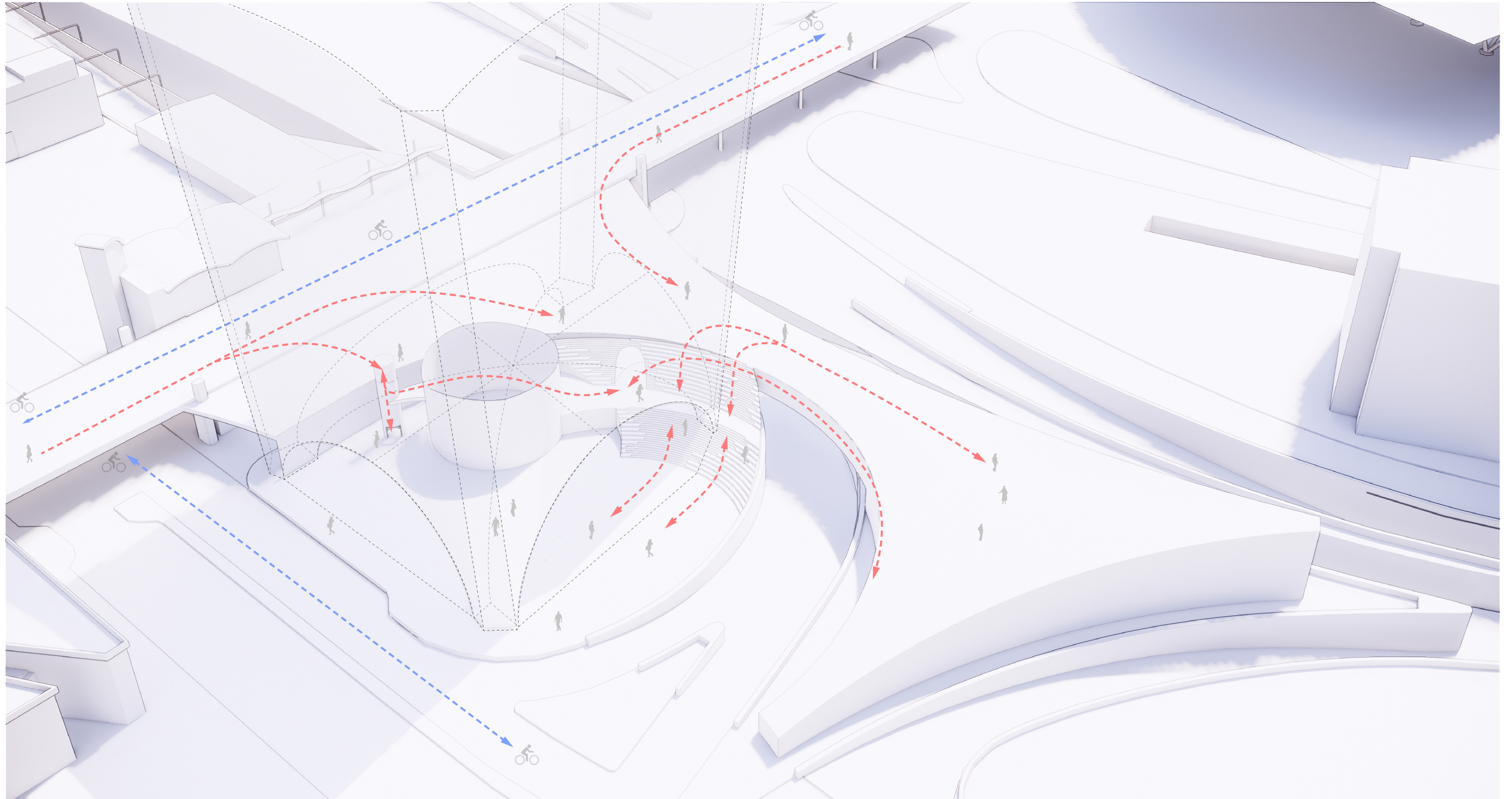


Figure 2.4
Building Section



- Pedestrian Circulation
- Bicycle Circulation



Figure 2.5
Site Circulation

**401 Congress Street
Boston, Massachusetts**

3

Sustainability/Green Building and Climate Change Resiliency

The following chapter describes the overall approach to sustainable design, construction, and operation for the Project. Included is a preliminary assessment of green building design, in compliance with the requirements of Article 37 of the Code relative to the City's Green Building policies and procedures ("Article 37"). It identifies consistency with the U.S. Green Building Council's ("USGBC") Leadership in Energy and Environmental Design ("LEED") version 4 ("v4") rating system based on early design. This chapter also discusses the susceptibility of the Project Site to predicted climate change impacts, in accordance with the BPDA Climate Change Preparedness and Resiliency Policy ("Resiliency Policy"). The required Climate Change Preparedness and Resiliency Checklist ("Resiliency Checklist") has been completed for the Project and is provided in Appendix B.

The Proponent is committed to building a livable, sustainable, and forward-thinking Project aligned with Massport's and the City of Boston's goals for climate change mitigation and adaptation.

The Project team will use the USGBC's LEEDv4 rating system for Core & Shell Developments as a model for incorporating sustainable design strategies into the Project. As project design progresses, the Proponent will continue to research and consider additional green building and resilience strategies.

3.1 Summary of Key Benefits

Key benefits related to sustainability/green building design and climate change resiliency include the following Project attributes:

- › Striving for a LEEDv4 certifiable Gold level through an integrated sustainable design approach.
- › Exceeds the Massachusetts Stretch Energy Code requirements to be 10 percent better than ASHRAE 90.1-2013. Preliminary energy modelling indicates a 35 percent site energy use savings for the Project.
- › Building design will include high-efficiency building systems (mechanical, plumbing and electrical), and a high-performance building envelope.
- › Sustainable design measures, such as LED lighting, low-flush and low-flow plumbing fixtures, building energy management systems, the environmental impact of building materials, daylighting strategies and healthy interior

environments, are a few of the features that are being considered for inclusion in the Project.

- › The Proponent will comply with and incorporate Massport's *Floodproofing Design Guideline* in the Project's planning and design. Although the Project Site is not located within the current floodplain, to maintain resiliency to flooding throughout the life of the Project, the Proponent is contemplating measures to provide for site resiliency through the year 2070.
- › While providing no onsite parking, the Project features convenient access to the nearby Massport-owned SBWTC and will enhance connections to local area transit. Additionally, the Project will provide new bicycle facilities for visitors/tenants.

3.2 Regulatory Context

The following section provides an overview of the state and local regulatory context related to energy efficiency and greenhouse gas ("GHG") emissions.

3.2.1 Article 37 of Boston Zoning Code

Through Article 37 of the Code, Green Buildings, the City of Boston encourages major building projects to be "planned, designed, constructed, and managed to minimize adverse environmental impacts; to conserve natural resources; to promote sustainable development; and to enhance the quality of life in Boston."

Article 37 requires all projects over 50,000 gross square feet to meet LEED certifiability standards by either certifying the proposed project or demonstrating that the project would meet the minimum requirements to achieve a LEED Certified level (all LEED pre-requisites and at least 40 points associated with credits listed on the LEED project checklist) without registering the project with the USGBC ("LEED certifiable"). The LEED v4 rating system, effective as of October 31, 2016, is the current version required to demonstrate compliance with Article 37.

Boston Green Building Credits

Appendix A of Article 37 lists "Boston Green Building Credits," which are credits that may be included in the calculation toward achieving a LEEDv4 certifiable project. These credits, along with the prerequisites, were developed by the City and are intended to address local issues unique to development within Boston.

3.2.2 Stretch Energy Code

As part of the Green Communities Act of 2008, Massachusetts developed an optional building code, known as the "Stretch Energy Code," that gives cities and towns the ability to choose stronger energy performance in buildings than otherwise required under the state building code. Codified by the Board of Building Regulations and Standards as 780 CMR Appendix 115.AA of the 8th edition

Massachusetts Building Code, the Stretch Energy Code is an appendix to the Massachusetts building code, based on further amendments to the International Energy Conservation Code ("IECC").

The Stretch Energy Code increases the energy efficiency code requirements for new construction and major residential renovations or additions in municipalities that adopt it. The Stretch Energy Code applies to both residential and commercial buildings and, specifically, to all new commercial buildings over 100,000 square feet in size. The City of Boston adopted the Stretch Energy Code, which became mandatory on July 1, 2011. Effective January 1, 2017, the Stretch Energy Code now requires 10 percent greater energy efficiency compared to the state's energy code (the "Base Code"). The Stretch Energy Code currently references IECC 2015.

3.2.3 BPDA Climate Change Preparedness and Resiliency Policy

In conformance with the Mayor's 2011 Climate Action Leadership Committee's recommendations, the BPDA requires projects subject to Boston Zoning Article 80 Small and Large Project Review to complete a Resiliency Checklist to assess potential adverse impacts that might arise under future climate conditions, and any project resiliency, preparedness, and/or mitigation measures identified early in the design stage. The Resiliency Checklist is reviewed by the Boston Interagency Green Building Committee ("IGBC").

In December 2017, in conformance with the Mayor's 2014 Climate Action Plan and the 2016 Boston Research Advisory Group and the *Climate Ready Boston* recommendations, the BPDA updated the Climate Change Review Policy.

3.2.4 MEPA Draft Climate Adaptation and Resiliency Policy

In September 2014, the MEPA Office issued a draft policy for addressing potential impacts associated with climate change. The policy's intent is to facilitate the consideration and assessment of risk and vulnerabilities of a project or action under foreseeable scenarios or conditions associated with climate change in order to identify potential mitigation measures.

3.2.5 Boston Climate Action Plan

In 2010, the Boston Climate Action Leadership Committee and Community Advisory Committees presented the City's first climate action plan: Sparking the Climate Revolution 2010. The report contained wide-ranging recommendations for reducing Boston's contribution to climate change, addressing the changes we cannot avoid, and engaging the Boston community in the effort. Following an update in 2011, which set a goal of reducing GHG emissions by 25 percent by 2020 (A Climate of Progress), Mayor Walsh released the Greenovate Boston 2014 Climate Action Plan Update, which reported on the City's progress towards reducing GHG emissions and preparing for the impacts of climate change. The City is currently preparing the 2019 Climate Action Plan Update, which will focus on the implementation of priority

actions, built on the results of the *Carbon Free Boston* report, to reach carbon neutrality by 2050. These priority climate actions will also emphasize the City's goals to improve equity, growth, access to mobility, and health.

3.2.6 Coastal Resilience Solutions for South Boston

In October 2018, the City of Boston, as part of its Climate Ready Boston efforts, released Coastal Resilience Solutions for South Boston which presents near-term strategies as well as a long-term vision to reduce risk due to sea level rise and coastal flooding in the South Boston neighborhood. It studied five (5) distinct portions of the waterfront in South Boston, specifically: Fort Point Channel, South Boston Waterfront, Seaport Boulevard, Raymond L Flynn Marine Park and Reserved Channel, and the South Boston Neighborhood for flood adaptation options, recommendations and development of implementation timelines.

3.2.7 Massport Floodproofing Design Guidelines

The Massport Floodproofing Design Guidelines establish designated design flood elevations ("DFEs") for projects on Massport-owned land. Along with the designated DFEs, the Guidelines indicate which systems and equipment should be dry floodproofed and which should be wet floodproofed in accordance with those DFEs. Different DFE standards have been established for Existing Facilities and New Facilities, which are 13.7 feet NAVD88 (20.16 feet BCB) and 17.0 feet (23.46 feet BCB), respectively.

The DFE for Existing Facilities corresponds to a 0.2% annual probability of exceedance in 2030 plus 3 feet of freeboard. The DFE for New Facilities is defined by the 0.2% probability of exceedance in 2070 plus 3 feet of freeboard.

3.3 Sustainability / Green Building Design Approach

While still in its initial concept phase, the Proponent has identified a few preliminary areas of focus to enhance the Project's sustainability and resilience—a holistic approach that seeks to reduce environmental impacts, promote human health, and adapt to an uncertain future and changing climate.

Compliance with Article 37 will be demonstrated using the LEEDv4 Core and Shell (LEED-CS) rating system. The Project will strive to meet or exceed the compliance level of "LEED certifiable" by providing building designs that target LEEDv4 Gold certifiable level, as demonstrated in the preliminary LEED Scorecard provided in Figure 3.1.

3.3.1 Overall Approach to Sustainability and Resilience

In support of the City's energy conservation and GHG emissions reduction goals, the Proponent and Project Team continue to explore opportunities in energy conservation and sustainable design throughout the Project. Other sustainable

design measures, such as low-flow plumbing fixtures, building energy management systems and healthy interior environments, are a few of the features the Project Team is considering as the building design advances. Furthermore, the Project Team seeks to include environmentally conscious features and strategies that will benefit building occupants.

3.3.2 LEEDv4 Certification Compliance

Compliance with Article 37 will be demonstrated using the LEEDv4 Core and Shell (LEED-CS) rating system. A brief description of the LEED-CS approach by credit category is described below. A preliminary LEED-CS Scorecard is also provided in Figure 3.1.

Integrative Process

- › The Project Team has held sustainability charrettes to discuss the Project's overall sustainability and resiliency goals, preliminary targets for energy and water savings, as well as other sustainable design strategies.

Location and Transportation

- › The Project is located on a previously developed site surrounded by buildings and infrastructure, providing easy access to multiple services (i.e., retail, services, family entertainment, restaurants, museums, child care, cultural arts medical and civic).
- › Given its urban location, the Project area is provided with abundant public transit options. MBTA bus services within ¼-mile radius include: routes 4 and 7 (Summer Street at World Trade Center), route 459 (B Street @ Seaport), routes 4, 448, 449, 459 (Seaport Boulevard at Seaport Hotel), Silver Lines SL1, SL2, SL3, SL Waterfront.
- › Occupants choosing to run, walk or bike to the building will be provided with abundant storage, changing and shower facilities. The Project has a Walk Score of 66, Bike Score of 73, and Transit Score of 84.
- › While providing no new parking, the Project will collaborate with nearby Massport-owned SBWTC, to ensure preferred parking spaces are available to the building occupants driving low-emitting and fuel-efficient vehicles, as well as for those who need to re-charge their electric vehicles.

Sustainable Sites

- › Construction will meet the local environmental regulations. An Erosion and Sedimentation Control (ESC) plan will be developed and implemented for all construction activities associated with the Project.
- › The Project will meet the Massachusetts Stormwater Standards, as well as stormwater standards required by the City of Boston. As detailed in design /civil narrative, a variety of stormwater recharge and infiltration approaches will be considered. Among the top noted are stormwater retention to use for irrigation of green roofs and ground level wetland park.

- › The sidewalks and plazas will be light-colored and planted with trees to provide shade and a pleasant experience for pedestrians and cyclists.
- › The building will be designed to reduce the heat island effect by providing landscaped areas and installing cool roof and/or green roof on the main office building and the triangle parcel building.
- › Exterior lighting will be limited to preserve energy and prevent light pollution, while still maintaining on-site safety.
- › The Project will feature abundant open and vegetated space, providing building connectivity and ensuring pedestrian-friendly experience and offering grounds for relaxation in contact with nature, much needed in an urban setting.

Water Efficiency

- › All vegetation planned for the Project will be native and drought resistant. Potable water demand will be reduced by using sustainable practices such as drip irrigation and/or moisture sensors.
- › The proposed building will be designed to reduce indoor potable water use at a minimum 40 percent less than baseline. Water-efficient toilets will be specified, and all plumbing fixtures, including kitchen and bathroom faucets and showers, will be specified as ultra-low flow. Any installed appliances will also be water-efficient.
- › The Project Team will also continue to explore opportunities to support water management and further water savings. For instance, sub-meters can be installed to track water consumption for the building and associated grounds.
- › Stormwater runoff will be collected and reused for irrigation and some HVAC equipment. The Project Team will also explore opportunities to re-use stormwater collection on rooftop for toilet flushing.

Energy & Atmosphere

- › The Proponent will engage an independent Commissioning Agent (CxA), who will perform commissioning services, including verification of systems submittals, equipment testing, and reporting, for the Project.
- › The building design will feature a superior building envelope with high performance fenestration, high roof R-value, dedicated outdoor air systems, localized zone conditioning systems, efficient central plant components, LED lighting technologies, and water conservation strategies. Future tenants may be required to meet reduced lighting power density and zone fan power requirements. The proponent plans to participate in the Mass Save incentive process to benefit from the utilities' incentive programs. The proposed building will be designed to achieve a minimum 10 percent reduction in annual energy costs below ASHRAE 90.1-2010 for LEED as well as a minimum 10 percent reduction in site energy use relative to IECC 2015 to satisfy the Stretch Energy Code.
- › The Project is considering preparing infrastructure for easy connection to demand response programs once available.

- › All building heating, ventilation, air conditioning, and refrigeration (HVAC&R) systems will be free from chlorofluorocarbons. The building will share energy and water data with the USGBC upon request.
- › Additionally, the Proponent intends to procure renewable energy certificates and carbon offsets to further mitigate the environmental impact of the development and support renewable energy production.

Materials and Resources

- › The Project will include dedicated areas to collect single-stream recycling items (including glass, plastic, metal/cans, paper, and cardboard), consistent with City of Boston requirements. Additional waste management options will be provided for safe collection and disposal of batteries, mercury-containing lamps and electronic waste. Food court vendors will be encouraged to compost.
- › Sustainable resource management is among the top priorities for this project. At a minimum, 75 percent of construction waste and four (4) material streams will be recycled, with the potential for a higher landfill diversion rate due to the project location and experience of the construction team. The material selection will focus on regional materials with high recycled content, including steel, concrete, fenestration and glazing, and building finishes, sustainably harvested wood and bio-based materials.
- › As the design progresses, the available solutions will be analyzed to fulfill LEED requirements for Building Product Disclosure and Optimization, including sourcing of raw materials, environmental product declarations and material ingredients.

Indoor Environmental Quality

- › The Project will emphasize the selection of systems and material solutions that will provide superior indoor air quality for building occupants.
- › The Project will be mechanically ventilated and will incorporate various enhanced indoor air quality strategies intended to increase occupant comfort, including entryway systems, interior cross-contamination prevention, advanced filtration and/or carbon dioxide detection. The ventilation strategy may include demand-controlled ventilation and dedicated outdoor air systems.
- › Selection of finishes, such as paints, coatings, adhesives, and sealants, will include only zero- and/or low- volatile organic compound (VOC) products. Any selected flooring materials; including hardwood, laminate, and carpet will be non/low-emitting and tested or certified to the appropriate LEED-accepted standards. Finish cabinetry and millwork will not contain added urea formaldehyde and will be tested to ensure low formaldehyde emissions. Ceilings, walls, thermal and acoustic insulation will be tested to comply with appropriate LEED emissions standards.
- › The general contractor will be required to implement an Indoor Air Quality Management Plan, including strategies such as: protection of absorptive materials from moisture; appropriate storage of materials; best practices for construction scheduling; verification of selected finish materials; prevention of

moisture, condensation and mold; elimination of dust from construction activities; and proper handling of any required HVAC equipment/ductwork. All proposed materials and finishes will be presented for verification and acceptance to the sustainability consultant to ensure compliance with LEED-requirements.

- › Upon the completion of construction, air quality testing may be considered. Smoking will be prohibited on site, during construction and post occupancy. To minimize and control the entry of pollutants into the building and subsequent cross-contamination of regularly occupied areas, the Project will feature walk off mats, local exhaust systems and self-closing doors where required by LEED.
- › The building will feature floor to ceiling windows designed for daylighting, and views. The design team is exploring opportunities to control glare and excess heat gain, by using electrochromatic windows and such that automatically tint to maximize light, reduce heat gain and glare and provide unobstructed views. Such technology is aimed to increase productivity and comfort and reduce lighting and HVAC electricity use. The smart building design may allow for controllability of lighting and temperature, allowing building occupants to make adjustments to suit their needs.

Innovation in Design

- › The Project may implement numerous Innovation in Design strategies including an occupant education on green building campaign, green cleaning, low mercury lighting and potentially a few other pilot credits. Numerous Exemplary Performance and Regional Priority credits are currently being researched and considered.

Regional Priority Credits

- › Applicable regional priority credits for the Project Site may include:
 - SS Rainwater Management
 - WE Indoor Water Use Reduction

USGBC LEED Certification

The Proponent has registered the Project with USGBC through LEED Online under LEEDv4 rating system.

Boston Green Building Credits

At this preliminary design stage, the Proponent is considering options for achieving the following available Boston Green Building credits (Appendix A of Article 37):

Groundwater Recharge

At a minimum, the Project will meet the requirements of the BWSC. At this early stage of design, the Project has not fully assessed the quantity of rainwater that may be diverted from the municipal storm water system; the infiltration rates, seasonal high groundwater elevations, and locations of soil and/or groundwater

contamination have not been evaluated. These factors may limit the Project from infiltrating in certain areas.

Modern Mobility

The Proponent may also consider pursuing credit for Modern Mobility. Given the Project Site's proximity to transit and no new parking to be provided, the Project will explore opportunities to collaborate with nearby Massport-owned SBWTC and provide preferred parking spaces to the building occupants driving low-emitting and fuel-efficient vehicles, as well as for those who need to re-charge their electric vehicles. Storage, changing and shower facilities will also be provided for building occupants who prefer to run, walk or bike to the building.

3.4 Preliminary Energy Conservation / Greenhouse Gas Emissions Reduction Approach

In alignment with regional efforts to reduce GHG emissions and in support of Boston's specific GHG emissions reduction targets, the Proponent will continue to evaluate energy conservation measures (ECMs) for possible inclusion in the Project. The ECMs may include low-flow plumbing fixtures, as well as high efficiency mechanical and ventilation systems. Building energy modeling was used for a preliminary analysis of possible energy efficient measures.

The Project will meet the updated code requirement to have energy consumption a minimum of 10 percent below the ASHRAE 90.1-2013 baseline.¹ The Project is being designed to exceed the Massachusetts Energy Code with a target of a 35 percent reduction in energy use by exploring a range of passive and active design strategies.

3.4.1 Preliminary Building Energy

The Project buildings meet the updated code requirement to have energy consumption a minimum of 10 percent below an ASHRAE 90.1-2013 baseline. As currently designed the estimated energy usage for the Project is reduced by approximately 35 percent compared to the baseline (as presented in Table 3-1a).² With the proposed design, the energy consumption of the overall Project is expected to result in an estimated GHG emissions of 2,829 tons per year, which represents an approximately 30 percent reduction from the baseline. GHG emissions are presented in Table 3-1b. The high energy performance of the Project is proposed to be achieved through improvements such as the incorporation of high efficiency heating and cooling systems, energy recovery systems, and perimeter hydronic heat.

1 The Project was modeled using the IECC 2015 building energy code for the Base Case. IECC 2015 and ASHRAE 90.1-2013 are very similar and energy savings for IECC 2015 are anticipated to be nearly identical to those of ASHRAE 90.1-2013.

2 Energy usage percent savings is different from energy cost, which is dependent on different energy sources and associated utility rates.

Table 3-1a Preliminary Energy Model Results

| | Energy Consumption | | |
|--------------------------|------------------------|------------------------|--------------------|
| | Electricity (MMBtu) | Natural Gas (MMBtu) | Total (kBtu/sf) |
| Base Case (IECC 2015) | 34,619 (77%) | 10,218 (23%) | 73.0 |
| Design Case | 27,254 (94%) | 1,796 (6%) | 47.3 |
| Savings | 7,365 | 8,421 | 25.7 |
| Savings Target | – | – | 10% |
| Percent Savings | 21% | 82% | 35% |

Table 3-1b Stationary Source Greenhouse Gas Analysis

| | Greenhouse Gas (CO ₂) Emissions | | |
|--------------------------|---|-----------------------------|-----------------------|
| | Electricity (short tons) | Natural Gas (short tons) | Total (short tons) |
| Base Case (IECC 2015) | 3,460 (85%) | 598 (15%) | 4,058 |
| Design Case | 2,724 (96%) | 105 (4%) | 2,829 |
| Savings | 736 | 493 | 1,229 |
| Percent Savings | 21% | 82% | 30% |

Note: 682 lb CO₂/MWh was used to convert electricity consumption into the amount of CO₂ emissions (2017 ISO-New England Marginal Emissions Report). 117 lbs CO₂/MMBtu was used to convert gas consumption into the amount of CO₂ emissions (The Energy Information Administration Documentation for Emissions for GHG).

3.4.2 Preliminary Evaluation of Clean/Renewable Energy

As the design progresses, the Project will be evaluating the use of several clean and renewable energy sources/technologies as described below.

Photovoltaic Panels

The Project will evaluate the use of photovoltaic ("PV") panels as a means of capturing solar energy to potentially reduce the electric demand and/or incorporate peak load shaving. A greater understanding of the available roof area will be needed to accurately assess the feasibility of the installation of PV arrays.

Combined Heat and Power

The Project will evaluate the installation of systems that produce combined heat and power, or cogeneration. A greater understanding of base loads (power as well as

heating demand) will be needed to accurately assess the feasibility of cogeneration as it relates to this Project.

Wind

Due to the FAA height restrictions the Project will not consider wind turbines as a means of producing clean/renewable energy.

Transpired Solar Collection

The Project building envelope, which features floor to ceiling windows, will not allow for the installation of a transpired solar collection system to preheat the required ventilation air.

However, energy recovery ventilators will be utilized to pre-heat and pre-cool the required ventilation air. The energy recovery ventilators utilize an air-to-air heat exchanger which transfers energy from the building return air, which is then exhausted to the outdoor air in the heating season and transfers energy from the outdoor air to the building return air, which is then exhausted in the cooling season.

Solar Thermal

The Project will evaluate the use of solar thermal technology to capture energy for transfer to the building domestic water and/or heating systems. A greater understanding of building load profile, available roof area, and efficiency comparison with PV technology will be needed to accurately assess the feasibility of the installation of solar thermal systems.

Zero Net Energy Potential

As the design progresses, the Project Team will evaluate strategies necessary to achieve a zero net energy development, consistent with the BPDA's goals for carbon neutrality by 2050. This may include options for all electric building systems and enhanced building envelope and passive design strategies, combined with onsite renewable and clean energy sources/storage as well as offsite renewable and clean energy sources/credits.

3.4.3 Early Outreach to Utility Companies

The Project has begun the outreach process to Mass Save. Eversource will serve as the lead program administrator for the project as the site's electric utility provider, and they will coordinate the involvement of National Grid Gas if applicable. The Mass Save study process will support the study of envelope, HVAC, and lighting options to ensure that high performance details can remain within the project budget.

3.5 Climate Change Preparedness and Resiliency

This section discusses the current climate change adaptation guidance, the Project's approach to complying with this guidance, and additional Project Site and building design features that will improve the Project's resiliency and support adaptation under future climate scenarios. The required BPDA Climate Change Resiliency and Preparedness Checklist is provided in Appendix B.

3.5.1 Sea Level Rise and Extreme Storms/Flooding

The Project Team has considered projections for sea level rise in 2030, 2050 and 2070, which increase the flood risk to the Project Site. Figures 3.2a and 3.2b show the changing flood projections at the Project Site for the one percent, or 100-year event, and the Mean High Tide for the present-day, 2030, 2050, and 2070, respectively.

The BPDA Sea Level Rise Base Flood Elevation ("SLR-BFE") for the Project Site is 19.5 feet Boston City Base ("BCB"), which is based on the one percent annual chance flood event with 40 inches of sea level rise. The BPDA Sea Level Rise Design Flood Elevation ("SLR-DFE") is 20.5 feet BCB. The SLR-DFE is determined by adding 12 inches of freeboard to the SLR-BFE for buildings and uses that are not critical facilities or ground floor residential uses.

Additionally, the Massport Floodproofing Design Guidelines define a Design Flood Elevation (DFE) of 23.46 feet BCB for New Facilities as it relates to critical systems and equipment.

3.5.2 Potential Resiliency Measures

Although the Project Site is not located within the current floodplain, it is located within the BPDA's Sea Level Rise Flood Hazard Area (SLR-FHA). As discussed above, this designation identifies the Project Site as being at risk of flooding from the one percent annual chance flood event in future conditions. The Project Site is also subject to Massport's Floodproofing Design Guidelines. The Project Team plans to evaluate potential design elements to mitigate the impacts of rising sea levels, as well as increasing temperatures, increasing precipitation volume, and more frequent and intense weather events. As the design advances, further details on measures being considered for site and building resiliency will be provided in the DEIR/DPIR.



LEED v4 for BD+C: Core and Shell

Project Checklist

Project Name: 401 CONGRESS STREET

Date: 5/3/2019

Y ? N

| | | | | |
|-----------|-----------|-----------|--|-----------|
| 1 | | Credit | Integrative Process | 1 |
| 11 | 6 | 3 | Location and Transportation | 20 |
| | | Credit | LEED for Neighborhood Development Location | 20 |
| 2 | | | Sensitive Land Protection | 2 |
| | | 3 | High Priority Site | 3 |
| 2 | 4 | | Surrounding Density and Diverse Uses | 6 |
| 6 | | | Access to Quality Transit | 6 |
| 1 | | | Bicycle Facilities | 1 |
| 1 | 1 | | Reduced Parking Footprint | 1 |
| 1 | 1 | | Green Vehicles | 1 |
| 9 | 0 | 2 | Sustainable Sites | 11 |
| Y | | | Prereq Construction Activity Pollution Prevention | Required |
| 1 | | | Credit Site Assessment | 1 |
| | | 2 | Credit Site Development - Protect or Restore Habitat | 2 |
| 1 | | | Credit Open Space | 1 |
| 3 | | | Credit Rainwater Management | 3 |
| 2 | | | Credit Heat Island Reduction | 2 |
| 1 | | | Credit Light Pollution Reduction | 1 |
| 1 | | | Credit Tenant Design and Construction Guidelines | 1 |
| 8 | 1 | 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 |
| 2 | | | Credit Outdoor Water Use Reduction | 2 |
| 5 | 1 | | Credit Indoor Water Use Reduction | 6 |
| | | 2 | Credit Cooling Tower Water Use | 2 |
| 1 | | | Credit Water Metering | 1 |
| 7 | 15 | 11 | 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 |
| | 4 | 2 | Credit Enhanced Commissioning | 6 |
| 4 | 9 | 5 | Credit Optimize Energy Performance | 18 |
| 1 | | | Credit Advanced Energy Metering | 1 |
| | 1 | 1 | Credit Demand Response | 2 |
| | | 3 | Credit Renewable Energy Production | 3 |
| | 1 | | Credit Enhanced Refrigerant Management | 1 |
| 2 | | | Credit Green Power and Carbon Offsets | 2 |

| | | | | |
|----------|----------|----------|--|-----------|
| 4 | 1 | 9 | Materials and Resources | 14 |
| Y | | | Prereq Storage and Collection of Recyclables | Required |
| Y | | | Prereq Construction and Demolition Waste Management Planning | Required |
| | | 6 | Credit Building Life-Cycle Impact Reduction | 6 |
| 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 |

| | | | | |
|----------|----------|----------|--|-----------|
| 7 | 3 | 0 | Indoor Environmental Quality | 10 |
| Y | | | Prereq Minimum Indoor Air Quality Performance | Required |
| Y | | | Prereq Environmental Tobacco Smoke Control | Required |
| 2 | | | Credit Enhanced Indoor Air Quality Strategies | 2 |
| 3 | | | Credit Low-Emitting Materials | 3 |
| 1 | | | Credit Construction Indoor Air Quality Management Plan | 1 |
| | 3 | | Credit Daylight | 3 |
| 1 | | | Credit Quality Views | 1 |

| | | | | |
|----------|----------|----------|-------------------------------------|----------|
| 3 | 3 | 0 | Innovation | 6 |
| 2 | 3 | | Credit Innovation | 5 |
| 1 | | | Credit LEED Accredited Professional | 1 |

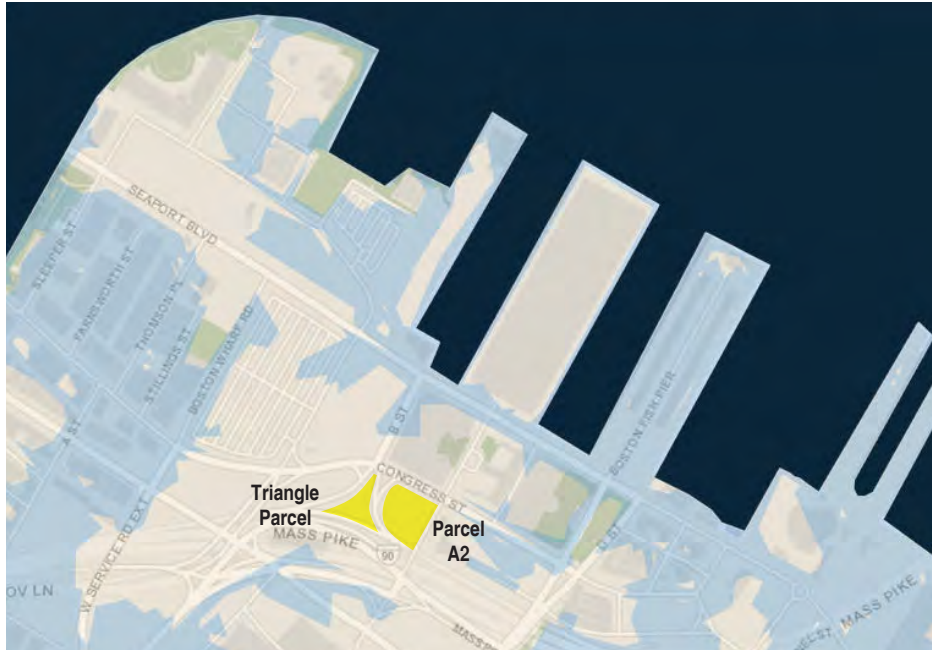
| | | | | |
|----------|----------|----------|---|----------|
| 2 | 1 | 1 | Regional Priority | 4 |
| | | 1 | Credit Regional Priority: Renewable energy production Required Point Threshold: : | 1 |
| | 1 | | Credit Regional Priority: Optimize energy performance Required Point Threshold: | 1 |
| 1 | | | Credit Regional Priority: Rainwater management; Required Point Threshold: 2 | 1 |
| 1 | | | Credit Regional Priority: Indoor water use reduction Required Point Threshold: 4 | 1 |

| | | | | |
|---|-----------|-----------|---------------|-----------------------------|
| 52 | 30 | 28 | TOTALS | Possible Points: 110 |
| Certified: 40 to 49 points, Silver: 50 to 59 points, Gold: 60 to 79 points, Platinum: 80 to 110 | | | | |



Figure 3.1
LEED Checklist

401 Congress Street
Boston, Massachusetts



2030's (Climate Ready Boston)



2050's (Climate Ready Boston)



2070's (Climate Ready Boston)



Figure 3.2a
Climate Change Vulnerability
1% Annual Chance (100-Year Storm)

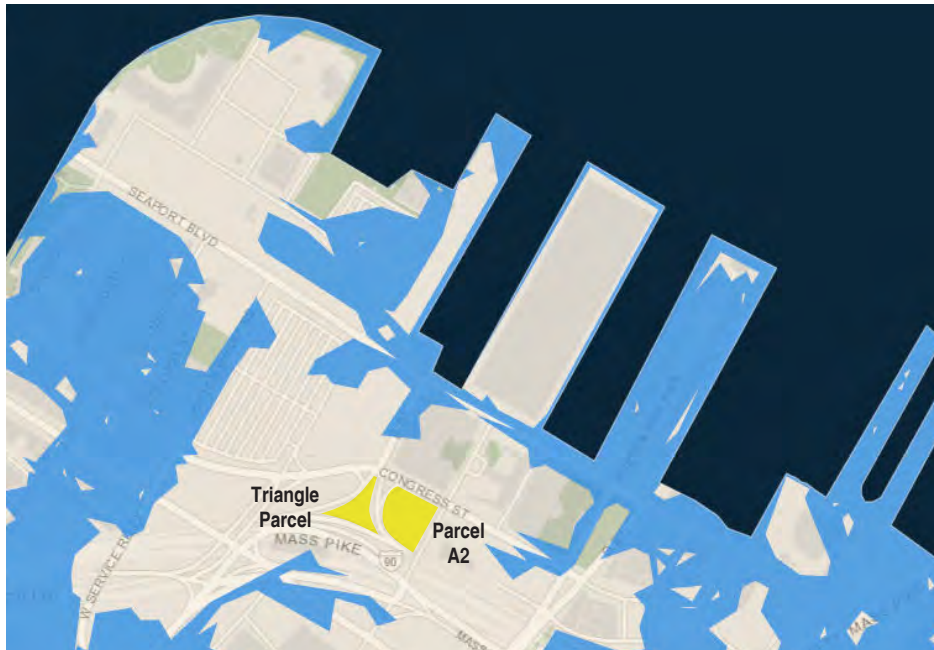
**401 Congress Street
Boston, Massachusetts**



2030's - 9" (Climate Ready Boston)



2050's - 21" (Climate Ready Boston)



2070's - 36" (Climate Ready Boston)



Figure 3.2b
Climate Change Vulnerability
High Tide

**401 Congress Street
Boston, Massachusetts**

4

Transportation

This chapter presents a qualitative assessment of traffic circulation and transportation impacts associated with the Project. The following sections describe the Project area, trip generation, public transportation, parking accommodations, bicycle accommodations, and pedestrian facilities. For the purposes of this ENF/PNF, this chapter only provides a description, an assessment of existing conditions and future conditions (before and after development), and project benefits related to transportation.

Additional details and supporting information are provided in Appendix C, which is provided electronically via weblink. Hard copies of supporting materials are available upon request.

4.1 Summary of Key Findings and Benefits

Based on initial assessments, key findings related to transportation are summarized below:

- › The Project benefits from an excellent transit-oriented location that is well served by Silver Line service, existing water transportation, nearby bike share facilities, and the multimodal transportation options of the SBWTC, including car share options, which promote use of public transportation and assist in the reduction of vehicle trips.
- › While providing no onsite parking, it is expected that employees will park in the SBWTC.
- › The Proponent will implement a robust transportation demand management (“TDM”) program to reduce single-occupant vehicle (“SOV”) trips and enhance and encourage alternative modes.
- › Pick-up/drop-off provided along World Trade Center Avenue will reduce congestion along the Congress Street frontage.
- › Bicycle facilities will be provided on-site and are provided within the SBWTC.
- › Pedestrian accessibility will be provided off Congress Street and World Trade Center Avenue, with improved, ADA accessible 24/7 connections between levels to facilitate access.
- › The Project is projected to generate approximately 265 and 313 net new vehicle trips in the weekday morning and evening peak hours, respectively. As the site enjoys good local and regional highway access, trips will be dispersed in multiple directions on the roadway network.

- › The future planned roadway development, inclusive of a traffic signal at the future SBWTC driveway from Congress Street, which Massport plans to install as part of the SBWTC project, will assist in the traffic operations resulting from the anticipated vehicle trips.

Further analysis, including intersection operations, construction impacts, recommended mitigation measures and conclusions, will be incorporated into the DEIR/DPIR as the permitting process progresses.

4.2 Methodology

The traffic analysis herein is summarized in the following sections:

1. An inventory of existing transportation conditions, including roadway capacities, parking, transit, pedestrian and bicycle circulation, loading, and site conditions.
2. An overview of future transportation conditions and an assessment of potential traffic impacts associated with the proposed development and other neighboring projects. Long-term impacts are evaluated for the year 2024, based on a five-year horizon from the 2019 base year. Expected roadway, parking, transit, pedestrian, and loading conditions and deficiencies are identified. This section includes the following scenarios:
 - The No-Build Scenario (2024) includes general background growth and additional vehicular traffic associated with specific proposed or planned developments and roadway changes in the vicinity of the site; and
 - The Build Scenario (2024) includes specific travel demand forecasts for the Project.
3. An identification of appropriate measures to mitigate Project-related impacts.
4. An evaluation of short-term traffic impacts associated with construction activities.

4.3 Existing Conditions

4.3.1 Field Reconnaissance

Field reconnaissance was conducted on April 8, 2019 to observe traffic operations, geometric conditions, parking activities, pedestrian accommodations, signing, pavement markings, local site access, and overall roadway and intersection conditions in the study area. In addition, the ongoing construction impacts within the study area have been documented in this report.

As discussed in later sections, the traffic volume data was collected on Thursday, April 11, 2019 which represents a typical weekday per current traffic engineering standards.

Project Site

The Project is located in the South Boston Waterfront. The South Boston Waterfront has seen significant new developments over the past decade, a trend which is expected to continue. The Project will occupy a 50,000-square-foot parcel at

401 Congress Street with an additional 21,000-square-foot Triangle Parcel between the I-90 Westbound Off-Ramp and the I-93 On-Ramp. The project also consists of surface improvements along World Trade Center Avenue. The proposed building is located immediately east of the I-90 Westbound Off-Ramp, south of Congress Street, and north of Massport Haul Road, with access to the I-90 On-Ramps. The Project is adjacent to the SBWTC and MBTA World Trade Center Silver Line (“SL”) Station, with the SL1, SL2, and SL3 routes making connections to the Boston Logan International Airport, South Station, and Chelsea.

The existing space is currently utilized as a surface parking lot with a total of 85 parking spaces. The parcel includes one ingress/egress driveway on Congress Street, which also currently serves as a temporary ingress to the SBWTC during the construction of Waterside Place 1B, expected to open in March 2020.

4.3.2 Study Area Roadways

Figure 4.1 shows the following roadways that have been reviewed to examine the existing conditions:

Congress Street

Along the Project Site frontage, Congress Street is under Massport jurisdiction and is classified by MassDOT as an urban minor arterial. The roadway runs in the east-west direction and connects Downtown Boston to the South Boston Waterfront. Within the Project vicinity, there are two lanes in each direction and the roadway is separated by a fenced concrete median between B Street and D Street. To the west of B street, the median transitions to a Double Yellow Center Line (“DYCL”) to maintain two lanes in each direction along Congress Street during the construction of 399 Congress Street and Seaport Square Block M. Sidewalks are in good condition along the north side of Congress Street between D Street and B Street. A portion of the sidewalk on the south side of Congress Street is currently closed temporarily due to the construction of Waterside Place 1B, but is expected to reopen in March 2020. Metered parking is available on the north side, with three metered parking spaces along the frontage currently out of service and being utilized as a drop off location for SL1. Temporary pedestrian access is provided along the north side of Congress Street between B Street and East Service Road for Seaport Square Seaport Square Block M. The posted speed limit along Congress Street is 25 miles per hour (mph).

D Street

D Street, between Northern Avenue and Summer Street, is under Massport jurisdiction and is classified by MassDOT as an urban principle arterial. The roadway runs in the north-south direction and extends from Northern Avenue to Dorchester Avenue in South Boston. In the Project vicinity, D Street is separated by the South Boston Maritime Park and splits into two one-way streets between Silver Line Way and Northern Avenue. Sidewalks are provided on both sides of D Street. Bicycle accommodations are provided along both sides and metered parking spaces are

provided on D Street southbound. On-street parking is provided on the east side of D Street between Massport Haul Road and Congress Street. The speed limit along Congress Street is 25 mph.

Seaport Lane

Seaport Lane is classified by MassDOT as a local road that runs one-way southbound from Seaport Boulevard to Congress Street. The roadway consists of two travel lanes with adjacent on-street valet parking. Sidewalks are provided on both sides. The speed limit along Seaport Lane is 25 mph. A new signalized intersection at Seaport Lane and Congress Street will be installed in 2020 as part of the completion of the South Boston Waterfront Transportation Center.

B Street

B Street is under Massport jurisdiction and is classified by MassDOT as an urban minor arterial. The roadway runs in the north-south direction between Congress Street and Northern Avenue. B Street has two lanes in each direction with turning lanes at the B Street and Northern Avenue intersections. Sidewalks are provided on both sides and on-street parking is provided on the east side of the roadway. Due to the construction of Seaport Square Block M, the center median has been temporarily replaced with DYCL and flexi post lane dividers. The sidewalk on the west side has been temporarily closed. The speed limit along B Street is 25 mph.

East Service Road

East Service Road is under City of Boston jurisdiction and is classified by MassDOT as an urban collector. East Service Road is one-way northbound and has two travel lanes that run from Congress Street to Seaport Boulevard. Due to the construction of Seaport Square Block M and Block L4, sidewalks on both sides have been closed and the metered parking spaces on both sides of East Service Road have been utilized as travel lanes to provide temporary pedestrian access along the west side of the roadway. The speed limit along East Service Road is 25 mph.

Seaport Boulevard/Northern Avenue

Seaport Boulevard east of B Street is under Massport jurisdiction and is classified by MassDOT as an urban principle arterial. Where Seaport Avenue intersects with Seaport Lane, the roadway continues east as Northern Avenue, still under Massport jurisdiction. The roadway runs east-west from Purchase Street in Downtown Boston to D Street in South Boston. Seaport Boulevard/Northern Avenue has two lanes in each direction separated by a concrete median. East of B Street, sidewalks and metered parking are provided on both sides as well as in-lane bicycle accommodations, indicated with sharrows. Due to the construction of Seaport Square Block M and 150 Seaport Boulevard (both under BTD jurisdiction), sidewalks on both sides between B Street and East Service Road have been closed and the existing bicycle lanes have been utilized to provide temporary pedestrian access on both sides. The speed limit along Seaport Boulevard is 25 mph.

Massport Haul Road

Massport Haul Road is under Massport jurisdiction and is classified by MassDOT as an urban principle arterial. The roadway runs in the general east-west direction from South Boston Bypass Road to Northern Avenue. Just west of the intersection of Massport Haul Road and Fargo Street, Massport Haul Road westbound splits into the I-90 Eastbound On-Ramp, I-90 Westbound On-Ramp, and Massport Haul Road, which continues as South Boston Bypass Road. Pedestrian and bicycle access are prohibited along the roadway as it is designed as a spine for truck movement. The speed limit along Massport Haul Road is 25 mph.

Fargo Street

Fargo Street is classified by MassDOT as a local roadway that connects D Street to Massport Haul Road. Under the Boston Convention and Exhibition Center ("BCEC"), Fargo Street provides access to the BCEC-owned parking lot. Fargo Street has one lane in each direction with sidewalks on both sides. The speed limit along Fargo Street is 25 mph.

I-90 Westbound Off-Ramp (Ramp F)

The I-90 Westbound Off-Ramp is under MassDOT jurisdiction and provides direct access to the South Boston Waterfront from East Boston. This off-ramp terminates at Congress Street to form a five-leg intersection with the I-93 On-Ramp (Ramp D), B Street, and Congress Street. Pedestrian and bicycle access are prohibited on I-90.

I-90 Eastbound Off-Ramp (Ramp C)

The I-90 Eastbound Off-Ramp (Ramp C) is under MassDOT jurisdiction and provides direct access to the South Boston Waterfront from the Massachusetts Turnpike west of I-93. The road splits into the Off-Ramp and South Boston Bypass when it emerges from underground. The I-90 Eastbound Off-Ramp terminates at Congress Street to form a five-leg intersection with the I-93 Northbound Off-Ramp (Ramp I) and East Service Road. Pedestrian and bicycle access are prohibited on I-90.

I-93 Northbound Off-Ramp (Ramp I)

The I-93 Northbound Off-Ramp (Ramp I) is under MassDOT jurisdiction and provides access to the South Boston Waterfront from south of Boston. The I-93 Off-Ramp (Ramp I) terminates at Congress Street to form a five-leg intersection with the I-90 EB Off-Ramp (Ramp C) and East Service Road. Pedestrian and bicycle access are prohibited on I-93.

I-93 On-Ramp (Ramp D)

The I-93 On-Ramp (Ramp D) is under MassDOT jurisdiction. It begins at the intersection at Congress Street, B Street, and I-90 WB Off-Ramp and provides access to the I-93 Northbound and the I-93 Southbound. Pedestrian and bicycle access are prohibited on I-93.

Summer Street

Summer Street is under City of Boston jurisdiction. Within the study area, Summer Street is classified by MassDOT as an urban principal arterial that runs in the general east-west directions. Summer Street has two lanes in each direction with turning lanes at key intersections. The roadway extends from Washington Street to the intersection of L Street and East First Street. Summer Street provides access to downtown Boston, the I-90 ramps via Massport Haul Road, the Flynn Cruiseport Boston on Black Falcon Avenue and the Conley Terminal. Within the study area, on-street metered parking is present along the north side of Summer Street west of D Street. Sidewalks are present on both the north and south sides of the roadway, and bicycle facilities vary along Summer Street. In the westbound direction, a shared bicycle lane is provided and is denoted with bicycle sharrows. In the eastbound direction, a shared bicycle lane is also provided, which transitions to an exclusive bike lane east of D Street. The speed limit along Summer Street is 30 mph.

World Trade Center Avenue

World Trade Center Avenue is under Massport jurisdiction and is classified by MassDOT as local road. World Trade Center Avenue runs north-south direction, it provides access from Summer Street to Commonwealth Pier, MBTA World Trade Center Station, the Seaport Hotel and SBWTC. Vehicular traffic is prohibited north of the turnaround driveway at the Seaport Hotel. Pedestrian access is provided along both sides of roadway.

4.3.3 Study Area Intersections

To examine the existing conditions, we studied the following intersections, also shown on Figure 4.1:

Congress Street at E Service Road, I-90 Eastbound Off-Ramp, and I-93 Northbound Off-Ramp

Congress Street intersects with East Service Road, the I-90 Eastbound Off-Ramp, and the I-93 Northbound Off-Ramp to form a five-leg signalized intersection. The I-90 Eastbound Off-Ramp and the I-93 Northbound Off-Ramp both approach from the south and Congress Street approaches from the east and west. The I-90 Eastbound Off-Ramp northbound approach consists of a through-only lane and a shared through/right-turn lane. However, despite the intended lane use and signal indications (green arrow), drivers continue to make left turns out from the I-90 Off-Ramp. The I-93 Northbound Off-Ramp approach consists of a shared left-turn/through lane, a through lane, and a channelized right-turn lane. However, the channelized right-turn has been eliminated due to the construction at 399 Congress Street. Therefore, the lane configuration has been modified to be a shared left-turn/through lane and a shared through/right-turn lane. The Congress Street eastbound approach consists of an exclusive left-turn lane and two through lanes with adjacent on-street metered parking. The Congress Street westbound approach consists of two through lanes with a channelized right-turn lane. As part of the Seaport Square Block M development, the

channelized right-turn lane will be eliminated. Currently, the channelized right-turn lane is blocked to extend the Seaport Square Block M work zone. East Service Road consists of two receiving lanes.

Prior to 399 Congress Street construction, crosswalks were present at all approaches to the intersection accompanied by wheelchair ramps at all corners. Due to the construction of 399 Congress Street, the south sidewalk east of the ramps has been closed. As such, the crosswalks at the northbound and the westbound approaches have been eliminated and all pedestrians are redirected to the north side of the roadway.

The intersection is controlled by an actuated/coordinated traffic signal that operates in three phases. During the first phase, Congress Street eastbound and westbound movements operate simultaneously, with concurrent pedestrian movements on the north and south legs. During the second phase, the I-93 Northbound Off-Ramp left-turn and through movements operate as protected movements with concurrent pedestrian movements on the east leg. During the last phase, the I-90 Eastbound Off-Ramp left-turn and through movements operate as protected movements with concurrent pedestrian movements on the west leg. Underground inductive loops are present on all approaches and pedestrian push button actuation is provided at all pedestrian ramps.

Congress Street at B Street, I-90 Westbound Off-Ramp and I-93 On-Ramp

Congress Street intersects with B Street, the I-90 Westbound Off-Ramp and the I-93 On-Ramp to form a five-leg signalized intersection, with B Street approaching from the north, the I-90 Westbound Off-Ramp approaching from the south, and Congress Street approaching from the east and west. The I-90 Westbound Off-Ramp northbound approach consists of an exclusive left-turn lane, a through lane, and a channelized right-turn lane. Currently, due to the construction of Seaport Square Block M, B Street southbound lane configurations have been temporarily modified from a dual through lane and an exclusive right-turn lane to a shared left-turn/through lane and a shared through/right-turn lane. The Congress Street eastbound approach consists of a shared left-turn/through lane, an exclusive through lane, and a channelized right-turn lane. The I-93 On-Ramp has two receiving lanes.

Stone paver crosswalks are presented at all approaches; however, detectable warning panels are missing from all pedestrian ramps at the intersection. The south sidewalks on Congress Street on the west side of the intersection and the sidewalks on the west side of B Street are temporarily closed due to the construction of Seaport Square Block M and 399 Congress Street. Temporary pedestrian access is only provided on the north side of Congress Street.

The intersection is controlled by an actuated/coordinated traffic signal that operates in four phases. During the first phase, Congress Street westbound left-turn and through movements operate as protected movements with concurrent pedestrian movements on the north leg. During the second phase, Congress Street eastbound left-turn and

through movements operate as protected movements with concurrent pedestrian movement on the south leg. This phase also consists of B Street southbound right-turn overlap. During the third phase, both I-90 Westbound Off-Ramp northbound left-turn and through movements operate as protected movements; and during the fourth phase, I-90 Westbound Off-Ramp and B Street southbound movements operate simultaneously, with concurrent pedestrian movements on east and west legs. Underground inductive loops are present on all approaches and pedestrian push button actuation is provided at all pedestrian ramps.

Seaport Boulevard at B Street

B Street intersects with Seaport Boulevard to form a signalized T intersection, with B Street approaching from the south and Seaport Boulevard approaching from the east and west. The B Street northbound approach consists of a dual left-turn lane and an exclusive right-turn lane. Due to the construction of Seaport Square Block M, the concrete median has been temporarily removed and replaced with DYCL and flexi posts. The lane configuration approaching the intersection has been temporarily modified to include an exclusive left-turn lane and a shared left/right-turn lane. The two southbound receiving lanes have been reduced to a single lane. The Seaport Boulevard eastbound approach consists of a shared left-turn/through lane and a through only lane with adjacent on-street metered parking. On the westbound approach, the bicycle sharrow transitions to an exclusive bicycle lane, and a bicycle box is provided at the stop line. The Seaport Boulevard eastbound approach consists of a through lane and a shared through/right-turn lane with an adjacent bicycle lane. Due to the construction of Seaport Square Block M and 150 Seaport Boulevard, the bicycle lanes on both sides of Seaport Boulevard west of the intersection have been closed to provide temporary pedestrian access.

A painted crosswalk is provided on the west leg of the intersection and stone paver crosswalks are provided on the south leg and east leg of the intersection. Sidewalks are provided on the east side of B Street and both sides of Seaport Boulevard east of the intersection. However, sidewalks are closed on both sides of Seaport Boulevard west of the intersection and temporary pedestrian access is provided.

The intersection is controlled by an actuated/coordinated traffic signal that operates in three phases. During the first phase, Seaport Boulevard eastbound and westbound movements operate simultaneously. The second phase is an exclusive pedestrian phase. During the third phase, the B Street northbound left-turn and right-turn movements operate as protected movements. Underground inductive loops are present on all approaches and pedestrian push button actuation is provided at all pedestrian ramps.

Congress Street at Seaport Lane

Seaport Lane intersects with Congress Street to form an unsignalized T intersection, with Seaport Lane approaching from the north, and Congress Street approaching from the east and west. The Seaport Lane southbound approach consists of a dual right-turn lane with adjacent on-street valet parking. The Congress Street eastbound

approach consists of two through lanes and the Congress Street westbound approach consists of an exclusive left-turn lane and two through lanes with adjacent on-street parking. The westbound left-turn lane has been closed due to the construction of the Waterside Place 1B.

As a result of the Waterside Place 1B construction, sidewalks are present only on the north side of Congress Street; the sidewalks and on-street parking on the south side have been closed. Stone paver crosswalks are provided on the north and west legs of the intersection. Due to the sidewalk closure on the south side of the roadway, the north-south pedestrian crossing on the west leg is temporarily closed. Detectable warning panels are missing from all pedestrian ramps at the intersection.

As discussed in Section 4.5.3, a new traffic signal will be installed at this intersection as part of the Waterside Place 1B construction.

Congress Street at D Street

Congress Street intersects with D Street to form a four-way signalized intersection, with D Street approaching from the north and south, and Congress Street approaching from the east and west. The D Street northbound approach consists of a dual left-turn lane and a shared through/right-turn lane with adjacent on-street parking, which is temporarily unavailable. D Street southbound consists of a shared left-turn/through lane, a shared through/right-turn lane and an exclusive bicycle lane. On-street parking is also provided adjacent to the South Boston Maritime Park median. The Congress Street eastbound approach consists of a shared left-turn/through lane, a shared through/right-turn lane and an exclusive right-turn lane. The Congress Street westbound approach consists of a shared left-turn/through lane and a shared through/right-turn lane.

Stone paver crosswalks are provided at all approaches. Accessible pedestrian ramps with detectable warning panels are only present at the southeast corner of the intersection. Stop lines and lane markings are faded.

The intersection is controlled by an actuated/coordinated traffic signal that operates in four phases. During the first phase, the Congress Street eastbound left-turn and through movements operate as protected movements, with concurrent pedestrian movements on the northwest and southeast legs. During the second phase, the D Street northbound left-turn and through movements operate as protected movements, with concurrent pedestrian movements on the northwest and southwest legs. During the third phase, the D Street southbound left-turn and through movements operate as protected movements, with current pedestrian movements on the west leg and northeast leg of the intersection. During the fourth phase, the Congress Street westbound left-turn and through movements operate as protected movements, with concurrent pedestrian movements on the northwest leg. Underground inductive loops are present on all approaches and pedestrian push button actuation is provided at all pedestrian ramps.

Summer Street at World Trade Center Avenue and East Side Drive

Summer Street intersects with World Trade Center Avenue and East Side Drive (BCEC driveway) to form a four-way signalized intersection, with World Trade Center Avenue approaching from the north, East Side Drive approaching from the south, and Summer Street approaching from the east and west. The East Side Drive northbound approach consists of an exclusive left-turn lane and a shared through/right-turn lane. The World Trade Center southbound consists of an exclusive left-turn lane and a shared through/right-turn lane. The Summer Street eastbound approach consists of an exclusive left-turn lane, a through lane and a shared through/right-turn lane. The Summer Street westbound consists of an exclusive left-turn lane, a through lane and a shared through/right-turn lane.

Painted crosswalks are provided at all approaches. Accessible pedestrian ramps with detectable warning panels are only present at the southeast corner of the intersection.

The intersection is controlled by an actuated/coordinated traffic signal that operates in four phases. During the first phase, the Summer Street eastbound left-turn and westbound left-turn operate as protected movements. During the second phase, eastbound and westbound operate concurrently with permissive left-turns. The third phase is an exclusive pedestrian phase. During the fourth phase, the East Side Drive northbound and the World Trade Center Avenue southbound operate concurrently with permissive left-turn movements. Underground inductive loops are present on Summer Street eastbound and westbound left-turn lanes, and video detections are used on the World Trade Center Avenue southbound and the East Side Drive northbound approaches. Pedestrian push button actuation is provided at all pedestrian ramps.

4.3.4 Parking Facilities

The City of Boston has implemented a parking freeze in South Boston. The freeze allows a maximum of 30,389 off-street parking spaces in South Boston (residential parking spaces are largely excluded, though not completely). In addition, Massport administers its own parking freeze bank through the South Boston Parking Freeze. The Massport bank currently allows a maximum of 10,376 off-street parking spaces.

The SBWTC is located at 406 Summer Street (a temporary address until the completion of Waterside Place 1B in March 2020) and comprises 1,550 parking spaces. Access to the SBWTC is provided on World Trade Center Avenue, a temporary ingress driveway through the Project site, egress via a driveway on Massport Haul Road and a driveway on D Street. Main access on Congress Street will be opened once the construction of Waterside Place Phase 1B is completed in March 2020. The SBWTC is intended to benefit the entire district, as indicated in the NPC filed for the SBWTC. The parking spaces in the SBWTC are necessary to support development of multiple Massport parcels located within CFDA and elsewhere in Commonwealth Flats, which include Parcel A2. Therefore, no on-site parking will be

provided as part of this Project and it is expected that future employees will utilize parking available in SBWTC at market rates.

On-street metered parking and newly constructed parking garages as part of the Seaport Square development are provided throughout the South Boston Waterfront district. Between the SBWTC and the new garages from the Seaport Square development, there is sufficient parking to meet the anticipated demand.

The current on-street parking conditions are presented in Figure 4.2.

4.3.5 Bicycle Facilities

As the South Boston Waterfront grows, new bicycle facilities have been emerging on the roadways. On Seaport Boulevard, bicycle lanes extend from Atlantic Avenue to B Street, and continue as a bike-shared roadway with sharrow markings to D Street. On D Street southbound, a bicycle lane extends from Seaport Boulevard to Massport Haul Road. On D Street northbound, a bike-shared roadway indicated by sharrow markings extends from Massport Haul Road to Seaport Boulevard.

Blue Bike (formerly Hubway) is a bicycle-sharing program in Boston, which has three docking stations located within the study area. One station with 19 bike racks is located on the north side of Seaport Boulevard just west of Pier Four Boulevard, and another station with 15 bike racks is located directly across the street on the north side of Congress Street between Seaport Lane and B street. A station is also located at Northern Avenue and Congress Street, adjacent to Park Lane Seaport Apartments. In addition, a new Blue Bike station has been discussed as part of the SBWTC project; however, it has not yet been installed.

4.3.6 Pedestrian Mobility

Sidewalks in the study area are generally in good condition and provide adequate capacity. However, many of the pedestrian ramps are missing detectable warning panels, and many painted crosswalks are faded. The presence of construction activities has significantly reduced the pedestrian accessibility and the capacity of the sidewalks.

4.3.7 Public Transportation

As presented in Figure 4.3, the study area is served by the Commuter Rail, Amtrak, the MBTA Red Line, Silver Line (SL) and Buses, car share service, and Ferry service.

MBTA Silver Line and Bus Service

The Project Site is immediately adjacent to the MBTA World Trade Center Station, with SL1, SL2, and SL3 providing service from South Station to Logan International Airport, Design Center Place, and Chelsea, respectively.

The MBTA # 4 Bus Route services between North Station and Northern Avenue via Seaport Boulevard and has stops at the Seaport Hotel and World Trade Center Station.

The MBTA # 448 and 449 Bus Routes service between Downtown Boston and Marblehead via Seaport Boulevard and has a stop at the Seaport Hotel.

The MBTA # 459 Bus Route services between Downtown Boston and Salem Commuter Rail Station via Seaport Boulevard and has a stop at the Seaport Hotel.

South Station (Commuter Rail, Amtrak, Red Line, and Silver Line)

South Station is located approximately 0.7 miles (15-minute walk) from the Project site. South Station is a major transportation hub for the MBTA, notably the Red Line and Silver Line, as well as several private bus lines. Keolis operates Commuter Rail service out of South Station to eight (8) branches to the west and south of Boston. Amtrak and the Acela brand run the Northeast Corridor line out of South Station, which provides service between Boston and Washington, D.C.

Ferry

Boston Harbor Cruise's City Water Taxi provides year-round service with stops at Pier 4, Liberty Wharf, and the Seaport World Trade Center that are within 5-minutes walking distance from the Project site. Regularly scheduled Ferry Service from the South Boston Waterfront to North Station is also available at Fan Pier. Ferry Service to Provincetown is also available from the Seaport World Trade Center.

Car Sharing

Car sharing, predominantly served by Zipcar in the Boston area, provides access to vehicular transportation for non-car owners. Vehicles are rented hourly or daily and returned to their designated locations. There are three (3) Zipcar locations within 10-minutes walking distance from the Project site, including one within the SBWTC. Enterprise also provides rental car services at Westin Hotel at the BCEC, which is a 5-minute walking distance from the project site.

4.4 Existing Traffic Conditions

4.4.1 Traffic Count Data

Automatic Traffic Recorder (ATR) Data

To understand the impacts of potential loading operations via Massport Haul Road, ATR counts were collected for a continuous 48-hour period in the westbound direction at the intersection of Massport Haul Road and Fargo Street from Wednesday, April 10, 2019 to Thursday, April 11, 2019. The ATR counts are summarized in Table 4-1 and the westbound average daily traffic ("ADT") volumes for both Massport Haul Road and the Massport Haul Road ramp from D Street are shown graphically in Figure 4.4. The ATR data is included in Appendix C.

Table 4-1 Automatic Traffic Recorder (ATR) Summary

| Location | Period | ADT ¹ | | | Peak Hour Traffic | | | | |
|--------------------|---------|----------------------------|---------------------------------------|---------|-------------------|----------------------------|---------------------------------------|-----------------------|------|
| | | Volumes (vpd) ² | Directional Distribution ³ | | Period | Volumes (vpd) ⁴ | Directional Distribution ³ | K Factor ⁵ | |
| Massport Haul Road | Weekday | 12,644 | 51.2% | WB Ramp | Morning | 831 | 67% | WB Ramp | 0.07 |
| | | | | | Evening | 1,108 | 44% | WB Ramp | 0.09 |

- 1 Average Daily Traffic
- b Vehicles per day
- c NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound
- d Vehicles per hour
- e Proportion of daily traffic

Turning Movement Count (TMC) Data

TMC data was collected at the five (5) study intersections on Thursday, April 11, 2019. TMC data was recorded from 7:00 AM to 9:00 AM to capture the weekday morning traffic peak hours and from 4:00 PM to 6:00 PM to capture the weekday evening traffic peak hours. The counts included passenger vehicles, heavy vehicles, buses, single-unit trucks, bicycles, and pedestrians. The 2019 existing traffic volumes for vehicles, pedestrians, and bicycles are shown in Figures 4.4, 4.5, and 4.6, respectively. The raw traffic counts are shown in Appendix C.

4.4.2 Seasonal Adjustment

The Project Team reviewed MassDOT's 2017 Weekday Seasonal Adjustment Factors to establish if counts taken during the month of April need to be seasonally adjusted to represent average conditions. D Street, Seaport Boulevard, and Massport Haul Road fall within Factor Group U3 – Other Principal Arterial, which represents traffic volumes that are five percent below an average month. The remaining roadways fall within Factor Group U4-U7, which includes Minor Arterials, Major Collectors, Minor Collectors, and Local Roadways, which represents traffic volumes that are four percent higher than an average month. To be conservative, the collected traffic counts were not adjusted down to reflect the average month conditions. The MassDOT's 2017 Weekday Seasonal Adjustment Factors are included in Appendix C.

4.5 Future Conditions

To understand the potential impacts of the proposed building, the 2024 future conditions were compared to the 2019 traffic volumes.

4.5.1 Background Growth

MassDOT records traffic volumes at various stations throughout the Commonwealth over multiple years to identify regional shifts in traffic. The count stations near the study area were used to determine a traffic volume trend. There is one station with 13 years of volume data available (from 2005 to 2018), located on the I-93 On-Ramp, just southwest of the study intersection of Congress Street at B Street. Table 4-2 depicts the traffic volumes and the calculated growth rate for a 13-year period.

Table 4-2 Background Annual Traffic Growth Rate

| MassDOT Count Station Location | AADT ¹ | | Annual Growth Rate |
|--|-------------------|-------|--------------------|
| | 2005 | 2018 | |
| I-93 On-Ramp, southwest leg of the intersection at Congress Street at B Street | 4,511 | 5,117 | 0.97% |

¹ Volume presented in Annual Average Daily Traffic (AADT), the average traffic volume for the entire given calendar year; Source: MassDOT

Table 4-2 indicates a background traffic growth rate on I-93 On-Ramp of 0.97 percent per year between 2005 and 2018. As a basis of comparison, previous projects in the neighborhood were researched and it was found that a one percent growth rate was applied for the South Boston Waterfront. Based on these results, a rate of one percent per year was used to represent the regional background traffic growth.

4.5.2 Additional Development

Information provided by the BPDA for approved projects within the South Boston Waterfront showed that 11 projects have the potential to impact traffic within the study area. These projects are described in Table 4-3 and geographically represented in Figure 4.7.

Table 4-3 Background Projects in the Study Area

| Location | Description |
|-------------------------------------|--|
| Commonwealth Pier Revitalization | Revitalization project which includes additional 31,860 sf gross floor area with total of 635,920 sf office, 45,240 sf retail, and 56,400 sf event/ballrooms. Massport board approved. |
| 399 Congress Street | 414 residential units; 144 parking spaces; under construction. |
| Waterside Place 1B | 307 residential units; 2000 sf retail space; 40 parking spaces; under construction. |
| 150 Seaport Boulevard | 124 residential units; 10,700 sf commercial and retail space; 179 parking spaces; under construction. |
| Seaport Square Block M ¹ | 750 residential units; 125,000 sf retail space; under construction. |
| Omni Boston Hotel | 1054 hotel rooms; 5,000 sf retail space; 35,000 sf quality restaurant; under construction. |
| Seaport Square Block L3 | 366 residential units; 56,000 sf retail space; BPDA Board approved. |
| Seaport Square Block L4 | 442,540 sf office space; 81,000 sf retail space; under construction. |
| Seaport Square Block L5 | 610,000 sf office space; 112,000 sf retail space; BPDA board approved. |
| Seaport Square Block L6 | 389 hotel rooms; 51,000 sf retail space; BPDA board approved. |
| Seaport Square Block N | 350 residential units; 72,000 sf retail space; BPDA board approved. |
| Seaport Square Block P | 491,000 sf office space; 75,000 sf retail space; BPDA board approved. |

¹ Echelon Seaport owns one of the three buildings however the overall project is commonly referred to as Seaport Square Block M.

4.5.3 Planned Area Roadway Improvements

As part of the SBWTC project mitigation plan, signalization was proposed at the intersection of Congress Street and Seaport Lane/Site driveway. Currently all turns are restricted at this intersection due to the construction of the Waterside Place 1B development. Upon completion of that development, the traffic signal will be installed and the permanent driveway to the SBWTC will be opened. In turn, the temporary access through the Project site to the SBWTC will be eliminated.

As part of the Seaport Square project, which includes the development of Blocks L3, L4, L5, L6, M, N, and P, re-striping pavement markings and signal retiming was proposed along the Congress Street corridor from the A Street intersection to B Street to provide more efficient vehicle travel east-west through the corridor and providing concurrent pedestrian phasing to allow longer walk time.

The Project Team is aware of these future roadway and intersection improvements and has reached out to the Boston Transportation Department to incorporate these improvements into the future conditions as the Project progresses.

Modifications to D Street are proposed to provide taxi queue locations adjacent to the Omni Hotel on Summer Street. Changes to the Massport Haul Road / C Street / SBWTC driveway intersection will also be included as part of that project.

150 Seaport will make changes to Seaport Boulevard between Pier 4 Blvd and B Street, as well as signal timing changes at B/Seaport.

4.5.4 2024 No-Build Traffic Volumes

The 2024 No-Build condition was developed by applying an annual growth rate for five years to the 2019 existing condition volumes at study intersections as described in Section 2.3. The Project Team recognizes the potential traffic impact associated with the garage entrance of the SBWTC on Congress Street, which is not yet open due to the construction of Waterside Place 1B. At this time, technical information regarding the traffic signal is not provided. Figure 4.8 represents the peak hour traffic volumes for 2024 No-Build conditions.

4.5.5 Proposed 401 Congress Street Site

Site Layout

The Project will comprise 645,000 square feet of gross floor area including office, retail and public uses. In addition, 30,000 square feet of public space will be provided in the Triangle Parcel between the Interstate 90 and 93 ramps.

Parking and Curbside Accommodations

The existing site includes 85 parking spaces that will be removed. The proposed program is a transit-oriented development immediately adjacent to the Silver Line World Trade Center Station and does not have consumer or employee parking provided on-site. Capacity for Parcel A2 was previously contemplated under the MEPA review process for the SBWTC and will be available to tenants and visitors at market rates.

The vehicle access points for the SBWTC are provided on World Trade Center Ave and Congress Street with an additional egress via a driveway on Massport Haul Road. Vehicle drop-off for the development is also proposed on World Trade Center Avenue. Congress Street pick-up / drop-off is being reviewed, however currently it is not included in the program. Currently there are no proposed curbside improvements along Congress Street, however the Project Team is coordinating with the City of Boston and Massport to understand if there are any proposals that would impact the existing curbside operations.

Pedestrian Accessibility

In addition to existing sidewalks on Congress Street, the Project proposes to provide a universal accessible and weather protected vertical connection between Congress Street and World Trade Center Avenue. This connection will resolve an existing accessibility challenge: lack of 24/7, ADA access between the World Trade Center and Congress Street levels. World Trade Center Avenue will be utilized as a pedestrian connection to the SBWTC, Commonwealth Pier, the MBTA Silver Line station and the BCEC. Pedestrian connection to the triangle parcel will be provided over the I-93 Northbound Off-Ramp

from World Trade Center Avenue via a landscaped green roof, and from inside the building via an interior land bridge corridor.

4.5.6 2024 Build Volumes

The 2024 Build traffic volumes comprise the 2024 No-Build volumes and the trips generated by the proposed development. Based on the existing traffic pattern, the anticipated trip distribution and the adjusted mode share from the BTM data, individual turning movements were applied to the study intersections.

Proposed Trip Generation

As directed in the BPDA Transportation Access Plan guidelines and current traffic engineering standards, the *Institute of Transportation Engineers Trip Generation, 10th Edition* was used to estimate the trips generated by the Project.

Land Use Code (LUC) 710 – “General Office Building” and LUC 820 – “Shopping Center” were used for the office and retail spaces, respectively. The trips generated by the 65,000 square feet of additional public space were mostly non-auto trips and were neglected for this study. “Thousand-square-foot” (KSF) was used for the independent variable to generate the number of person trips. Based on the ITE Trip Generation Manual, the project will generate 9,722 person-trips per day.

To understand the traffic impact in relation to the established review thresholds under MEPA guidelines, the ITE generated person-trips were converted to vehicle trips by applying the 2017 national vehicle occupancy rate of 1.18 and 1.82 for Office Building and Shopping Center, respectively, yielding a total of 7,728 unadjusted vehicle-trips per day. The breakdown for the unadjusted vehicle-trips for an average day (ADT) is presented in Table 4-4.

Table 4-4 Unadjusted ITE Vehicle Trips

| Period | Direction | Future Trips 585,000 SF Office | Future Trips 25,000 SF Retail | Total Generated Trips |
|--------|-----------|--------------------------------------|-------------------------------------|-----------------------------|
| Daily | Enter | 3,392 | 472 | 3,864 |
| | Exit | 3,392 | 472 | 3,864 |
| | Total | 6,784 | 944 | 7,728 |

The Project is located within a dense urban mixed-use area with access to other mode share such as transit, walk and bike. As such, BTM mode share data for Area-13 (South Boston) was reviewed. However, it was determined the travel mode for South Boston cannot adequately represent the South Boston Waterfront. Therefore, the 2018 Seaport Commuter Primary Mode Share Survey published by Seaport Transportation Management Association (“TMA”) and the Seaport Square mode share data were also utilized to develop mode share for the Office and Retail uses, respectively. The mode share for both Office and Retail uses is provided in Table 4-5.

Table 4-5 Travel Mode Share

| Land Use | Direction | Auto Share | TNC | Transit / Shuttle Share | Walk/Bike |
|----------|-----------|------------|-----|-------------------------|-----------|
| Office | Enter | 36% | 2% | 54% | 8% |
| | Exit | 36% | 2% | 54% | 8% |
| Retail | Enter | 34% | 2% | 25% | 39% |
| | Exit | 34% | 2% | 25% | 39% |

The Project Team assumed 25 percent pass-by trips from existing roadway network to the retail uses. The mode split was then applied to the primary person-trips to obtain the site-generated trips for each mode. These volumes are represented in Table 4-6. The detailed trip generation for each land use are provided in Appendix C.

Table 4-6 Mode Split Trip Generation

| Land Use | | Weekday Daily Trips | | | | Weekday Morning Peak Hour Trips | | | | Weekday Evening Peak Hour Trips | | | |
|------------------|-------|---------------------|---------|-----|------|---------------------------------|---------|-----|------|---------------------------------|---------|-----|------|
| | | Auto | Transit | TNC | Walk | Auto | Transit | TNC | Walk | Auto | Transit | TNC | Walk |
| Office Building | Enter | 1441 | 2161 | 160 | 320 | 255 | 383 | 15 | 57 | 9 | 13 | 16 | 2 |
| | Exit | 1441 | 2161 | 160 | 320 | 8 | 12 | 15 | 2 | 276 | 414 | 16 | 61 |
| | Total | 2882 | 4322 | 320 | 640 | 263 | 395 | 30 | 59 | 285 | 427 | 32 | 64 |
| Retail | Enter | 219 | 161 | 26 | 251 | 17 | 13 | 1 | 19 | 35 | 26 | 4 | 40 |
| | Exit | 219 | 161 | 26 | 251 | 10 | 7 | 1 | 12 | 38 | 28 | 4 | 44 |
| | Total | 438 | 322 | 52 | 502 | 27 | 20 | 2 | 31 | 73 | 54 | 8 | 84 |
| Project Combined | Enter | 1661 | 2322 | 186 | 570 | 272 | 396 | 16 | 76 | 44 | 39 | 20 | 43 |
| | Exit | 1661 | 2322 | 186 | 570 | 18 | 19 | 16 | 14 | 314 | 442 | 20 | 105 |
| | Total | 3322 | 4644 | 372 | 1140 | 290 | 415 | 32 | 90 | 358 | 481 | 40 | 148 |

With the growth of ridesharing and carpooling, the total number of person-auto trips were divided by the vehicle occupancy rate to obtain the total number of vehicle trips. The 2017 national vehicle occupancy rate of 1.18 and 1.82 was applied to the person-auto trips for Office Building and Shopping Center, respectively. Table 4-7 summarizes the adjusted vehicle trips generated by the proposed site. To be conservative, the vehicle trips generated by the existing parking spaces were assumed to remain within the network, and therefore, were not subtracted from the generated trips.

Trip Distribution

The logical travel routes were evaluated using Google Maps suggested routes from and to each of the zones specified in the Mode Split Zone Layout, which considers peak hours, travel time, travel distance and tolls (if any). The trip distribution was developed based on BTDC's origin-destination data for Area-13. Figures 4.9 and 4.10 illustrate the trip distribution for entering and exiting, respectively.

Table 4-7 Adjusted Vehicle Trip Generation

| Period | Direction | Future Trips 585,000 SF Office | Future Trips 25,000 SF Retail | Total Generated Trips |
|--------------|--------------|-----------------------------------|----------------------------------|--------------------------|
| Daily | Enter | 1,357 | 135 | 1,492 |
| | Exit | 1,357 | 135 | 1,492 |
| | Total | 2,714 | 270 | 2,984 |
| AM Peak Hour | Enter | 229 | 10 | 239 |
| | Exit | 20 | 6 | 26 |
| | Total | 249 | 16 | 265 |
| PM Peak Hour | Enter | 21 | 22 | 43 |
| | Exit | 247 | 23 | 270 |
| | Total | 268 | 45 | 313 |

Trip Assignment

To distribute the site generated vehicular trips throughout the roadway network, the vehicular trips in Table 4-7 were multiplied by the trip distribution percentages presented in Figures 4.9 and 4.10 to assign the additional intersection volumes. The resultant new trip assignment volumes are shown on Figures 4.11 for both the weekday morning and weekday evening peak hours.

The trip assignment volumes from Figure 4.11 were added to 2024 No-Build conditions traffic volumes from Figure 4.8 to yield the 2024 Build conditions peak-hour traffic volumes, which are shown in Figure 4.12.

As the Project progresses in the permitting process, a capacity analysis will be included which will quantify traffic operations for the Existing, 2024 No Build, and 2024 Build scenarios. In addition, analysis results and recommendations for mitigation operations will be provided.

4.5.7 Transportation Demand Management

The Proponent is committed to implementing Transportation Demand Management (“TDM”) measures to minimize automobile usage and Project related traffic impacts. TDM will be facilitated by the nature of the Project (which does not generate significant peak hour trips) and its proximity to numerous public transit alternatives.

On-site management will keep a supply of transit information (schedules, maps, and fare information) to be made available to the office tenants and visitors of the site. The Proponent will work with the City to develop a TDM program appropriate to the Project and consistent with its level of impact.

The Proponent is prepared to take advantage of good transit access in marketing the site to future residents by working with them to implement the following TDM measures to encourage the use of nonvehicular modes of travel.

The TDM measures for the Project may include but are not limited to the following:

- › **Joining TMA:** The Proponent will require tenants to join the Seaport TMA and is committed to implementing TDM measures to minimize automobile usage and Project related traffic.
- › **Orientation Packets:** The Proponent will provide orientation packets to new tenants containing information on available transportation choices, including transit routes/schedules and nearby vehicle sharing and bicycle sharing locations. On-site management will work with tenants as they move in to help facilitate transportation for new arrivals.
- › **Bicycle Accommodation:** The Project is located within walking distance from Blue Bike stations located on the north side of Seaport Boulevard just west of Pier Four Boulevard, the north side of Congress Street between Seaport Lane and B Street, and on the west side of Congress Street at its intersection with Northern Avenue. The Proponent will provide bicycle storage in secure, sheltered areas for tenants. Subject to necessary approvals, public use bicycle racks for visitors will be placed near building entrances. A bike storage room is located at the SBWTC on World Trade Center Avenue facing the plaza.
- › **Transportation Coordinator:** The Proponent will designate a transportation coordinator to oversee transportation issues including parking, service and loading, and deliveries and will work with tenants as they move in to raise awareness of public transportation, bicycling, and walking opportunities.
- › **Project Web Site:** The web site will include transportation-related information for tenants, workers, and visitors.

4.5.8 Construction Management Outline

The details of construction impact of 401 Congress Street will be provided as the Project progresses. To the extent possible, arrival and departure of construction vehicles should occur outside of the vehicle peak periods (9:00 AM to 3:30 PM and 7:00 PM to 5:00AM). The developer should coordinate a construction entrance that is of enough width and meets the necessary sight distance requirements set forth by the American Association of State Highway and Transportation Officials (AASHTO).

During construction, pedestrian accessibility should be maintained. If necessary, temporary crosswalks and ramps should be provided. All pedestrian accommodations should adhere to Massachusetts Architectural Access Board ("MAAB") and Americans with Disabilities Act ("ADA") guidelines.

A Construction Management Plan will be developed in coordination with BTM and Massport, which depicts on-site logistics and off-site traffic mitigation measures throughout the construction process.



Figure 4.1
Study Intersections

**401 Congress Street
Boston, Massachusetts**

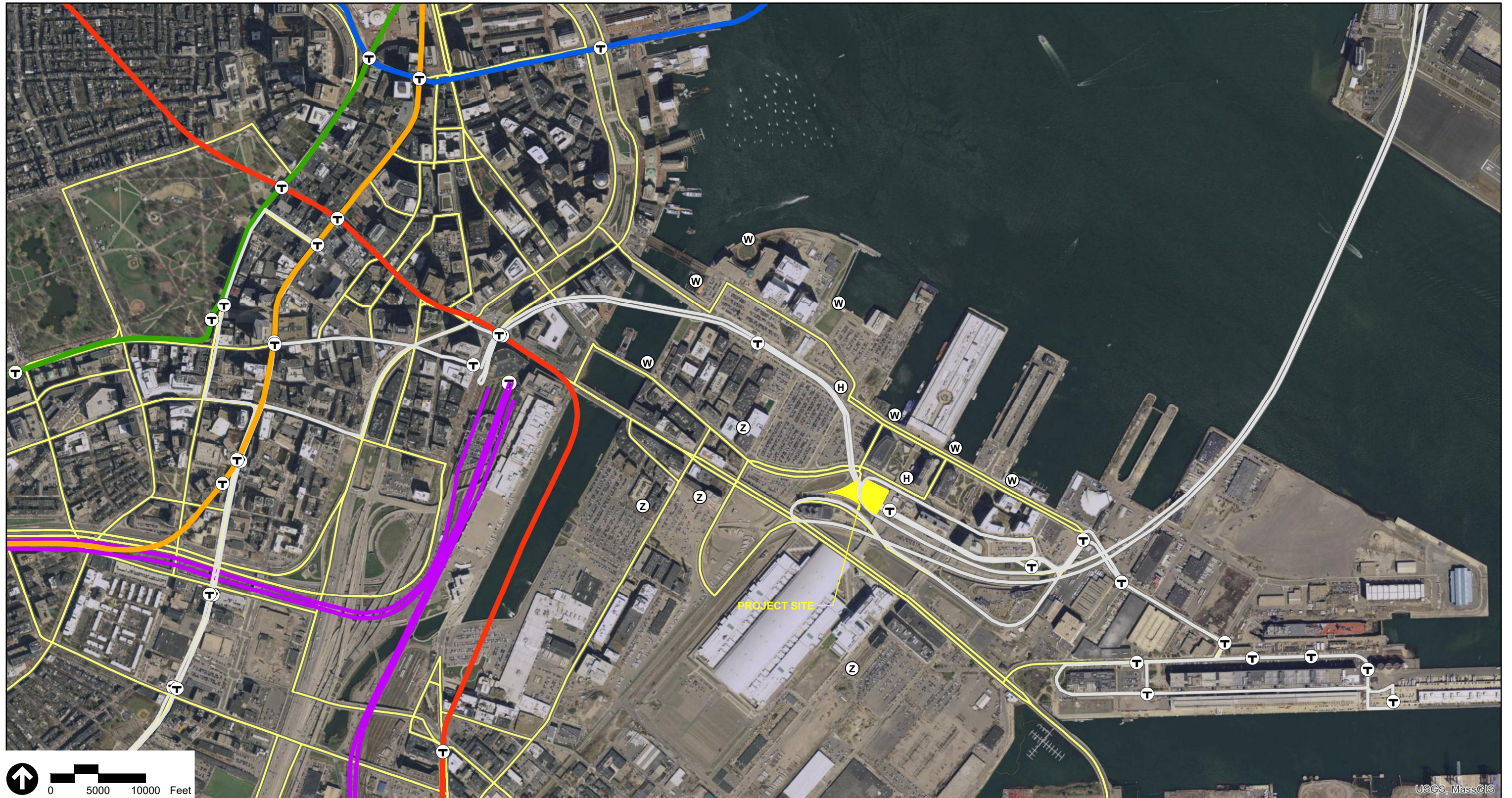


- No Parking
- Existing Parking occupied by Construction
- Meter Parking
- Valet Parking
- Taxi Stand



Figure 4.2
Current Parking Plan

**401 Congress Street
Boston, Massachusetts**



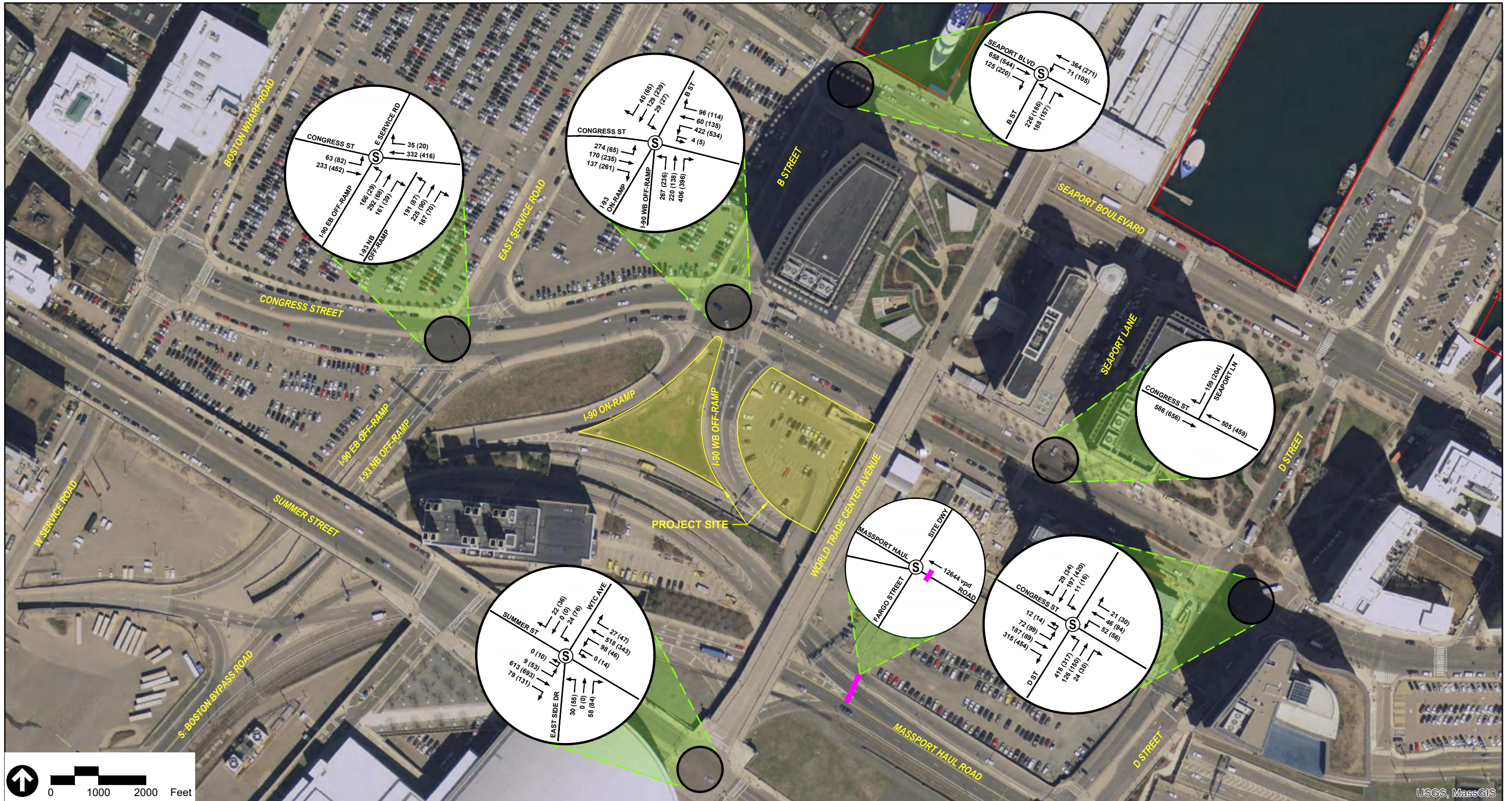
USGS, MassGIS

- | | | |
|----------------------|--------------------|------------------|
| Ⓣ MBTA STATION | — MBTA SILVER LINE | — MBTA RED LINE |
| Ⓜ HUBWAY STATION | — MBTA BLUE LINE | — MBTA BUS ROUTE |
| Ⓦ WATER TAXI STATION | — MBTA GREEN LINE | |
| Ⓩ ZIPCAR LOCATION | — MBTA ORANGE LINE | |



Figure 4.3
Public Transportation

**401 Congress Street
Boston, Massachusetts**

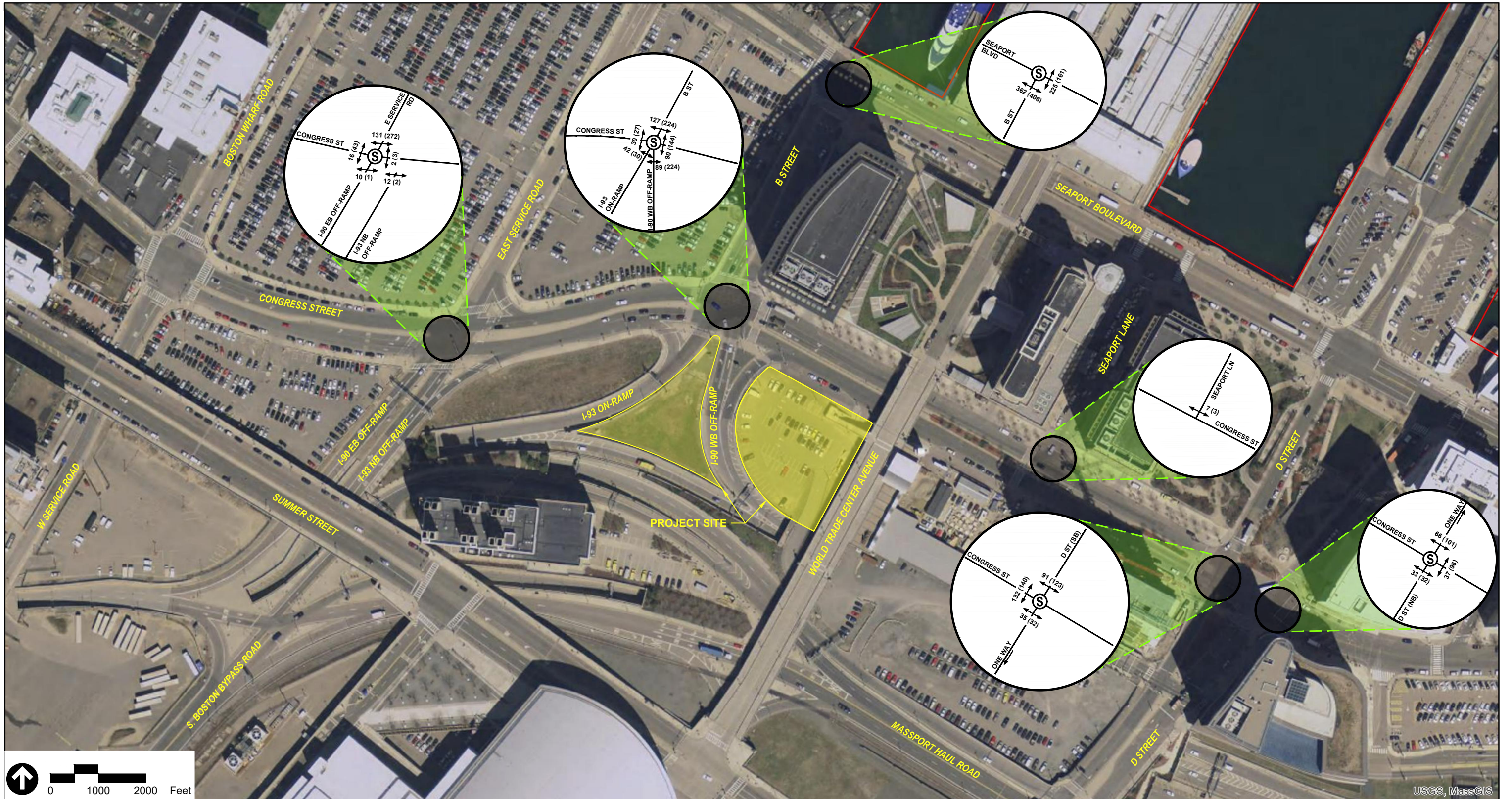


Ⓢ Signalized Intersection
 ← AM (PM) Traffic Volumes
 — ATR Location
 vpd Average Daily Traffic Volumes (Vehicles Per Day)



Figure 4.4
 2019 Existing Traffic Volumes

**401 Congress Street
 Boston, Massachusetts**

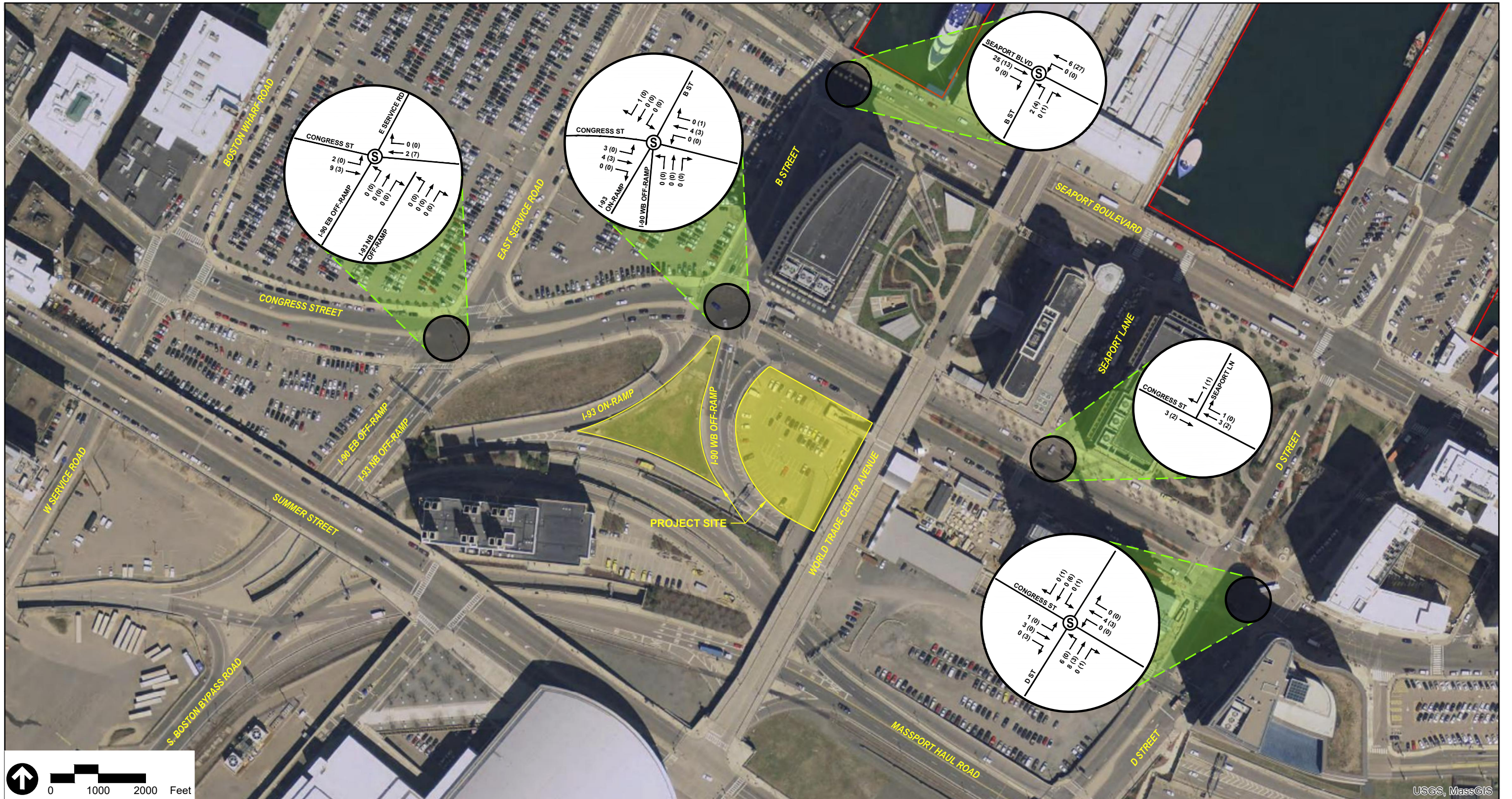


- Ⓢ Signalized Intersection
- ↔ AM (PM) Pedestrian Volumes



Figure 4.5
2019 Existing Pedestrian Volumes

**401 Congress Street
Boston, Massachusetts**



USGS, MassGIS



Figure 4.6
2019 Existing Bicycle Volumes

**401 Congress Street
Boston, Massachusetts**



- Completed
- Under Construction
- Planned

- ① Watermark Seaport (Block K)
- ② 101 Seaport Blvd (Block L1)
- ③ 121 Seaport Blvd (Block L2)
- ④ Block L3
- ⑤ Block L4

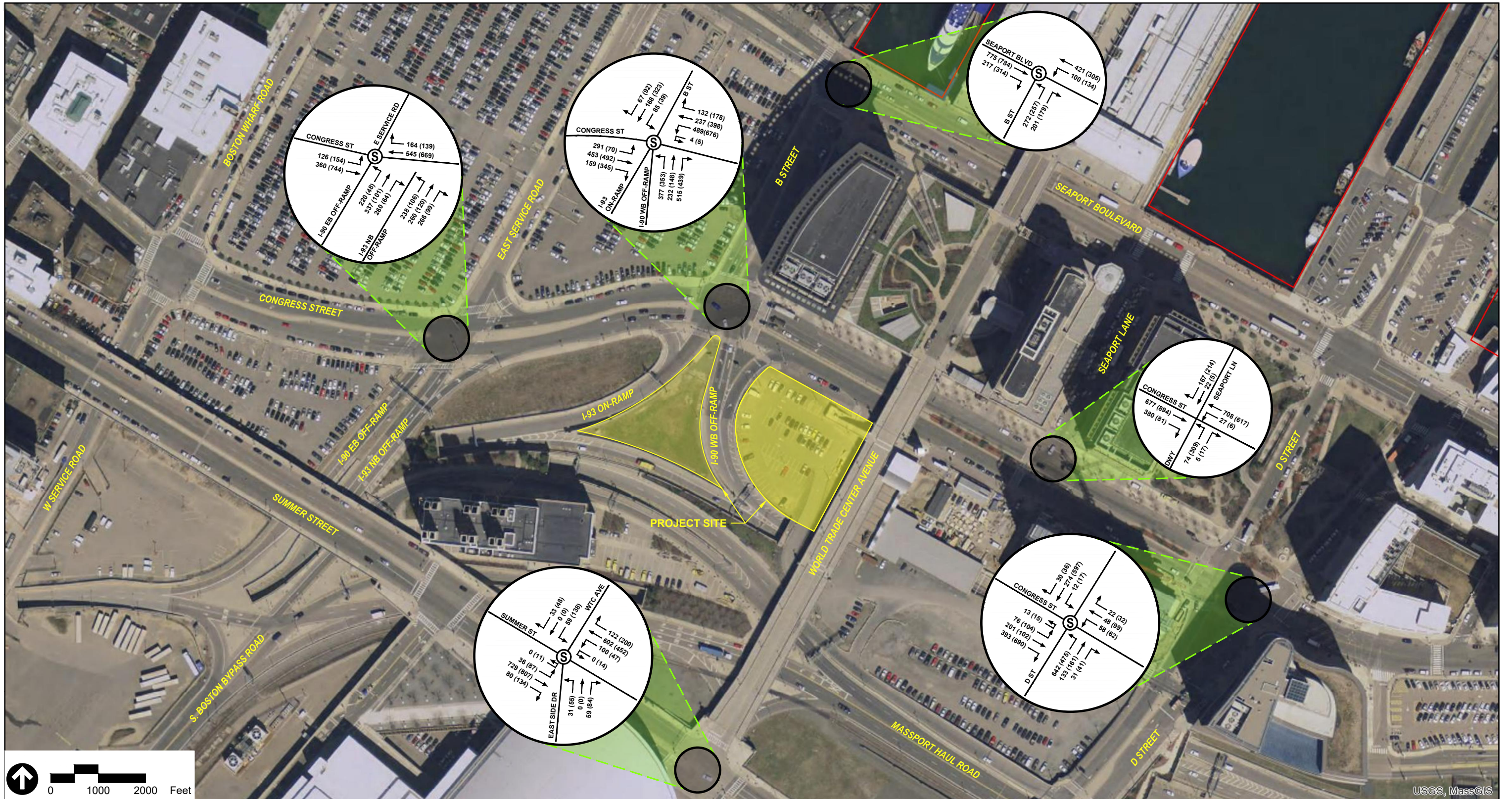
- ⑥ Block L5
- ⑦ Block L6
- ⑧ Block N
- ⑨ Block P
- ⑩ 150 Seaport Blvd

- ⑪ Block M
- ⑫ 399 Congress St
- ⑬ Waterside Place 1B
- ⑭ S Boston Waterfront Trans Ctr
- ⑮ Omni Seaport Hotel



Figure 4.7
Background Projects

**401 Congress Street
Boston, Massachusetts**



- Ⓢ Signalized Intersection
- ← AM (PM) Traffic Volumes



Figure 4.8
2024 No-Build Traffic Volumes

**401 Congress Street
Boston, Massachusetts**

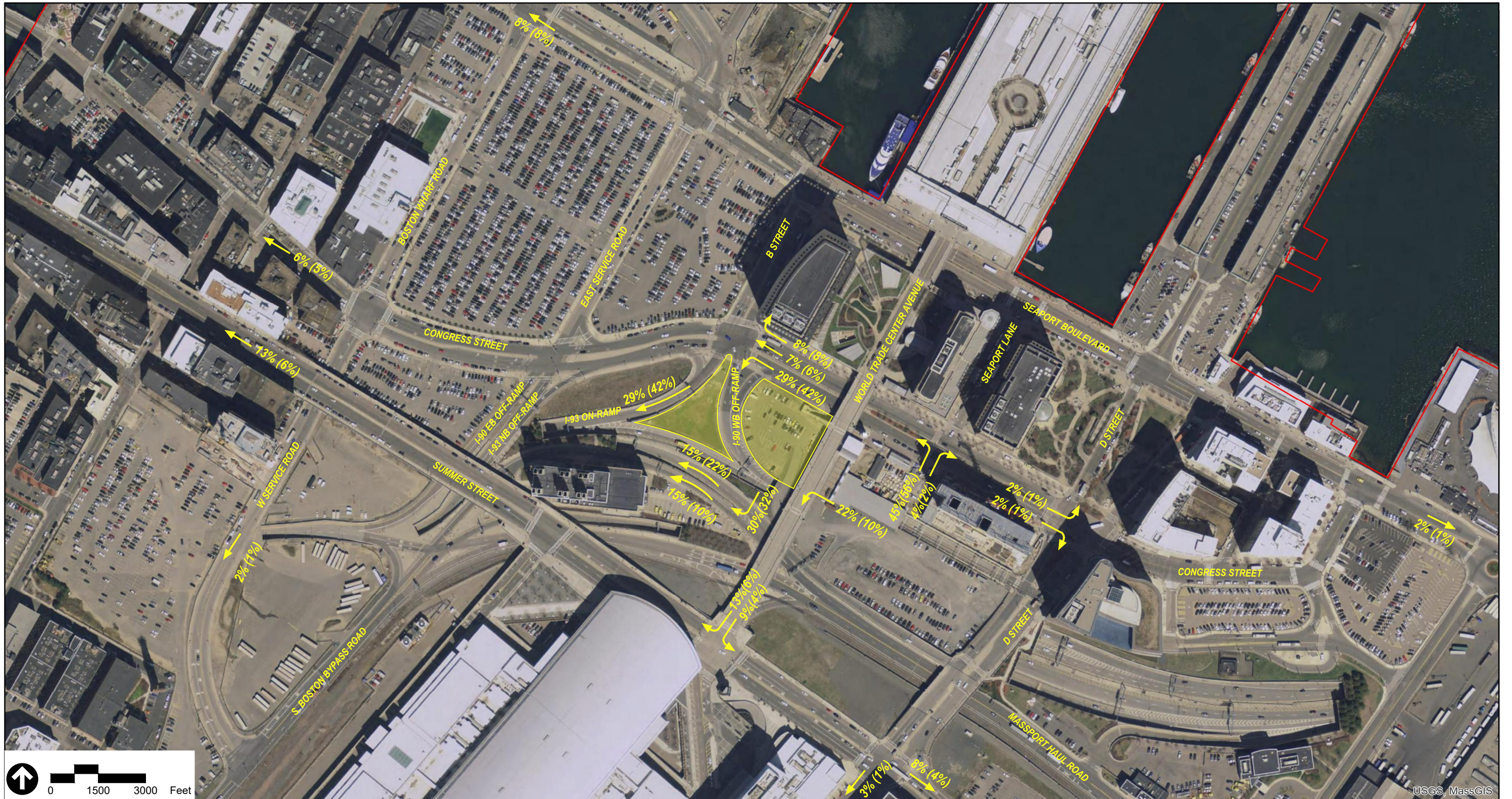


← AM (PM) INBOUND TRIPS



Figure 4.9
Trip Distribution - Entering

401 Congress Street
Boston, Massachusetts

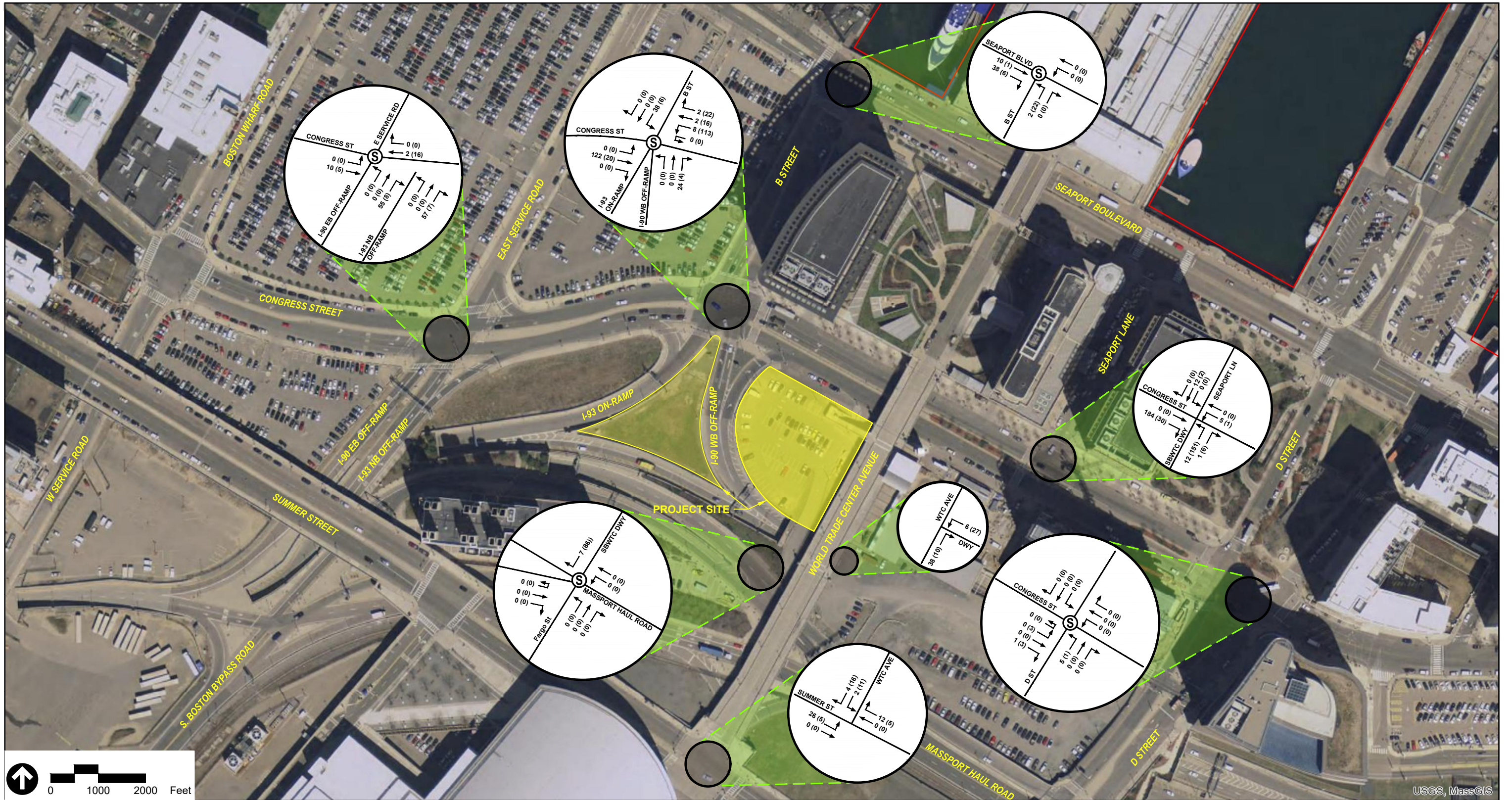


← AM (PM) OUTBOUND TRIPS



Figure 4.10
Trip Distribution - Exiting

401 Congress Street
Boston, Massachusetts

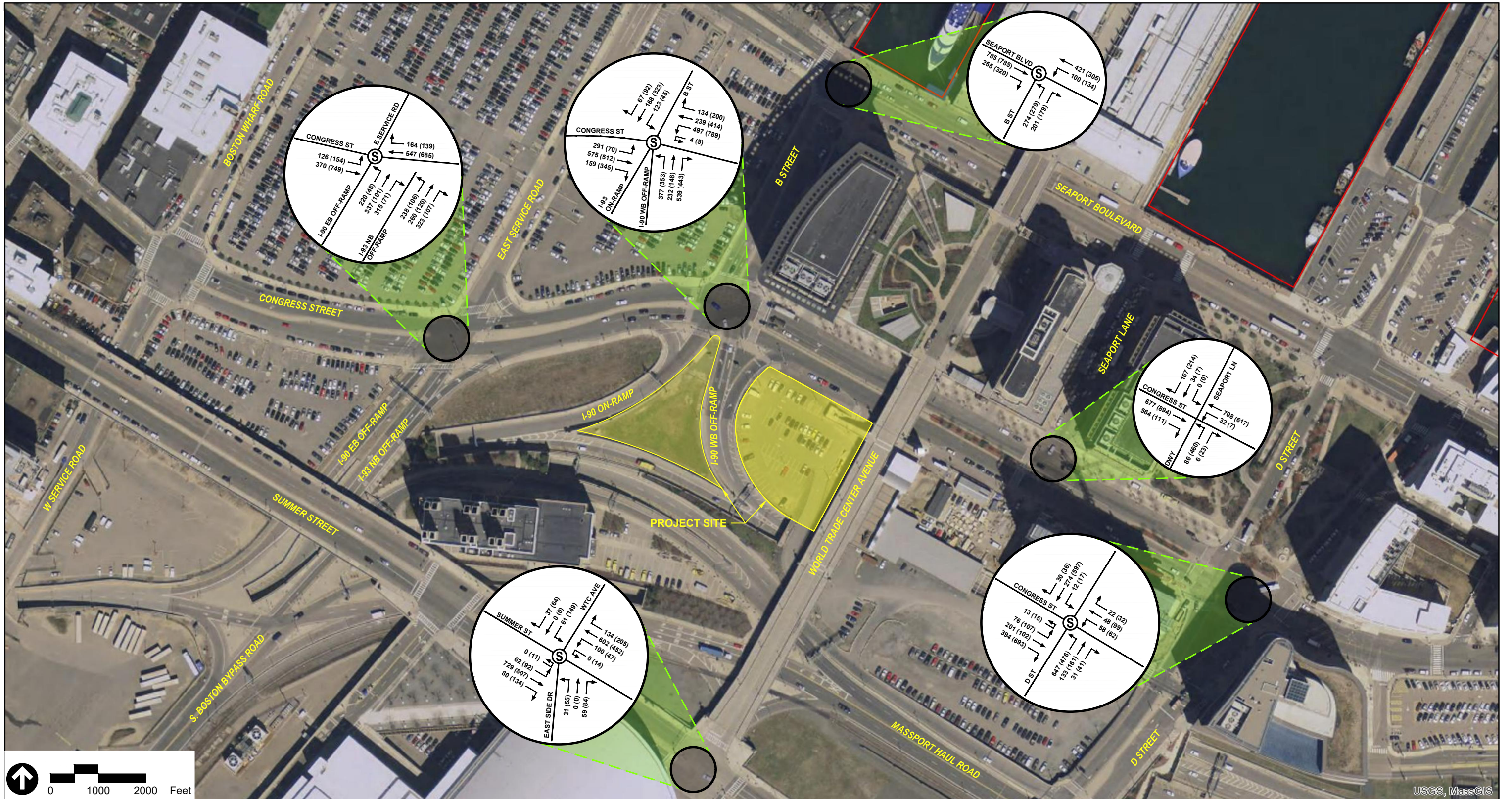


- Ⓢ Signalized Intersection
- ← AM (PM) Traffic Volumes



Figure 4.11
Trip Assignment

**401 Congress Street
Boston, Massachusetts**



USGS, MassGIS

- Ⓢ Signalized Intersection
- ← AM (PM) Traffic Volumes



Figure 4.12
2024 Build Traffic Volumes

**401 Congress Street
Boston, Massachusetts**

5

Environmental Protection

Introduction

This chapter provides information on existing environmental conditions at the Project Site, assesses potential Project-related impacts and identifies the steps that have been or will be taken to avoid, minimize, and/or mitigate adverse impacts.

In compliance with City of Boston Article 80 and State MEPA requirements, this Project will address potential environmental impacts in the following categories:

- › Wind
- › Shadow
- › Solar Glare
- › Daylight
- › Air Quality
- › Water Quality
- › Noise
- › Solid and Hazardous Wastes
- › Groundwater/Geotechnical
- › Construction

Where the current state of the design allows, this ENF/PNF provides a full assessment of Project impacts; however, where additional information is needed, initial assessments are provided with an outline of the more detailed analyses to be addressed in the DEIR/DPIR, such as Wind, Solar Glare, and Air Quality, as public and agency input is received and design is further developed.

5.1 Summary of Key Benefits

In summary, analyses of potential environmental impacts associated with the Project show the following:

- › **Shadow** - The incremental shadows produced are consistent with the dense, urban context of the Project and have been minimized to the extent reasonably practicable.
- › **Daylight** – As would be expected when erecting a new building on an undeveloped site, the Project will obstruct a portion of visible skydome from adjacent pedestrian ways. However, this impact will be offset by significant public realm improvements.
- › **Water Quality** – The Project will improve water quality by collecting and treating stormwater runoff through a series of structural Best Management Practices (“BMPs”). Impacts associated with water and sewage are discussed in Chapter 7, *Infrastructure*.

- › **Noise** – A preliminary assessment finds that the Project’s operations will have no adverse noise impacts at nearby sensitive receptor locations and will not contribute to a violation of the City of Boston’s noise standards.
- › **Solid and Hazardous Materials** – The environmental conditions on the Site will be addressed in accordance with the Massachusetts Contingency Plan, as applicable. Existing solid and hazardous materials, if discovered, will be removed and disposed of in accordance with applicable state and federal regulations.
- › **Groundwater** – Given the relatively limited nature of dewatering, the Project is expected to have negligible long-term impacts on groundwater levels.
- › **Geotechnical** – Due to the Project location and proximity to surrounding and below-grade structures, a monitoring program will be developed and implemented prior to the start of construction.
- › **Construction** – Construction-related impacts are temporary in nature, and are typically related to truck traffic, dust, noise, solid waste and vibration. All temporary construction-related impacts associated with the Project will be minimized in coordination with the applicable agencies and through the completion of a Construction Management Plan. Vibratory impacts will be significantly reduced by the structural design of the Project which spans the MBTA Silver Line Tunnel and will be carefully monitored to minimize risk of impact to the tunnel structure.

Potential environmental impacts associated with wind, shadow, solar glare, air quality will be more fully described in the subsequent DEIR/DPIR filing.

5.2 Wind

The Project will require a quantitative wind tunnel analysis comparing existing and proposed conditions pursuant to the Section B.1 of the BPDA Development Review Guidelines because it includes one or more buildings greater than 150 feet high.

The Proponents have commenced a detailed quantitative analysis in accordance with this requirement and are working closely with the architect and wind engineers to proactively incorporate wind mitigation techniques into the design of the buildings. The techniques include building fenestration, shifts in massing, recessed entries at street-level, canopies and other architectural elements, and the incorporation of building-level and street-level vegetation. A complete report of the results will be presented in the DEIR/DPIR.

5.3 Shadow

An analysis of the shading impact under the No-Build and Build Conditions is a requirement of the Article 80, Large Project Review (Section 80B-2(c) of the Code). The shading analysis was prepared in accordance with the requirements of Section B.2. of the BPDA Development Review Guidelines.

5.3.1 Methodology

A shadow impact analysis was conducted at regular time intervals to investigate the effect that the Project will have throughout the year. A computer model of the Project and surrounding urban area was developed. A number of days and times were analyzed, as required under Article 80. The analysis used "clear sky" solar data at Boston's Logan International Airport, meaning the assumption that no cloud cover ever occurs; therefore, providing a "worst case" scenario showing the full extent of when and where shadow could occur.

In order to represent a variety of shadow conditions at various times of the day, and times of the year, three time intervals (9:00AM, 12:00PM, 3:00PM) are represented for the March 21 (see Figures 5.1a-c), the June 21 (see Figures 5.1d-g), September 21 (see Figures 5.1h-k), and December 21 (see Figures 5.1l-n). Per the BPDA Development Review Guidelines, 6:00PM has been added to the June 21 and September 21 shadow study. The study shows both existing shadows in and around the Project Site, and the shadow impact of the Project. The analysis focuses on the shadow cast onto existing pedestrian areas, open spaces, and sidewalks adjacent to and in the vicinity of the Project Site.

Table 5-1 shows the solar azimuth and altitude data. Times are listed as EST and EDT, as appropriate. The data reflects a latitude of 42.36° and a longitude of -71.06°.

Table 5-1 Solar Azimuth and Altitude Data

| Date | Time | Azimuth¹ | Altitude² |
|------------------|-------------|----------------------------|-----------------------------|
| March 21 EDT | 9:00 AM | 112.7 | 23.4 |
| March 21 EDT | 12:00 PM | 161.2 | 46.2 |
| March 21 EDT | 3:00 PM | 223.3 | 39.1 |
| June 21 EDT | 9:00 AM | 93.5 | 39.9 |
| June 21 EDT | 12:00 PM | 149.6 | 68.8 |
| June 21 EDT | 3:00 PM | 246.3 | 56.5 |
| June 21 EDT | 6:00 PM | 280.7 | 23.8 |
| September 21 EDT | 9:00 AM | 115.4 | 26.0 |
| September 21 EDT | 12:00 PM | 166.2 | 47.4 |
| September 21 EDT | 3:00 PM | 227.2 | 37.3 |
| September 21 EDT | 6:00 PM | 264.0 | 7.2 |
| December 21 EST | 9:00 AM | 142.0 | 14.3 |
| December 21 EST | 12:00 PM | 184.4 | 24.1 |
| December 21 EST | 3:00 PM | 225.0 | 10.0 |

1 Azimuth is measured in degrees clockwise from North

2 Altitude is measured in degrees up from the horizon

EST Eastern Standard Time

EDT Eastern Daylight Time

5.3.2 Shadow Analysis Findings

The shadow study results are presented in Figures 5.1a-n. A summary of the shadow analysis results for each respective period is provided below.

March 21

Similar to September 21, March 21 analysis (see Figures 5.1a-c) shows a limited impact at the north of the site, again along Congress Street. These shadows extend, in the later afternoon, to the park across the street as well as the World Trade Center Viaduct.

June 21

Shadows are generally shorter during the summer months. The analysis (see Figure 5.1d-g) finds there will be limited impact by shadows during the summer months. At 9AM and 12PM, net new shadow of the proposed buildings would remain mostly on-site. By 3PM and 6PM, the analysis shows the net new shadow extending north and east over Congress Street as well as the World Trade Center Viaduct. Some long shadows will be cast over the building opposite Congress Street, 155 Seaport Boulevard.

September 21

Similar to March 21, September 21 analysis (see Figure 5.1h-k) shows a limited impact at the north of the site, again along Congress Street. These shadows extend, in the later afternoon, to the park across the street as well as the World Trade Center Viaduct.

December 21

Shadows are generally longest during the winter months. Analysis for December 21 (see Figure 5.1l-n) will show moderate impact in the early morning and late afternoon, with long shadows extending across Congress Street to the park as well as to the facades of buildings along B Street. Some shadows will be cast again onto the southern façade of 155 Seaport Boulevard.

5.4 Solar Glare

The City of Boston BPDA Development Guidelines require projects undergoing Large Project Review to analyze the potential impacts from solar glare on certain streets, open spaces and pedestrian areas, to identify the potential for visual impairment or discomfort due to reflective spot glare. Furthermore, projects must consider the potential for solar heat buildup in any nearby buildings receiving reflective sunlight from the Project, if applicable.

Due to the Project Site's proximity to major roadways (such as World Trade Center Avenue) and to Logan Airport, a study of the potential solar glare impacts from the Project are anticipated to be included in the DEIR/DPIR when the Project's design has further advanced and materials have been selected.

5.5 Daylight

The following section describes the anticipated effect on daylight coverage at the Project Site as a result of the Project. An analysis of the percentage of skydome obstructed under the No-Build and Build Conditions is a requirement of Article 80 (Section 80B-2(c)). The daylight analysis was prepared using the BPDA's Daylight Analysis Program ("BRADA") and has been completed in accordance with the requirements of Article 80. The results of the analysis are presented in Figures 5.2a-b.

5.5.1 Methodology

The daylight analysis was conducted using the BRADA program developed in 1985 by the Massachusetts Institute of Technology to estimate the pedestrian's view of the skydome taking into account building massing and building materials used. The software approximates a pedestrian's view of a site based on input parameters such as: location of viewpoint; length and height of buildings and the relative reflectivity of the building façades. The model typically uses the midpoint of an adjacent right-of-way or sidewalk as the analysis viewpoint. Based on these data, the model calculates the perceived skydome obstruction and provides a graphic depicting the analysis conditions.

The model inputs used for the study presented herein were taken from a combination of the BPDA's City of Boston model data, an existing conditions survey, and preliminary schematic design plans prepared by the Project Architect. As described above, the BRADA software considers the relative reflectivity of building façades when calculating perceived daylight obstruction. Highly reflective materials are thought to reduce the perceived skydome obstruction when compared to non-reflective materials. For the purposes of this daylight analysis, the building façades are considered non-reflective, resulting in a conservative estimate of daylight obstruction.

Viewpoints

The following viewpoints were studied in the daylight analysis:

- › **World Trade Center Avenue** – This viewpoint is located on the centerline of World Trade Center Avenue on the eastern side of the Project Site.
- › **Congress Street** – This viewpoint is located on the centerline of Congress Street to the north of the Project Site.

These points represent the proposed building façades when viewed from the adjacent public ways.

5.5.2 Daylight Study Findings

Daylight Existing/No-Build Condition

Under the Existing/No-Build Condition, the skydome is minimally obstructed. The existing site contains primarily surface parking. The existing skydome obstructed value is zero percent from both viewpoints. (Figures 5.2a and b)

Daylight Build Conditions

Under the Proposed Conditions, the viewpoints along these two studied roadways are expected to experience an increase in skydome obstruction due to the increased height and massing of the new buildings, as would be expected when increasing the density an urban site.

Table 5-2 below presents the percentage of skydome that is expected to be obstructed along the public ways with and without the Project. Figures 5.2a-b graphically show the Project-related daylight impacts from the same viewpoints.

Table 5-2 Existing/No-Build and Build Daylight Conditions

| Viewpoint | Existing/No-Build Condition Skydome Obstruction | Build Condition Skydome Obstruction |
|---------------------------|--|--|
| World Trade Center Avenue | 0% | 90.7% |
| Congress Street | 0% | 77.3% |

5.6 Air Quality

This section presents an overview of and the results for the preliminary mobile source assessment conducted for the ENF/PNF filing of the Project. The purpose of the air quality assessment is to demonstrate that the Project satisfies applicable regulatory requirements, and whether it complies with the 1990 Clean Air Act Amendments ("CAAA") following the local and the U.S. Environmental Protection Agency ("EPA") policies and procedures.

The air quality assessment conducted for this Project includes a localized (microscale), or "hot spot", analysis of carbon monoxide ("CO") concentrations in accordance with BPDA screening guidance. The microscale analysis evaluated potential CO impacts from vehicles traveling through congested intersections in the project area under the existing conditions, as well as considering site-specific impacts under the future conditions. The results from this evaluation are subject to the National Ambient Air Quality Standards ("NAAQS"). Finally, the sections below discuss the future requirements to be analyzed in the DEIR/DPIR filing.

5.6.1 Background

The CAAA resulted in states being divided into attainment and non-attainment areas, with classifications based upon the severity of their air quality problems. Air

quality control regions are classified and divided into one of three categories: attainment, non-attainment, and maintenance areas, depending upon air quality data and ambient concentrations of pollutants. Attainment areas are regions where ambient concentrations of a pollutant are below the respective NAAQS; non-attainment areas are those where concentrations exceed the NAAQS. A maintenance area is an area that used to be non-attainment but has demonstrated that the air quality has improved to attainment. After 20 years of clean air quality, maintenance areas can be re-designated to attainment.

The Project is located in the Seaport area within the City of Boston, Suffolk County, Massachusetts, which under the EPA designation is a CO Maintenance area. Projects located in a CO maintenance area are required to evaluate their CO concentrations with the NAAQS, as has been done for this Project. The City of Boston is in attainment for the remainder of the criteria pollutants.

5.6.2 Air Quality Standards

The EPA has established the NAAQS to protect the public health. Massachusetts has adopted similar standards as those set by the EPA for CO. Table 5-3 presents the NAAQS for carbon monoxide.

Table 5-3 National Ambient Air Quality Standards

| Pollutant | Primary Standards | | |
|-----------------|--------------------------------|----------------|--|
| | Level | Averaging Time | Form |
| Carbon Monoxide | 9 ppm (10 mg/m ³) | 8-hour | Not to be exceeded more than once per year |
| | 35 ppm (40 mg/m ³) | 1-hour | |

DEP maintains a network of air quality monitors to measure background CO concentrations. Background concentrations are ambient pollution levels from all stationary, mobile, and area sources. Background CO concentrations are determined by choosing the maximum of the second-highest annual values from the previous three years. Looking at the air quality monitor closest to the project site (Von Hillern) for the years 2015-2017, the CO background values are 1.7 ppm for the 1-hour averaging time and 1.2 ppm for the 8-hour averaging time. These values are much less than the 1-hour and 8-hour NAAQS. The background values are presented in Table 5-4.

Table 5-4 Air Quality Background Concentrations

| Pollutant | Background Concentrations | | NAAQS | |
|-----------------|---------------------------|----------------|--------|----------------|
| | Level | Averaging Time | Level | Averaging Time |
| Carbon Monoxide | 1.2 ppm | 8-hour | 9 ppm | 8-hour |
| | 1.7 ppm | 1-hour | 35 ppm | 1-hour |

Monitoring Location: Von Hillern, Boston, MA. Years 2015-2017.

The potential CO concentrations from motor vehicle traffic related to the Project will be considered in conjunction with these background concentrations to demonstrate that the Project will comply with the NAAQS Standards.

5.6.3 BPDA Development Review Guidelines

The BPDA Development Review Guidelines require "a microscale analysis predicting localized carbon monoxide concentrations should be performed, including identification of any locations projected to exceed the National or Massachusetts Ambient Air Quality Standards, for projects in which:

- › Project traffic would impact intersections or roadway links currently operating at Level of Service (LOS) D, E, or F or would cause LOS to decline to D, E, or F; or
- › Project traffic would increase traffic volumes on nearby roadways by 10 percent or more (unless the increase in traffic volume is less than 100 vehicles per hour); or
- › The Project will generate 3,000 or more new average daily trips on roadways providing access to a single location."

5.6.4 Microscale Screening Analysis

The objective of the microscale analysis will be to determine if the Project will interfere with the attainment or maintenance of the Massachusetts and/or National Ambient Air Quality Standards established by the Federal Clean Air Act Amendments. Massachusetts has developed a State Implementation Plan (SIP) to demonstrate compliance with the CAAA. The SIP contains project-level criteria that require that an adequate air quality study be prepared in consultation with the air quality regulatory agencies and that the results of the study demonstrate that:

- › Proposed projects will not result in new CO violations, and
- › Proposed projects will not result in any existing CO violations being increased.

Once the vehicular traffic impacts are determined, an assessment of the Project-related localized air quality impacts will be conducted as part of the subsequent DEIR/DPIR. If any CO violations are predicted, mitigation measures will be developed and tested to meet the SIP and CAAA criteria.

5.6.5 Mesoscale Air Quality Analysis

A mesoscale air quality analysis may be required if the Project is expected to be of regional significance. The BPDA requires a mesoscale air quality analysis if a project produces 10,000 or more vehicle trips per day ("vpd"). In addition, MassDEP guidelines require a mesoscale if an office project generates 3,000 vpd. As described in Chapter 4, *Transportation*, the Project is anticipated to generate 2,984 daily vehicle

trips, substantially less than 10,000 adjusted vehicle trips per day, therefore this analysis is not required for the BPDA. MEPA requires that all projects filing an EIR assess GHG and Ozone Precursors (for projects in an Ozone non-attainment area) in a mesoscale analysis. Accordingly, a quantitative mesoscale air quality analysis consistent with EPA and DEP guidelines will be conducted for the DEIR/DPIR filing.

5.7 Water Quality

The Project will comply with the DEP Stormwater Management Standards and will improve the quality of stormwater runoff from the Project Site and reduce its quantity compared to the existing condition. The Project will improve water quality by collecting and treating stormwater runoff through a series of structural Best Management Practices ("BMPs") designed to remove oil, floatables, and Total Suspended Solids ("TSS"). Additional detail on the Project's stormwater management strategy will be provided in the DEIR/DPIR.

5.8 Noise

The noise impact assessment evaluated the potential noise impacts associated with the Project's activities, including mechanical equipment and loading activities. This section discusses the fundamentals of noise, noise impact criteria, noise analysis methodology, existing ambient conditions, and potential noise impacts associated with the Project. The analysis demonstrates that the Project will comply with City of Boston noise regulations.

5.8.1 Noise Fundamentals

Noise is defined as unwanted or excessive sound. Sound becomes unwanted when it interferes with normal activities such as sleep, communication, work, or recreation. How people perceive sound depends on several measurable physical characteristics, which include the following:

- › **Intensity** - Sound intensity is often equated to loudness.
- › **Frequency** - Sounds are comprised of acoustic energy distributed over a variety of frequencies. Acoustic frequencies, commonly referred to as tone or pitch, are typically measured in Hertz. Pure tones have all their energy concentrated in a narrow frequency range.

Sound levels are most often measured on a logarithmic scale of decibels ("dB"). The decibel scale compresses the audible acoustic pressure levels which can vary from the threshold of hearing (zero dB) to the threshold of pain (120 dB). Because sound levels are measured in dB, the addition of two sound levels is not linear. Adding two equal sound levels creates a 3 dB increase in the overall level. Research indicates the following general relationships between sound level and human perception:

- › A 3 dB increase is a doubling of acoustic energy and is the threshold of perceptibility to the average person.

- › A 10 dB increase is a tenfold increase in acoustic energy but is perceived as a doubling in loudness to the average person.

The human ear does not perceive sound levels from each frequency as equally loud. To compensate for this phenomenon in perception, a frequency filter known as A-weighted [dB(A)] is used to evaluate environmental noise levels. Table 5-5 presents a list of common outdoor and indoor sound levels.

Table 5-5 Common Outdoor and Indoor Sound Levels

| Outdoor Sound Levels | Sound Pressure (μPa) ¹ | - | Sound Level dB(A) ² | Indoor Sound Levels |
|----------------------------|---|---|-----------------------------------|---------------------------------|
| | 6,324,555 | - | 110 | Rock Band at 5 m |
| Jet Over Flight at 300 m | | - | 105 | |
| | 2,000,000 | - | 100 | Inside New York Subway Train |
| | | - | 95 | |
| Gas Lawn Mower at 1 m | 632,456 | - | 90 | Food Blender at 1 m |
| Diesel Truck at 15 m | | - | 85 | |
| Noisy Urban Area—Daytime | 200,000 | - | 80 | Garbage Disposal at 1 m |
| | | - | 75 | Shouting at 1 m |
| Gas Lawn Mower at 30 m | 63,246 | - | 70 | Vacuum Cleaner at 3 m |
| | | - | 65 | Normal Speech at 1 m |
| Suburban Commercial Area | 20,000 | - | 60 | |
| | | - | 55 | Quiet Conversation at 1 m |
| Quiet Urban Area—Daytime | 6,325 | - | 50 | Dishwasher Next Room |
| | | - | 45 | |
| Quiet Urban Area—Nighttime | 2,000 | - | 40 | Empty Theater or Library |
| | | - | 35 | |
| Quiet Suburb—Nighttime | 632 | - | 30 | Quiet Bedroom at Night |
| Quiet Rural Area—Nighttime | | - | 25 | Empty Concert Hall |
| | 200 | - | 20 | |
| | | - | 15 | Broadcast and Recording Studios |
| Rustling Leaves | 63 | - | 10 | |
| | | - | 5 | |
| Reference Pressure Level | 20 | - | 0 | Threshold of Hearing |

Source: *Highway Noise Fundamentals*. Federal Highway Administration, September 1980.

1 μPA – MicroPascals, which describe pressure. The pressure level is what sound level monitors measure.

2 dB(A) – A-weighted decibels, which describe pressure logarithmically with respect to 20 μPa (the reference pressure level).

A variety of sound level indicators can be used for environmental noise analysis. These indicators describe the variations in intensity and temporal pattern of the sound levels. The following is a list of common sound level descriptors used for environmental noise analyses:

- › L90 is the sound level which is exceeded for 90 percent of the time during the time period. The L90 is generally considered to be the ambient or background sound level.
- › Leq is the A-weighted sound level, which averages the background sound levels with short-term transient sound levels and provides a uniform method for comparing sound levels that vary over time.

5.8.2 Noise Impact Criteria

City of Boston Noise Impact Criteria

The City of Boston has developed noise standards that establish noise thresholds deemed to result in adverse impacts. The noise analysis for the Conley Terminal Improvements project compared existing and future sound levels to these criteria and used these standards to evaluate whether the proposed development would generate sound levels that result in adverse impacts.

Under Chapter 40, Section 21 of the General Laws of the Commonwealth of Massachusetts and the City of Boston Code, Ordinances, Title 7, Section 50, the Air Pollution Control Commission of the City of Boston has adopted Regulations for the Control of Noise in the City of Boston.¹ These regulations establish maximum allowable sound levels based upon the land use affected by the proposed development. Table 5-6 summarizes the noise standard for the various land uses covered by the ordinance. These maximum allowable sound levels should not be exceeded.

The City of Boston's regulations on construction sound levels state that operation of any construction devices, excluding impact devices, may not exceed 86 dB(A) during any time period.

Table 5-6 City of Boston Zoning District Noise Standards, dB(A)

| Land Use Zone District | Daytime (7:00 AM – 6:00 PM) | All Other Times (6:00 PM – 7:00 AM) |
|------------------------|--------------------------------|--|
| Residential | 60 | 50 |
| Residential/Industrial | 65 | 55 |
| Business | 65 | 65 |
| Industrial | 70 | 70 |

Source: Regulations for the Control of Noise in the *City of Boston, Air Pollution Control Commission*.

5.8.3 Noise Methodology

The noise analysis evaluated the potential noise impacts associated with the Project's mechanical equipment and loading/service activities. The noise analysis included measurements of existing ambient background sound levels and a qualitative evaluation of potential noise impacts associated with the proposed

¹ Regulations for the Control of Noise in the City of Boston, *City of Boston Air Pollution Control Commission*.

mechanical equipment (e.g., energy recovery units, cooling towers, etc.) and loading activities. The study area was evaluated and sensitive receptor locations in the vicinity of the Project were identified and examined. The site layout and building design, as it relates to the loading area and management of deliveries at the Project Site, were also considered. The analysis considered sound level reductions due to distance, proposed building design, and obstructions from surrounding structures.

Receptor Locations

The noise analysis included an evaluation of the study area to identify nearby sensitive receptor locations, which typically include areas of sleep and areas of outdoor activities that may be sensitive to noise. The noise analysis identified eight nearby sensitive areas in the vicinity of the Project. As shown on Figure 5.3, the noise sensitive areas include the following:

- › R1 – Seaport Hotel;
- › R2 – Waterside Place Phase 1B (under construction);
- › R3 – Omni Hotel (under construction);
- › R4 – 399 Congress Street (under construction); and
- › R5 – Seaport Square Block M (under construction).

These areas, selected based on land use considerations, represent the most sensitive locations in the vicinity of the Project site.

5.8.4 Existing Noise Conditions

Noise measurements were conducted to establish existing sound levels in the vicinity of the Project site. Short-term noise measurements (approximately 20 minutes) were conducted during the weekday daytime (2:00 PM to 3:00 PM) on May 8, 2019, and late night (2:00 AM to 4:00 AM) period on May 9, 2019. The measurements were conducted at two locations using a Type 1 sound analyzer (Larson Davis LxT). The noise monitoring locations are shown in Figure 5.3.

The existing daytime ambient sound levels ranged from 63 dB(A) to 66 dB(A). The sound level data were dominated by vehicular traffic on the roadways and construction activities during the daytime measurement period. The daytime ambient condition is expected to be lower without the construction activities. The ambient nighttime sound levels ranged from 50 dB(A) to 52 dB(A). The nighttime sound levels were attributed to local roadway traffic, mechanical equipment from nearby buildings, and light construction activities. These sound levels are typical of an active urbanized area. The measurement data indicates that existing sensitive receptors (residential uses) in the vicinity of the Project site currently experiences sound levels above the City's daytime and nighttime noise standard of 60 dB(A) and 50 dB(A), respectively. The existing sound level data are summarized in Table 5-7.

Table 5-7 Measured Existing Sound Levels, dB(A)

| Monitoring Location ¹ | Boston Noise Criteria | | Measured Sound Levels, L90 | |
|----------------------------------|-----------------------|-----------|----------------------------|-----------|
| | Daytime | Nighttime | Daytime | Nighttime |
| M1 – Congress Street/B Street | 60 | 50 | 66 | 50 |
| M2 – World Trade Center Avenue | 60 | 50 | 63 | 52 |

Source: VHB, Inc.

¹ See Figure 5.3 for monitoring locations.

Bold values exceed the City of Boston's noise criteria.

Although it is within an area proximate to Boston Logan International Airport arrival and departure route, the Project Site is located in area that experiences DNL (day-night level) sound levels less than 65 dB.

5.8.5 Future Noise Conditions

The noise analysis evaluated the potential noise impacts associated with the Project's proposed mechanical equipment and loading activities. The analysis evaluated the potential sound level impacts at the nearby sensitive receptor locations.

Mechanical Equipment

Since the Project is in the early stages of the design process, the specific details related to the final selection of mechanical equipment are unknown at the time of this noise assessment. The anticipated mechanical equipment associated with the Project may include, but not limited to, the following:

- › Air handling units,
- › Energy recovery units,
- › Exhaust vents,
- › Cooling towers, and
- › Emergency generators.

Most of the mechanical equipment are expected to be located within a mechanical penthouse on top of the proposed building. During the design and selection process, the appropriate low-noise mechanical equipment will be selected, including potential noise attenuation measures, such as acoustical enclosures and/or acoustical silencers. The Project will incorporate noise attenuation measures necessary to comply with City of Boston's noise criteria at the nearby sensitive receptor locations.

Noise attenuation could be achieved by the Project's building design as the height of the Project's building (255 feet) is similar or greater than the height of nearby sensitive receptors which ranges from approximately 250 feet to 260 feet high. The rooftop of the Project's building will serve as a barrier and break the direct line of exposure between the noise sources and the nearby sensitive receptors. As such, the sound

levels associated with the Project's mechanical equipment are expected to be negligible at the surrounding sensitive receptor locations. With greater distances and impeding building structures, receptors located further away from the Project are expected to experience lower sound levels associated with the Project's noise sources.

The Project may require an emergency generator for life safety purposes, such as emergency exit lighting. The determination of specific generator parameters, such as the sizes and locations, will be made during the building design process. The Project will be required to adhere to DEP regulations that require such equipment to be certified and registered. As part of the air permitting process, the Project will be required to meet additional noise requirements described in DEP regulations under the Codes of Massachusetts Regulations (310 CMR 7.00). When the details of the emergency generator are developed, the proponent will submit the appropriate application to MassDEP, which would include noise mitigation measures (such as acoustic enclosures and exhaust silencers) that are necessary to meet MassDEP's noise criteria.

Service and Loading Activities

Off-street designated areas are anticipated for loading and service activities associated with the Project. The loading areas will be located within the ground level of the proposed building. The loading dock activities will be managed so that service and loading operations do not impact traffic circulation on the adjacent local roadways. Since loading and service activities will be enclosed or shielded by the proposed building and operations will be managed, noise impacts to nearby sensitive receptor locations are expected to be negligible.

5.9 Solid and Hazardous Wastes

5.9.1 Excavated Soil Management

Any excess soils generated as a result of the planned construction will be managed in accordance with applicable regulations, including the Massachusetts Contingency Plan ("MCP"). A soil management plan will be developed and included in the Contract Documents defining requirements for execution of the work.

5.9.2 Hazardous Waste

A Phase I Environmental Site Assessment was completed in April 2019 by Haley & Aldrich, Inc. (Haley & Aldrich). No past Release Tracking Number ("RTNs") under the MCP were identified; however, given the area's historic use as a railyard, and given that a filling station previously occupied part of the Triangle Parcel, soil excavated during the site development may be impacted with metals, polycyclic aromatic hydrocarbons ("PAHs") and/or petroleum hydrocarbons and thus will require appropriate management.

5.10 Groundwater/Geotechnical

5.10.1 Existing Site Conditions

The Project will encompass development of Parcel A2 and the Triangle Parcel. Parcel A2 is currently occupied by a paved parking area. The MBTA Silver Line tunnel runs northwest to southeast through the parcel. The property is generally bound by Congress Street to the north, the elevated World Trade Center Avenue and the Silver Line World Trade Center station headhouse to the east, and interstate I-90 ramps to the west and south. Site grades vary from about elevation 17 to elevation 19 ft BCB.

The Triangle Parcel is currently being used as a construction staging area to support nearby construction and is occupied by construction trailers and other supplies and equipment. The MBTA Silver Line Tunnel runs beneath the northern part of the site. The property is located to the west of Parcel A2 and is generally bound by Congress Street to the north and I-90 ramps to the east, south, and west. Site grades range from about elevation 19.5 to 20.5 BCB.

5.10.2 Subsurface Soil and Bedrock Conditions

Site and subsurface conditions at the Project Site are based on available test boring data and geologic information for the area. A comprehensive subsurface investigation including test borings and exploratory test pits will be performed at the site during project design and prior to construction.

Generalized subsurface conditions are summarized below in order of increasing depth below ground surface:

| Stratum/Subsurface Unit | Estimated Depth (ft) to Top of Stratum | Estimated Thickness (ft) |
|--------------------------------|---|-------------------------------------|
| Miscellaneous Fill | 0 | 14 to 20 |
| Organics | 14 to 20 | 0 to 6 |
| Marine Deposits (Sand/Clay) | 17 to 24 | 88 to 132 |
| Glacial Deposits | 108 to 150 | 10 to 21 |
| Bedrock | 124 to >155 | – |

5.10.3 Groundwater

Groundwater is anticipated at depths of approximately 4 to 18 feet below ground surface, corresponding to roughly elevation 0 to 13 ft BCB. Variations in groundwater levels are possible as groundwater levels are influenced by precipitation, local construction activities, and leakage into and out of utilities and other below-grade structures.

Temporary dewatering in isolated excavations for foundation and substructure is anticipated. Given the relatively limited nature of dewatering, the Project is expected to have negligible long-term impacts on groundwater levels.

5.10.4 Proposed Foundation Construction

New foundations required for the Project are anticipated to be drilled-in high capacity, deep foundations bearing in bedrock underlying the Project Site. Shallower pile foundations will likely be used to support the low-rise building planned for the Triangle Parcel. The foundations are anticipated to result in negligible impacts to adjacent structures. Specific design and construction performance criteria will be established to be protective of adjacent structures.

Monitoring Program

Due to the Project location and proximity to surrounding and below-grade structures, a monitoring program will be developed and implemented prior to the start of construction. Prior to implementation of the monitoring program, performance criteria will be established to protect adjacent structures and included in the contract documents. Construction activities will be required to comply with the established criteria based on the data collected from the monitoring. The monitoring program is anticipated to include the following items, at a minimum and consistent with local practice and the proposed construction: 1) Preconstruction Condition Surveys of portions of adjacent structures and the MBTA Silver Line tunnel and 2) Movement Monitoring of the existing and adjacent structures.

5.11 Temporary Construction Impacts

The following section generally describes the potential temporary impacts resulting from construction activities and proposed mitigation measures anticipated to reduce these impacts. As design progresses, construction mitigation will be reviewed and refined by appropriate regulatory agencies through the development and submission of a parcel specific Construction Management Plan ("CMP"). The overall duration of construction for the Project will be dependent on the sequencing of the various phases.

5.11.1 CMP Overview

Most construction activities will be accommodated within current Project Site boundaries. Details of the overall construction schedule, work hours, number of construction workers, worker transportation and parking, number of construction vehicles and routes will be addressed in the CMP to be filed with BTM in accordance with the City's transportation maintenance plan requirements. The CMP will include detailed information on construction activities, specific construction mitigation measures, and vehicle routing and staging to minimize impact on the surrounding neighborhoods. The CMP will also include more detail on:

Air Quality

No adverse air quality impacts from the construction of the Project are anticipated. Fugitive dust mitigation measures may include, as necessary:

- › Wet suppression to minimize the generation of dust from excavation operations and on-site vehicle traffic, with provisions for any runoff control;
- › Spraying any piles of excavation materials with soil cement or calcium chloride overnight and on weekends, and securely covering long-term material stock piles;
- › Compacting of the soil or the use of gravel to stabilize the site access points;
- › Washing vehicle wheels before leaving the Project Site, as necessary, with provisions for runoff control;
- › Periodic cleaning of paved streets near the entrances to the Project Site to minimize vehicle mud/dirt carryout;
- › Installing fencing around the perimeter of the Project Site to assist in containing wind-blown dust;
- › Requiring that trucks hauling excavated material from the Project Site install secure covers over their loads; and,
- › Encouraging the construction contractors for the Project to implement the Massachusetts Diesel Retrofit Program control measures for heavy-duty diesel equipment.

Noise

The construction of the Project will be performed in a manner that complies with the DEP and City of Boston noise regulations. To ensure compliance with these regulations during construction, the Proponents, to the extent practicable, will seek to incorporate into the general construction contract the following mitigation measures:

- › Limited vehicle idling to five minutes;
- › Limited construction vehicle warm-up to ten minutes;
- › Insuring construction vehicles have ambient leveling sensors on the back up alarms; and,
- › Limiting construction to the hours allowable by City of Boston regulations.

Traffic

By limiting construction traffic to truck haul roads, the Proponents will ensure that potential impacts from construction will be minimized. To minimize impacts to abutters and the local community, the Proponents will consider all available measures, including information on construction activities, specific construction mitigation measures, and construction materials access and staging area plans.

Barricades, walkways, lighting and signage will be used to ensure public safety throughout the construction period.

Odor

Odor issues are not anticipated due to the lack of organic soils on the Project Site; however, if such soils are encountered, the Project Team will undertake appropriate mitigation measures to control the odor associated with their removal, such as:

- › Cut and cover utility trenches whenever possible; and,
- › Protection of excavated materials with plastic sheathing to encapsulate odors.
- › Removal of excavated materials from the Site in a covered vehicle on a frequent basis

Rodents

The City of Boston has declared that the infestation of rodents in the city is a serious problem. In order to control this infestation, the City enforces the requirements established under the Massachusetts State Sanitary Code, Chapter 211, 105 CMR 410.550 and the State Building Code, Section 108.6. Policy Number 87-4 (City of Boston), which established that preparation of a program for the extermination of rodents shall be required for issuance of permits for demolition, excavation, foundation, and basement rehabilitation. The Proponent will prepare and adhere to a rodent control program prior to demolition and on a regular basis throughout the duration of construction.

Construction Staging – Public Safety

Prior to the beginning of construction, the Construction Manager will produce a Site Specific Safety Plan to be reviewed and approved by the City as well as all other agencies impacted in conjunction with the CMP.

The entire perimeter of the construction site will be protected with a construction fence with debris net on top of concrete barriers to separate the construction activities and general public. Vehicular gates will be provided for construction traffic in alignment with the flow of traffic on perimeter roads to allow safe entrance and exiting for construction vehicles.

- Existing Shadow
- Proposed Building
- New Shadow

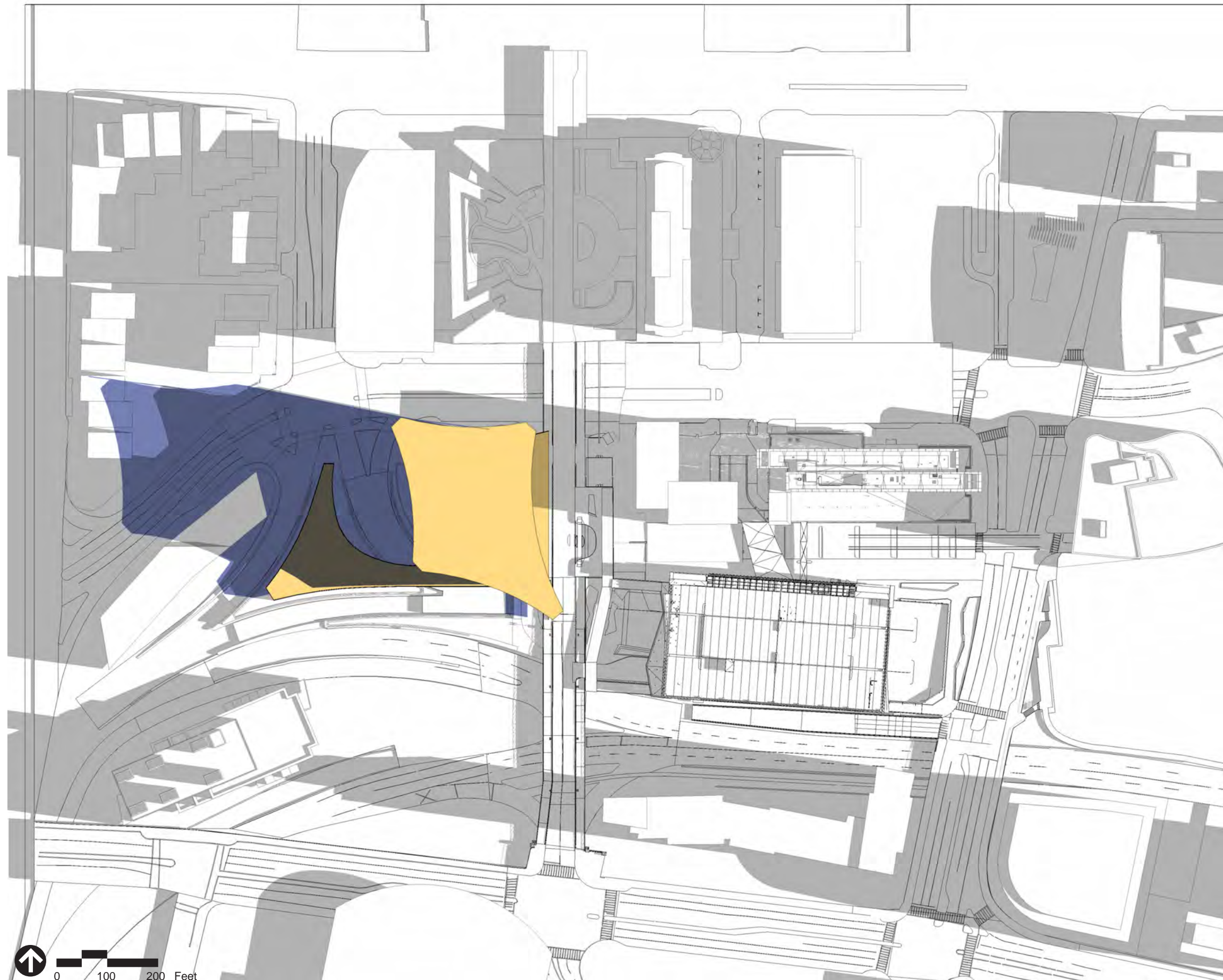
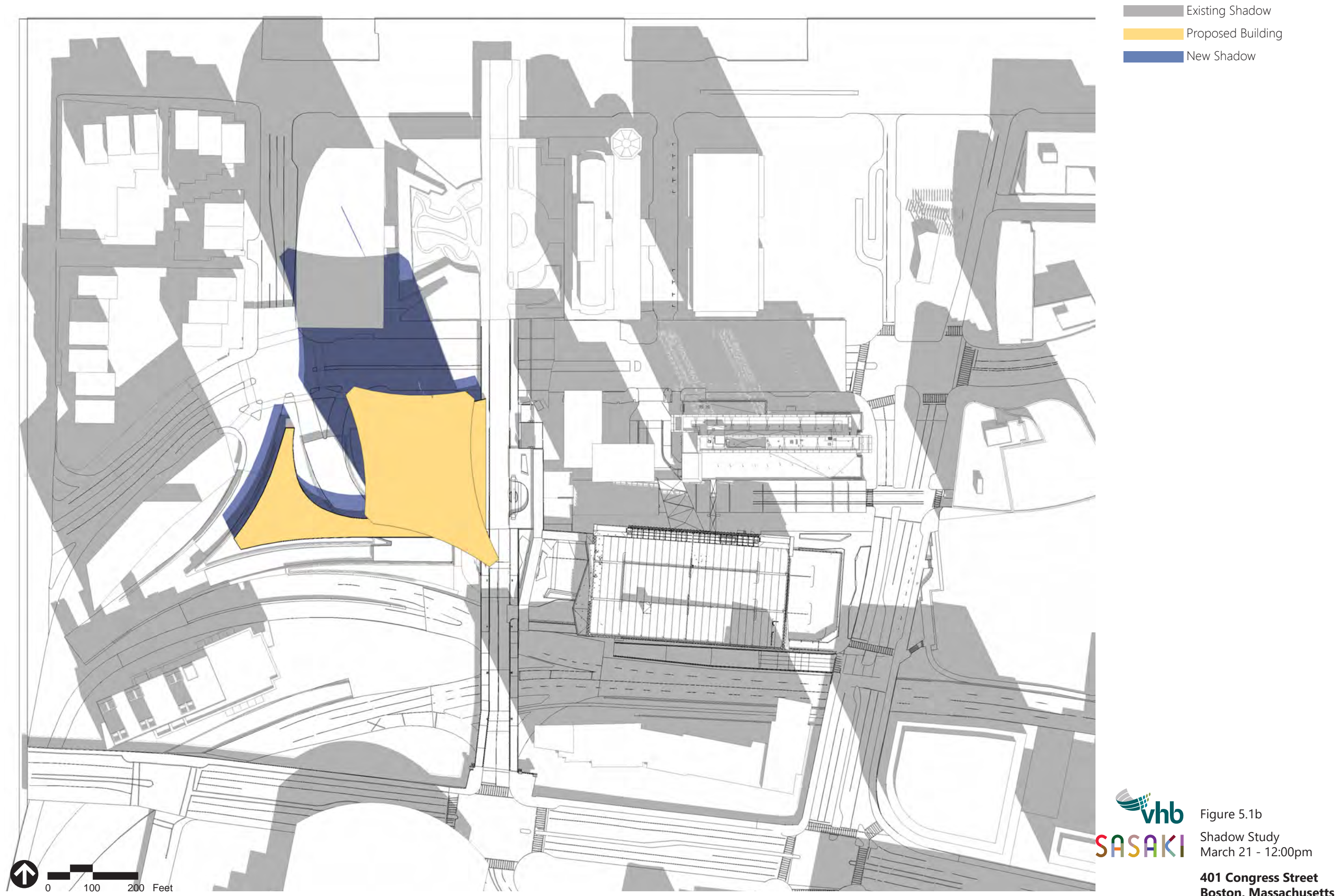
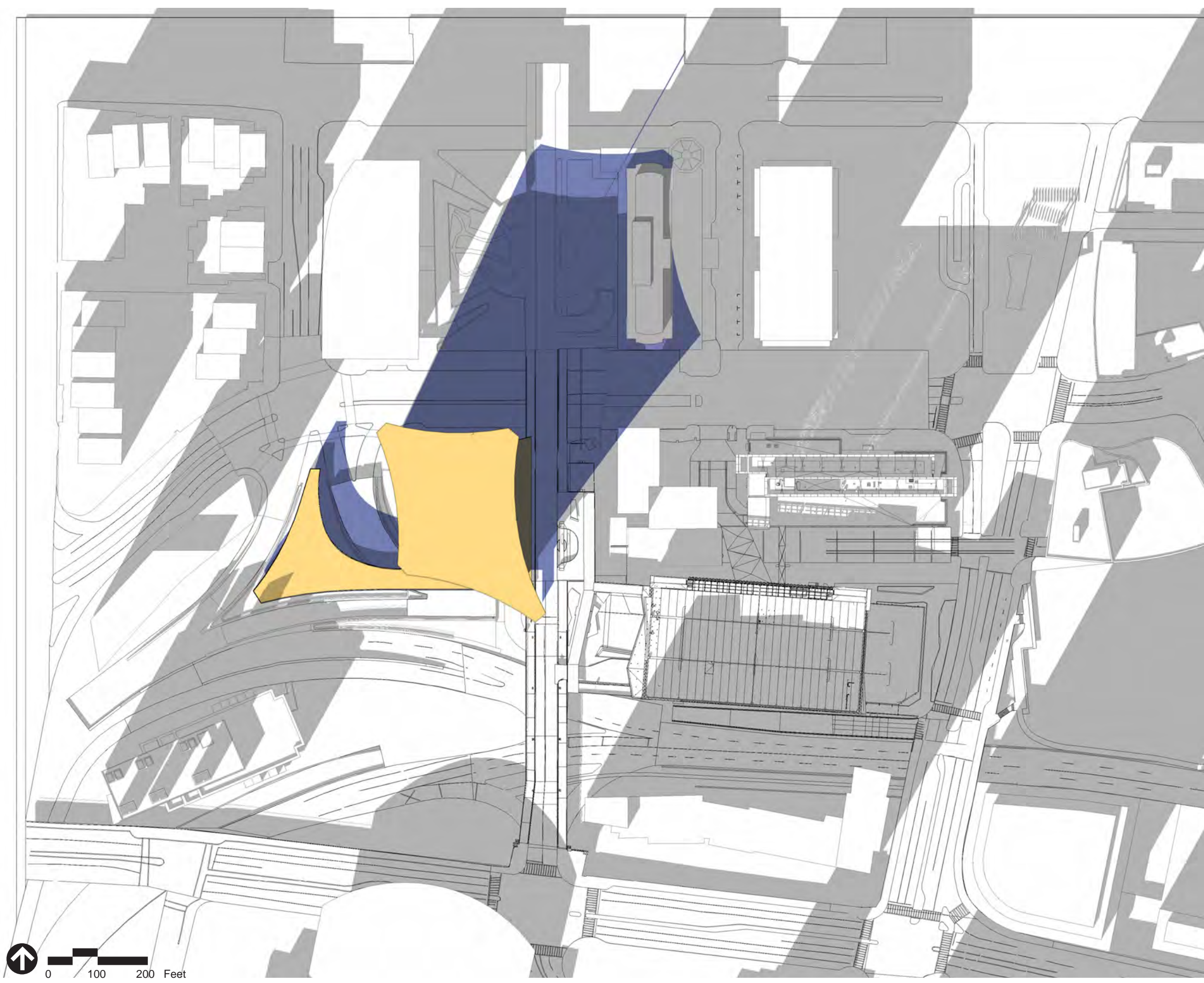


Figure 5.1a
Shadow Study
March 21 - 9:00am

**401 Congress Street
Boston, Massachusetts**





- Existing Shadow
- Proposed Building
- New Shadow



Figure 5.1c
Shadow Study
March 21 - 3:00pm

**401 Congress Street
Boston, Massachusetts**

- Existing Shadow
- Proposed Building
- New Shadow

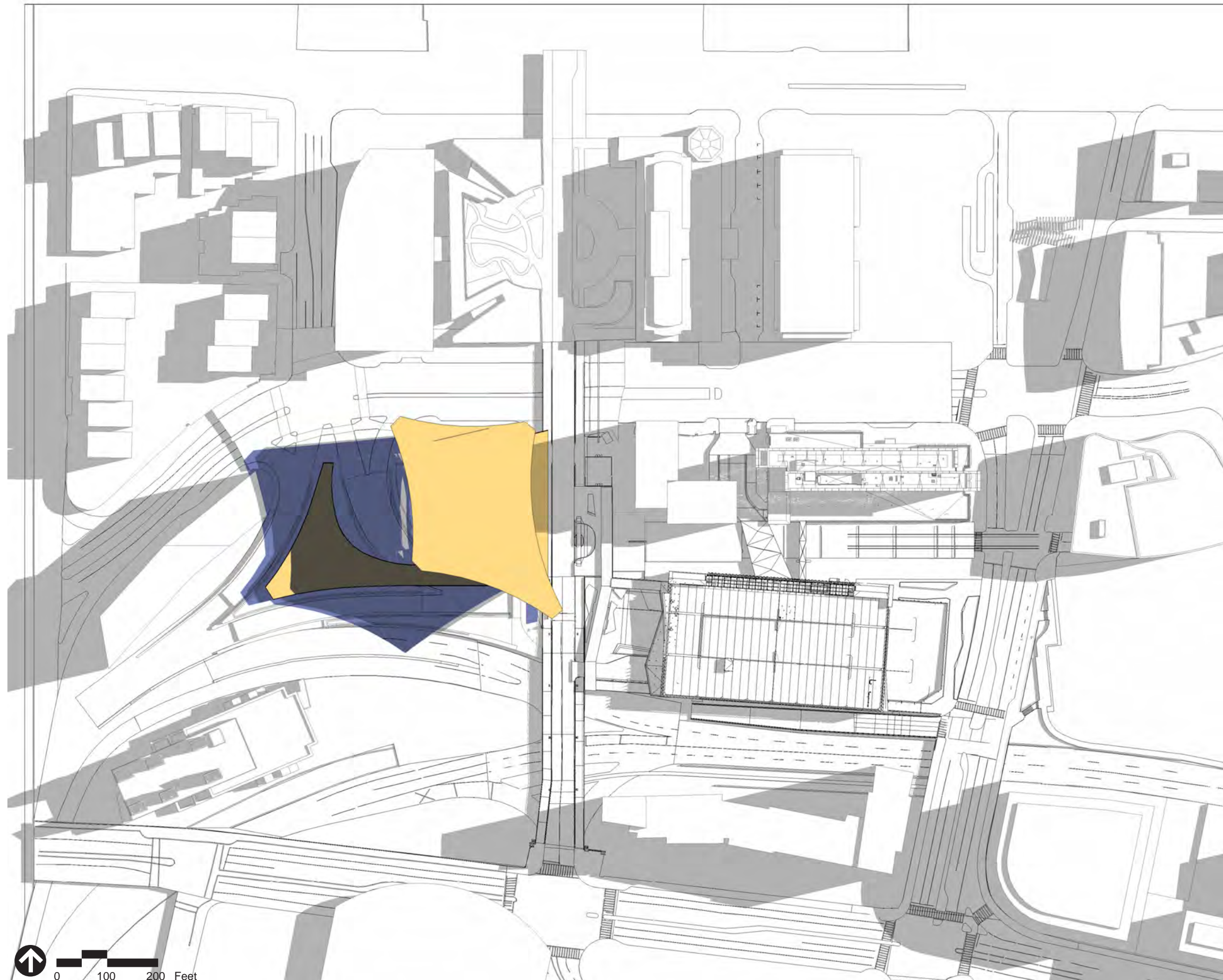


Figure 5.1d
Shadow Study
June 21 - 9:00am

**401 Congress Street
Boston, Massachusetts**

- Existing Shadow
- Proposed Building
- New Shadow

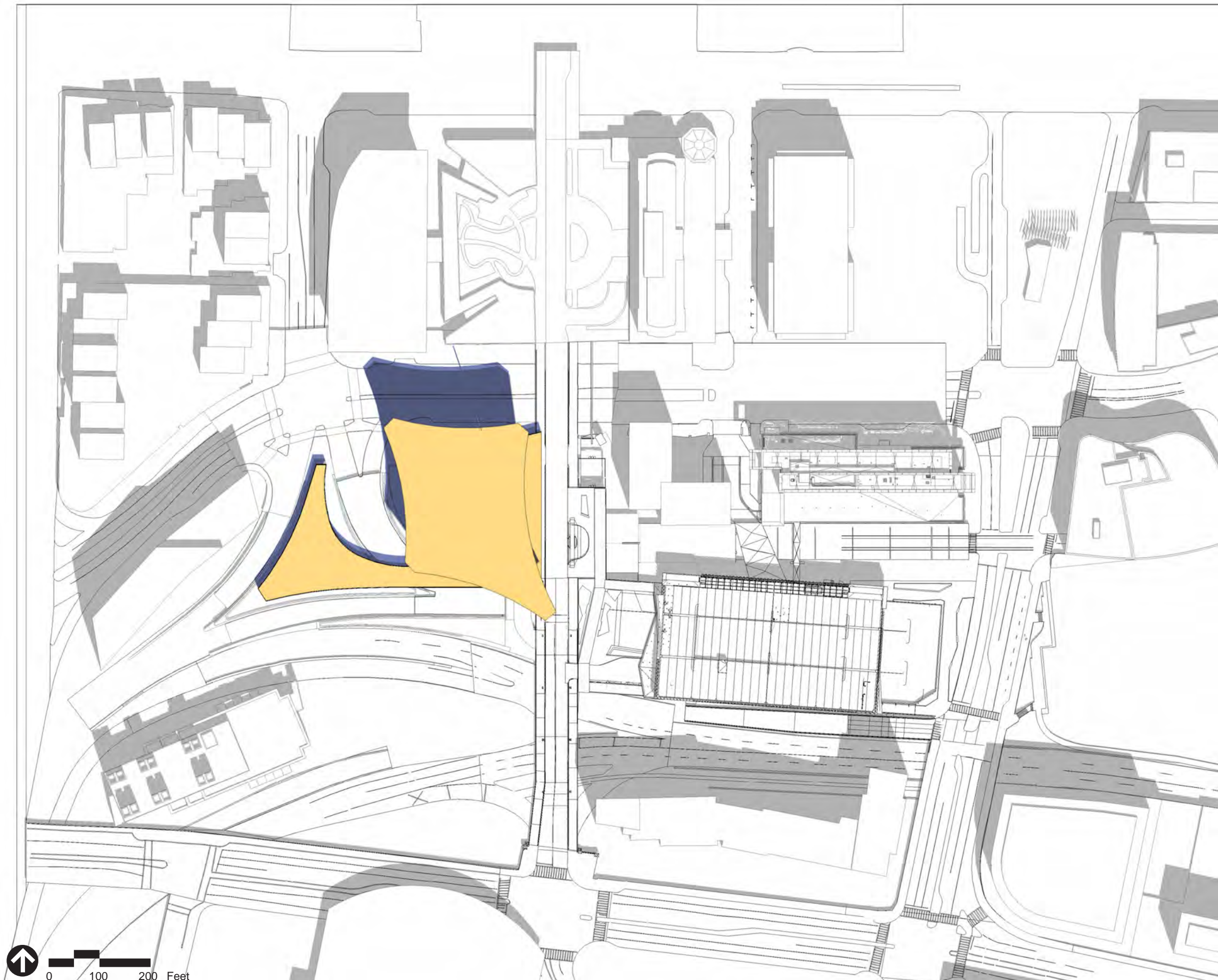


Figure 5.1e
Shadow Study
June 21 - 12:00pm
**401 Congress Street
Boston, Massachusetts**

- Existing Shadow
- Proposed Building
- New Shadow

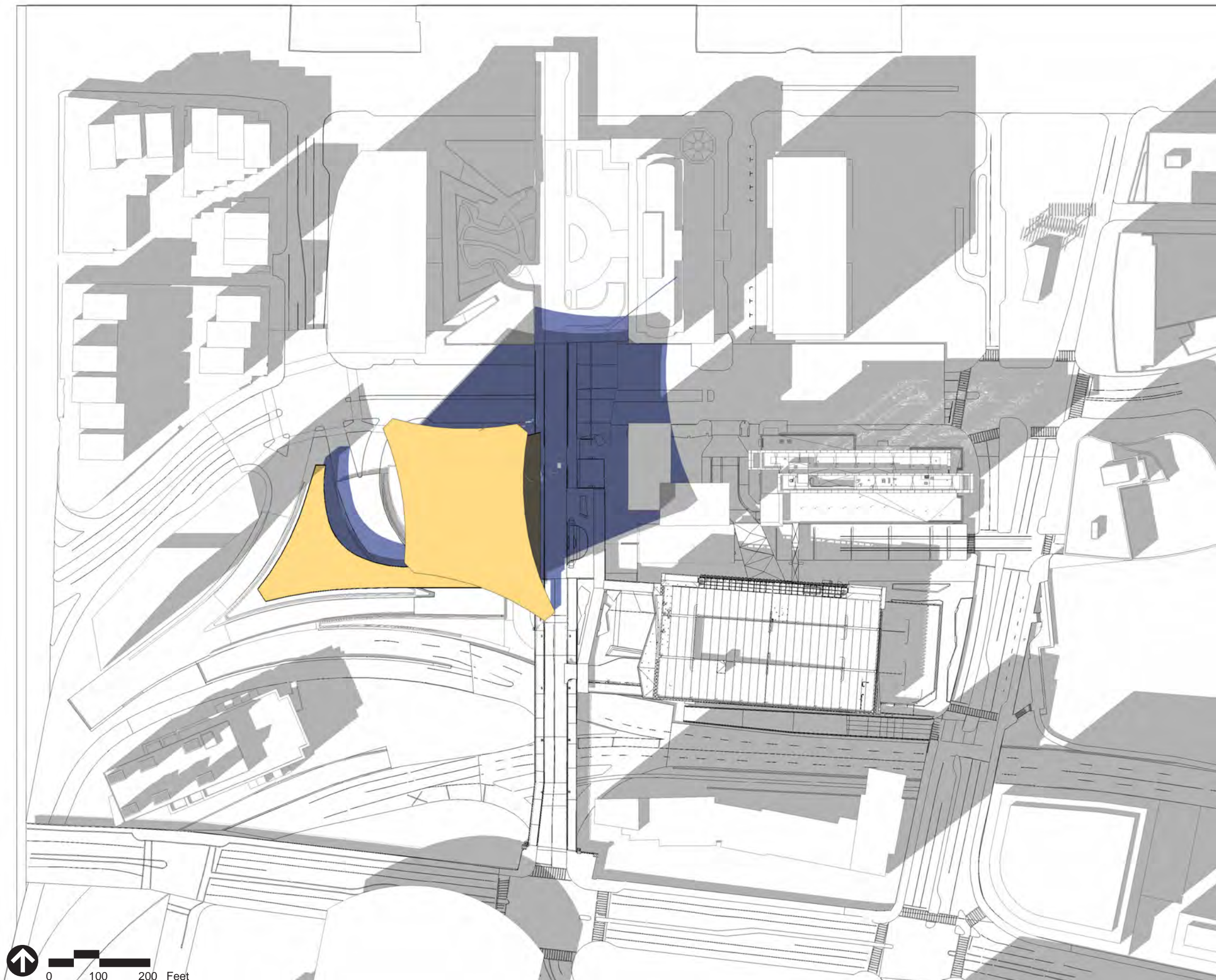
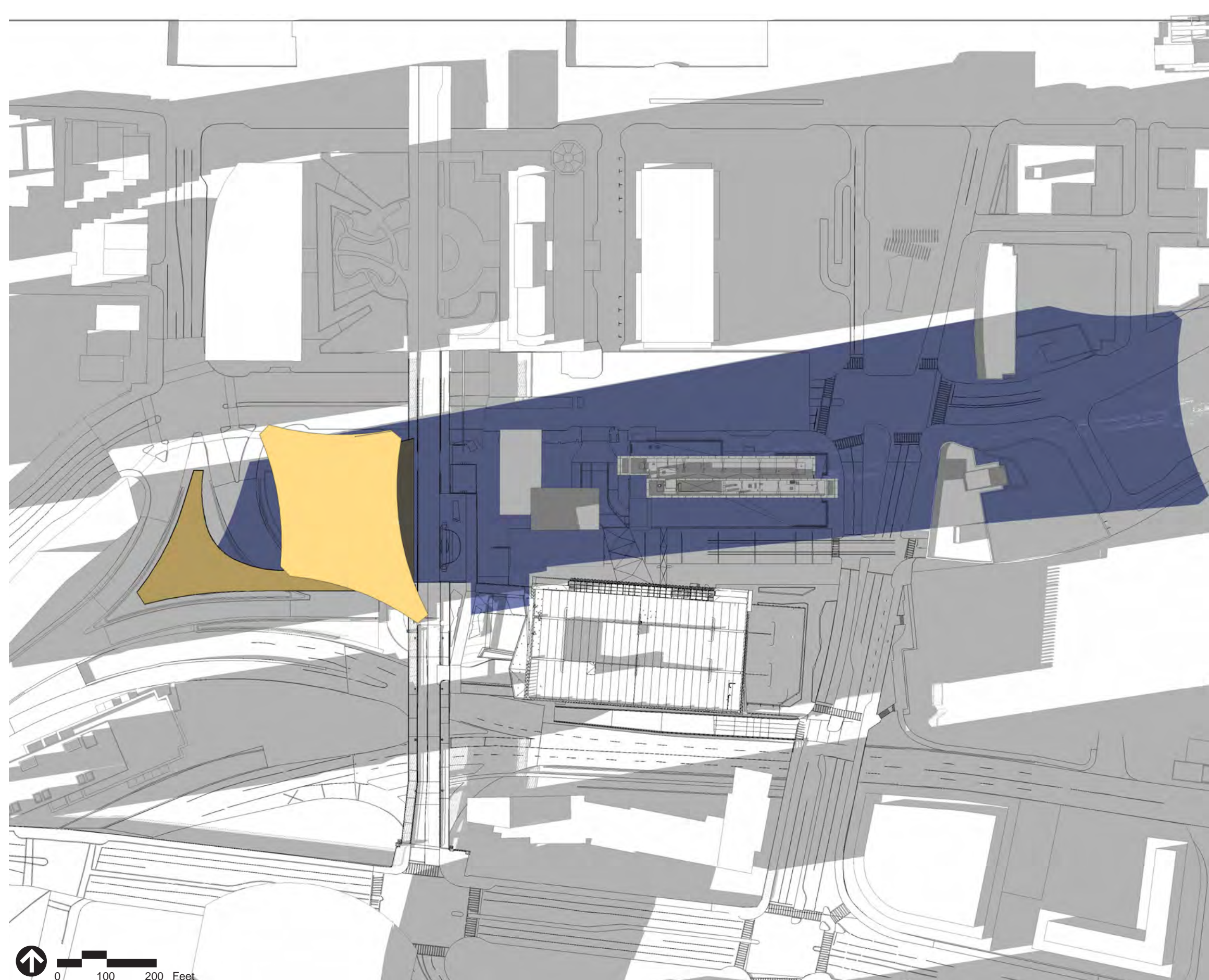


Figure 5.1f
Shadow Study
June 21 - 3:00pm

**401 Congress Street
Boston, Massachusetts**



- Existing Shadow
- Proposed Building
- New Shadow



Figure 5.1g
Shadow Study
June 21 - 6:00pm

**401 Congress Street
Boston, Massachusetts**

- Existing Shadow
- Proposed Building
- New Shadow

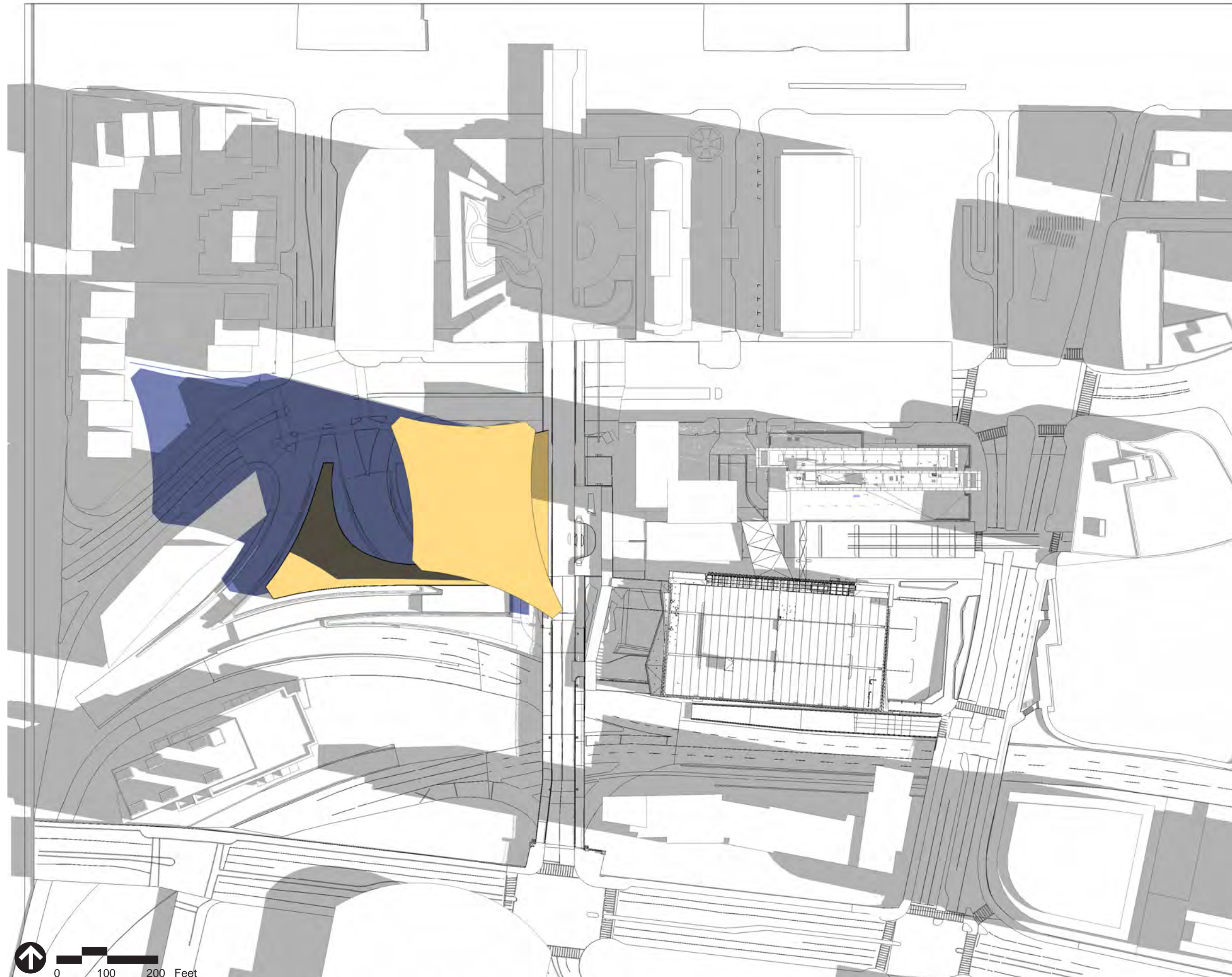


Figure 5.1h
Shadow Study
September 21 - 9:00am

**401 Congress Street
Boston, Massachusetts**

- Existing Shadow
- Proposed Building
- New Shadow

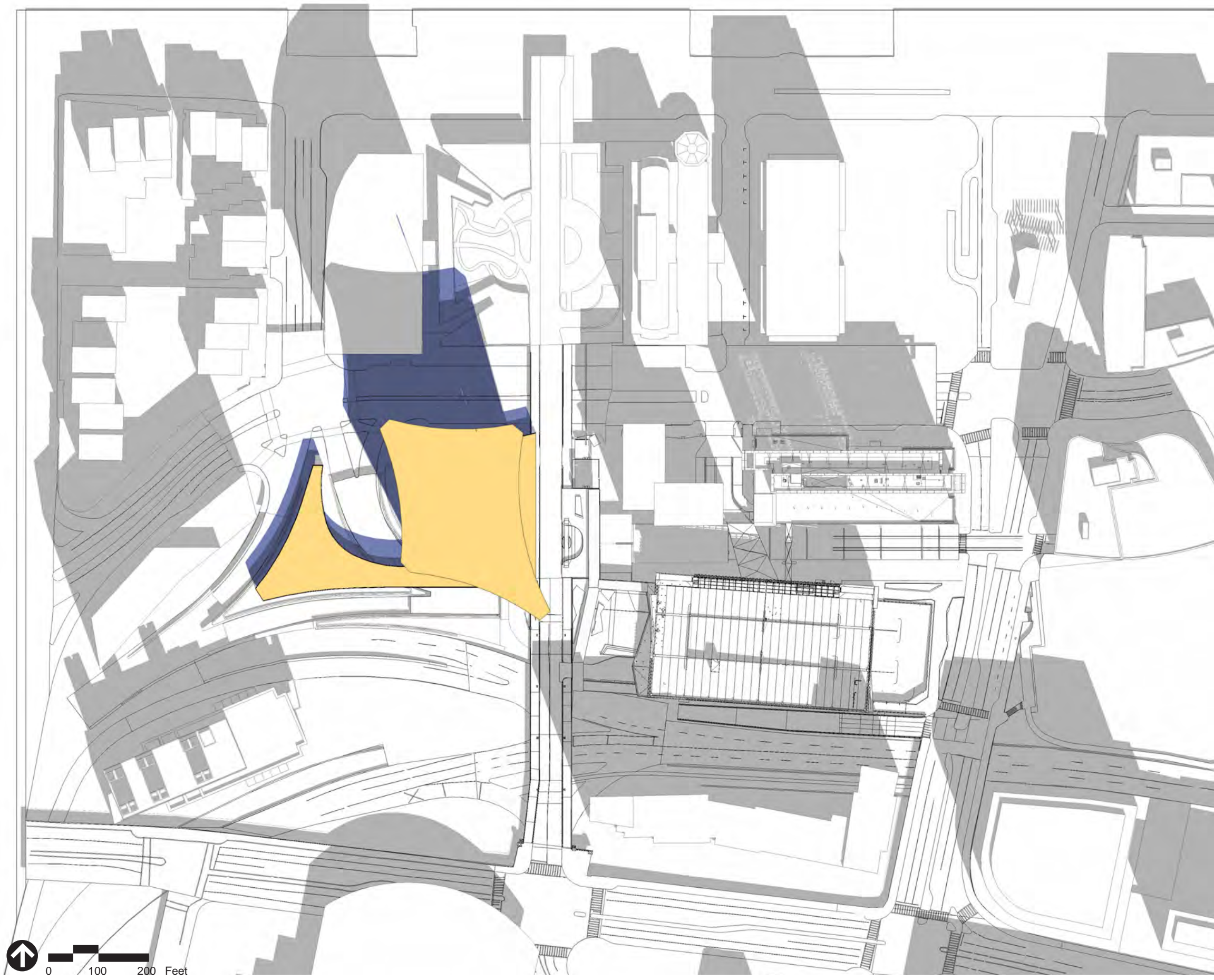
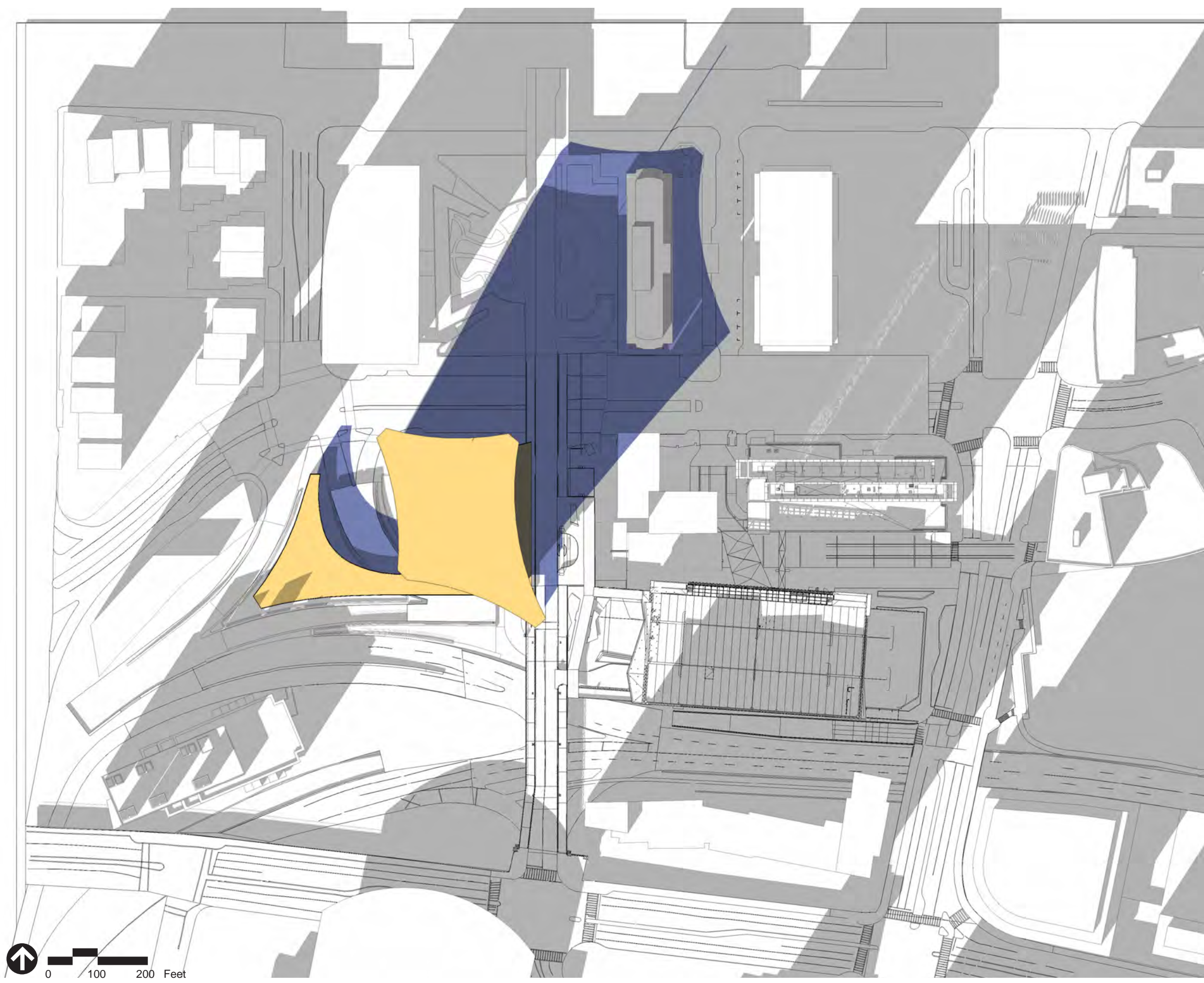


Figure 5.1i
Shadow Study
September 21 - 12:00pm

**401 Congress Street
Boston, Massachusetts**



- Existing Shadow
- Proposed Building
- New Shadow



Figure 5.1j
Shadow Study
September 21 - 3:00pm

**401 Congress Street
Boston, Massachusetts**

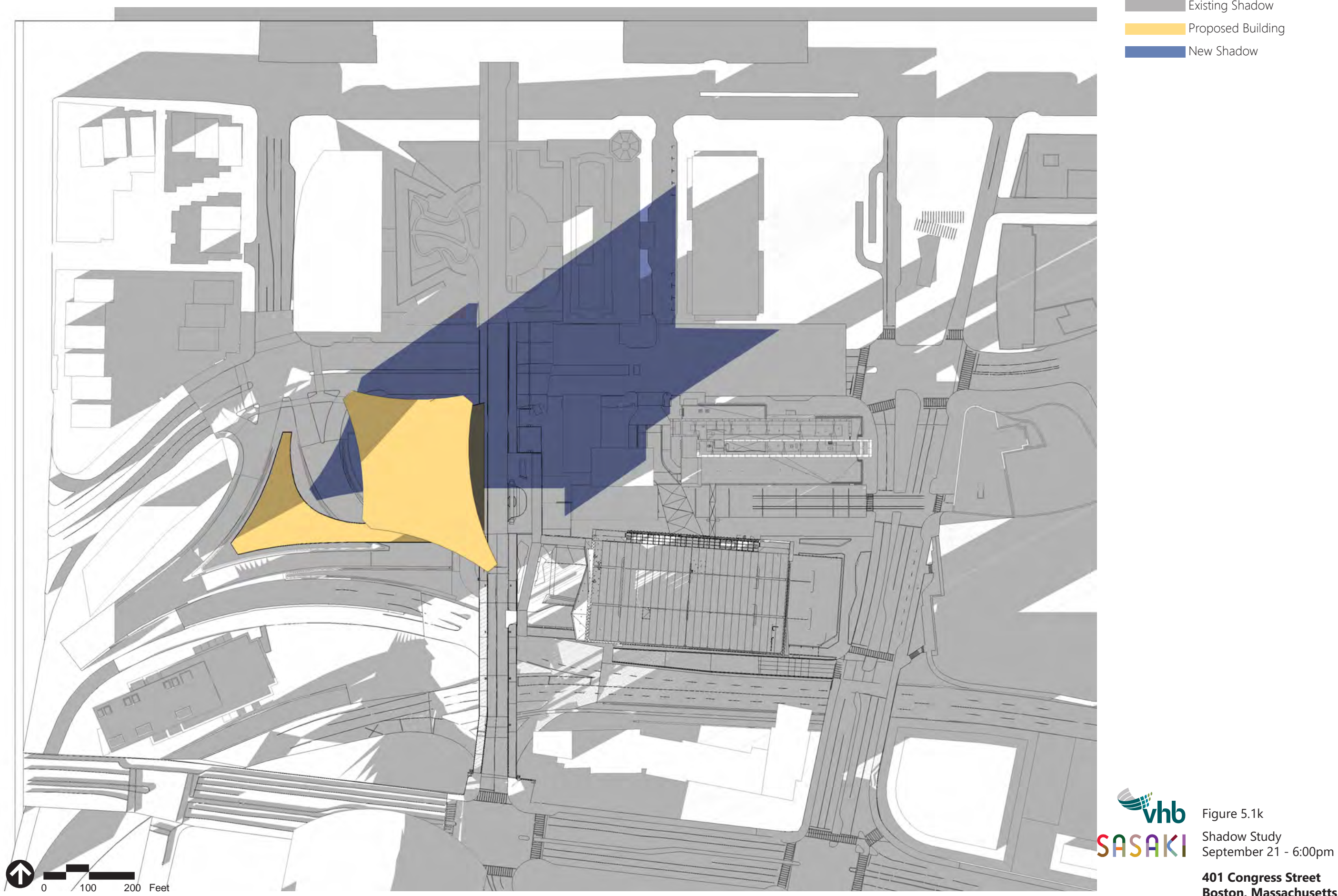


Figure 5.1k
Shadow Study
September 21 - 6:00pm

**401 Congress Street
Boston, Massachusetts**



- Existing Shadow
- Proposed Building
- New Shadow

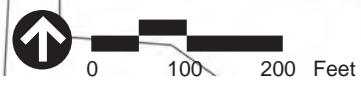
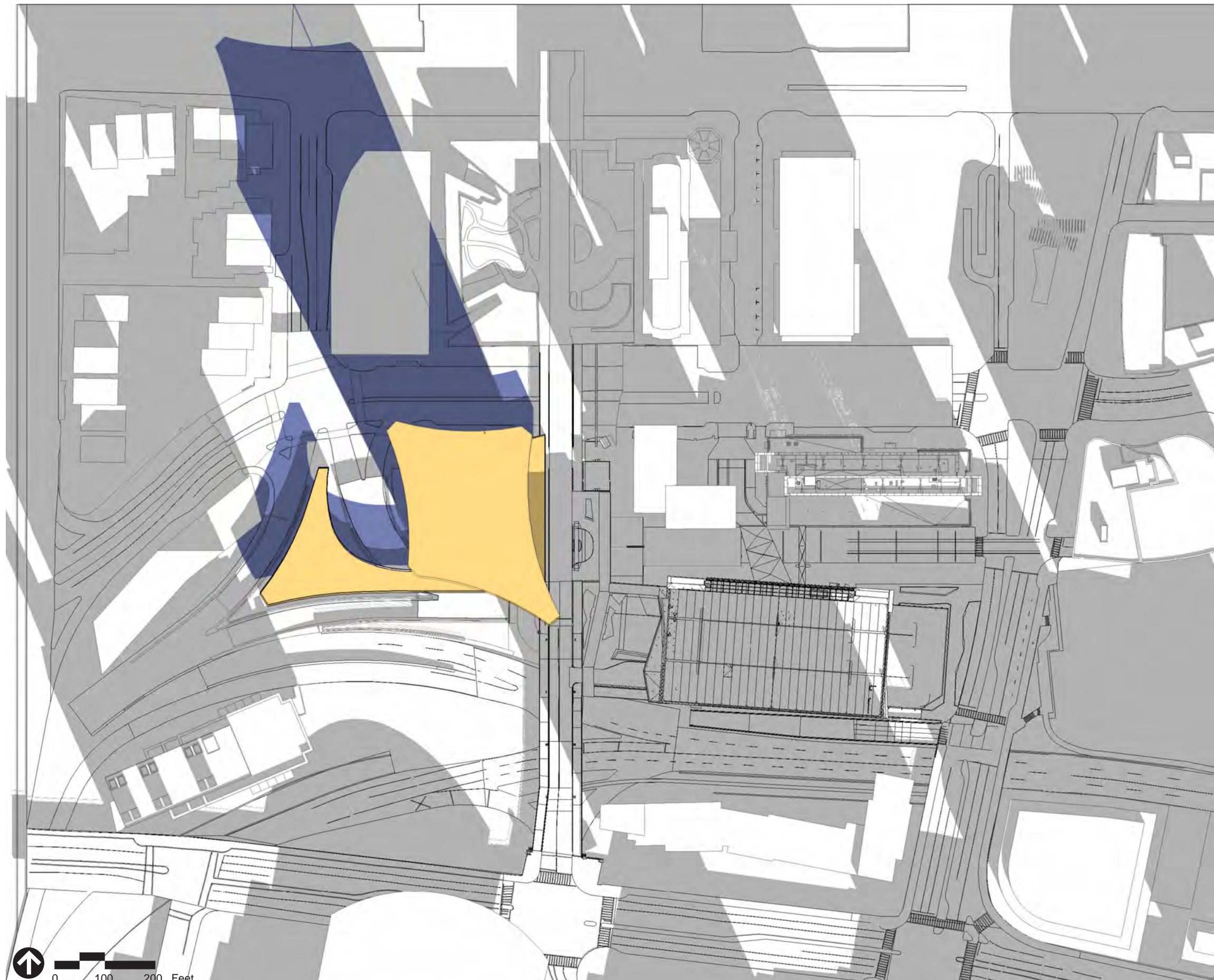


Figure 5.11
Shadow Study
December 21 - 9:00am

**401 Congress Street
Boston, Massachusetts**

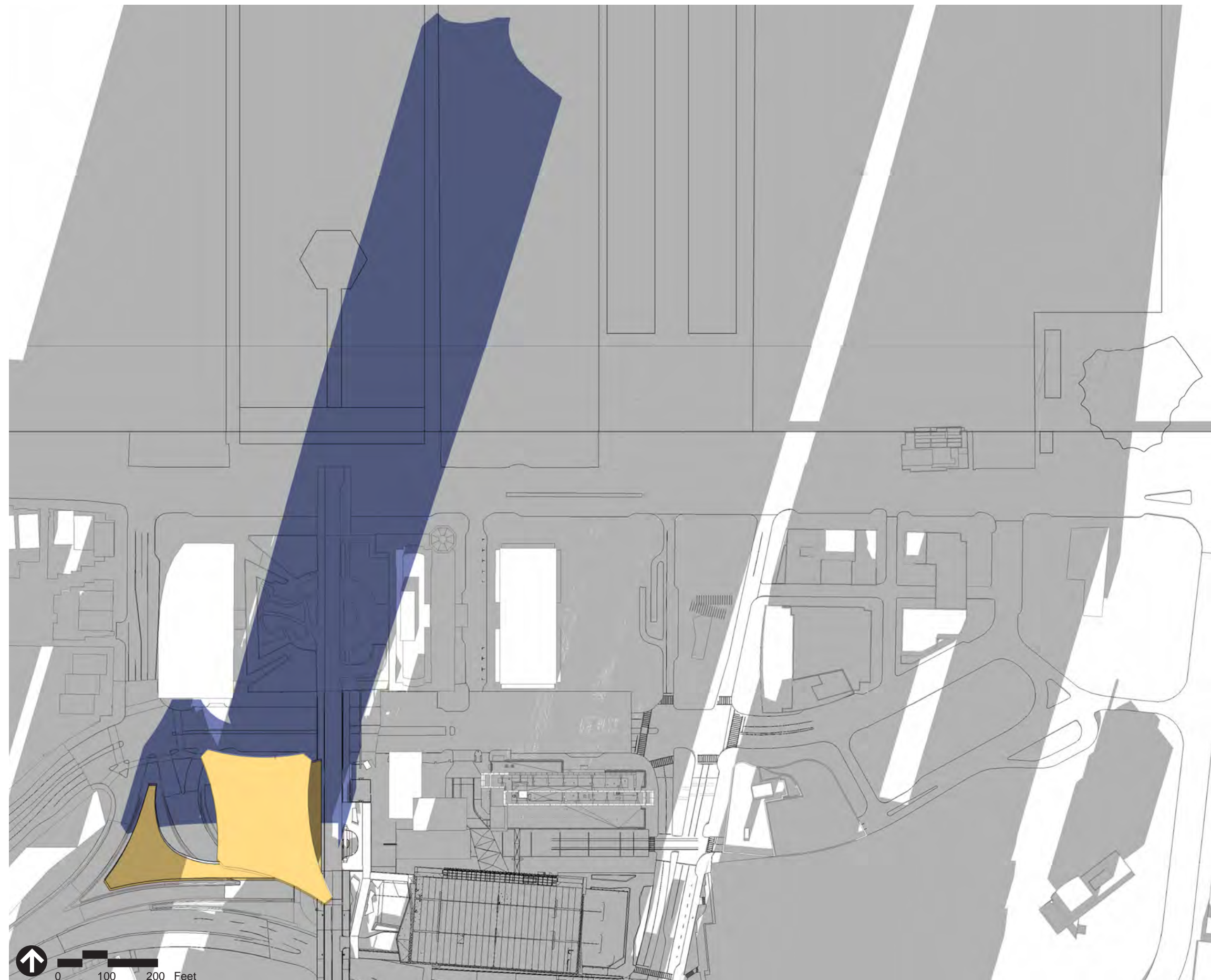


- Existing Shadow
- Proposed Building
- New Shadow



Figure 5.1m
Shadow Study
December 21 - 12:00pm

**401 Congress Street
Boston, Massachusetts**



- Existing Shadow
- Proposed Building
- New Shadow

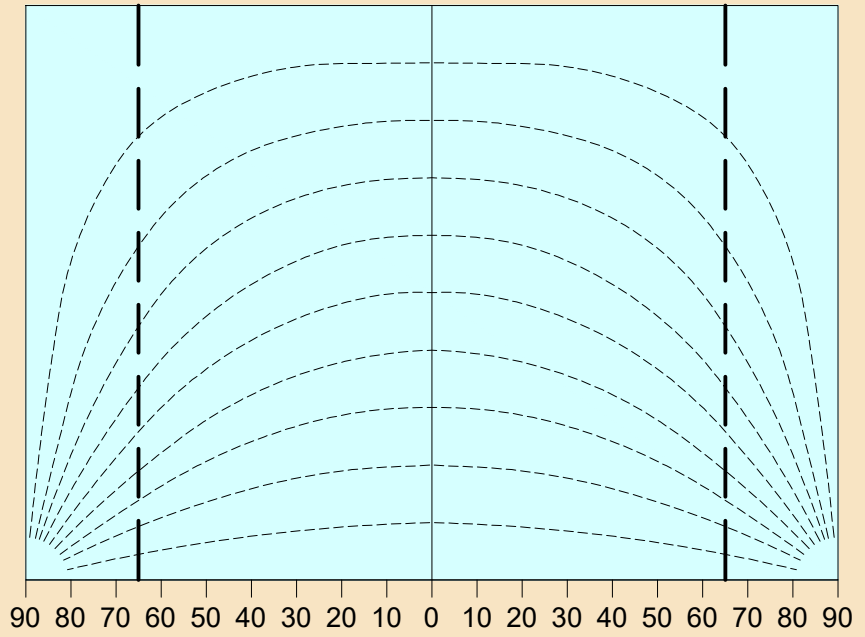


Figure 5.1n
Shadow Study
December 21 - 3:00pm

**401 Congress Street
Boston, Massachusetts**

Existing

Obstruction of Skyplane = 0.0%



Proposed

Obstruction of Skyplane = 77.3%

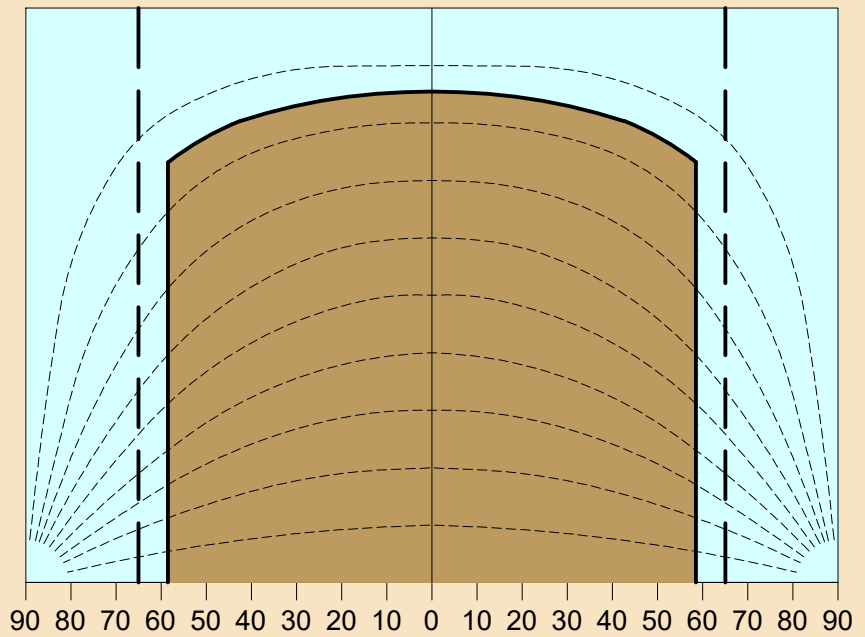
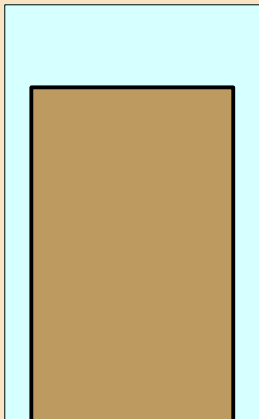
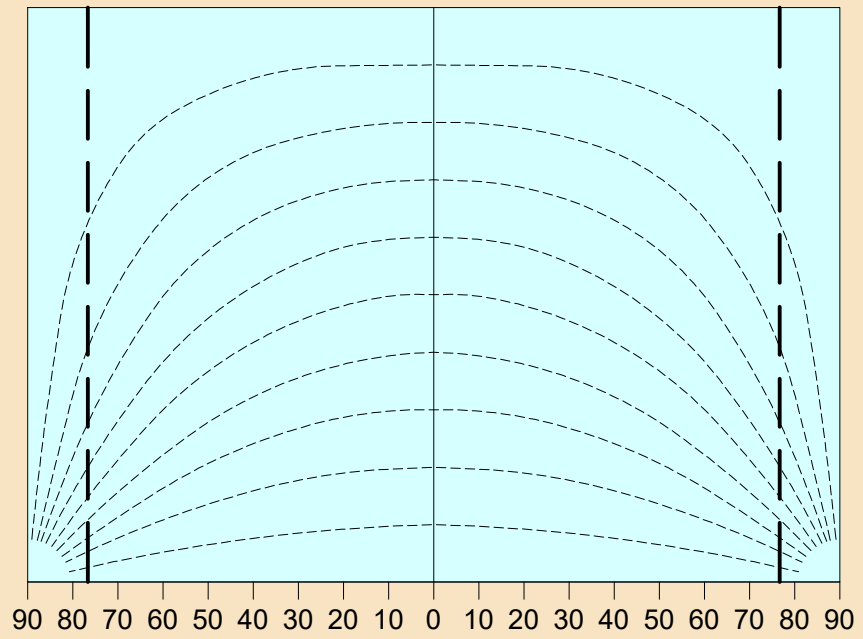
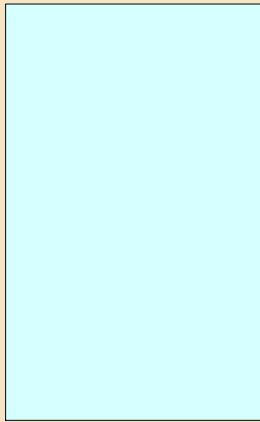


Figure 5.2a
Daylight Analysis
Center of Congress Street
401 Congress Street
Boston, Massachusetts

Existing

Obstruction of Skyplane = 0.0%



Proposed

Obstruction of Skyplane = 90.7%

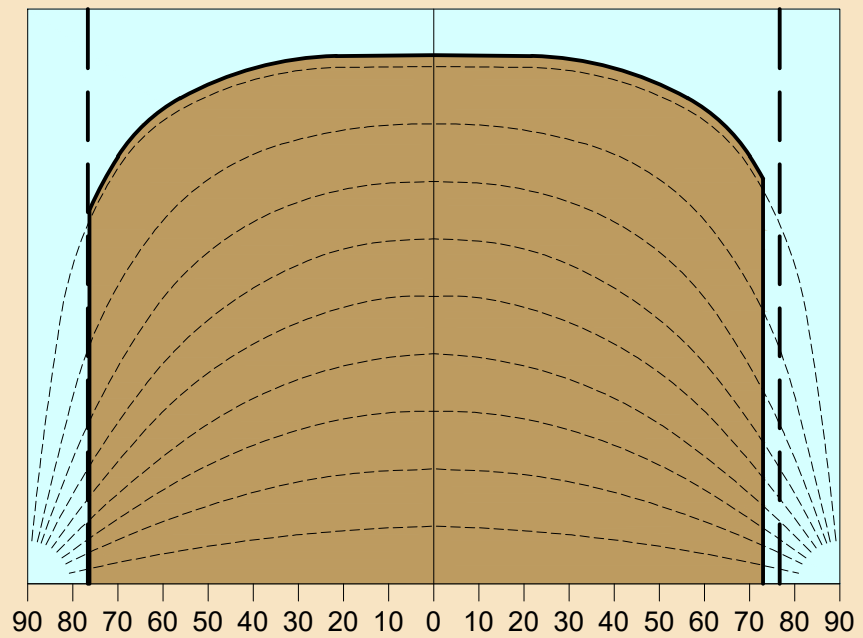
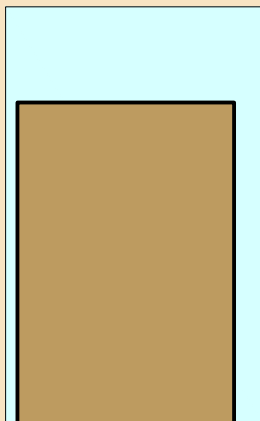


Figure 5.2b
Daylight Analysis
Center of World Trade Center Avenue
401 Congress Street
Boston, Massachusetts



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



Figure 5.3
Noise Monitoring Locations

- Project Site
- M# Monitoring Locations
- R# Receptor Locations

**401 Congress Street
Boston, Massachusetts**

6

Historic Resources

This chapter identifies properties located within and in the vicinity of the Project Site that are listed in the National and State Registers of Historic Places and/or are included in the Inventory of Historic and Archaeological Assets of the Commonwealth (the "Inventory"). An analysis of effects will be included in the DEIR/DPIR.

6.1 Summary of Key Findings and Benefits

The key findings and benefits of the Project related to historic resources include:

- › There are no designated or inventoried historic properties located on the Project Site.
- › The Project Site contains a paved parking lot and an undeveloped parcel spanning a portion of the Exit 25, I-90 off-ramp and the I-93 on-ramp ("the Triangle Parcel").
- › Within one-quarter mile of the Project Site, there are two historic districts and one individual property listed in the National and State Registers of Historic Places, and one area included in the Inventory of Historic and Archaeological Assets of the Commonwealth (Inventory).

6.2 Regulatory Context

6.2.1 Massachusetts Historical Commission (MHC)

The MHC has review authority over projects requiring state or federal funding, licensing, permitting, and/or approvals, in order to evaluate potential direct or indirect impacts to properties listed or eligible for listing in the National and State Registers of Historic Places, in compliance with State Register Review requirements (M.G. L. Chapter 9, Sections 27-27c, as amended by Chapter 254 of the Acts of 1988) and Section 106 of the National Historic Preservation Act of 1966 (if necessary).

6.2.2 Boston Landmarks Commission

The submission of this ENF/PNF initiates review of the Project by the Boston Landmarks Commission ("BLC") under the BPDA Article 80B, Large Project Review process, in association with the Boston Environment Department. The BLC's jurisdiction is focused on potential Project impacts to historic buildings and districts listed in the National and State Registers of Historic Places which are located within

or in the vicinity of the Project Site, and how those impacts will be mitigated or minimized. Impacts to be considered by the BLC will include physical impacts to the historic buildings, as well as urban design, shadow, and visual impacts.

6.3 Historic Context

For most of South Boston's history, the waterfront has served the area's industrial and transportation needs. Framed by Fort Point Channel, Reserved Channel, and Boston Harbor, the waterfront hosted a number of warehouses, shipping piers, and massive rail facilities. Along the shoreline, South Boston changed dramatically in the 19th century as Boston struggled to compete in the world trade market. Beginning as marshland and tidal flats, it was filled during the 1830s and again in the 1890s, creating the current shoreline.

The advent of larger freight and passenger ships prompted the need to dredge the harbor and build larger facilities to serve the industry, creating pressure to improve South Boston's waterfront area during the late 19th and early 20th centuries. Efforts to upgrade facilities at the waterfront improved Boston's standing as an Atlantic port, which served as a major part of the Port of Boston into the mid-20th century. Behind the waterfront, a large railyard extended south to approximately Summer Street, serving rail lines to the west and south, with sidings leading to multiple locations along the waterfront. Further inland, the blocks beyond the railyard were primarily occupied with industrial warehouse buildings.

However, World War I heavily impacted transatlantic passenger traffic, while issues with the railroads serving South Boston, and the physical limitations of the harbor, created challenges for commercial trade. In the late 20th century, much of the industrial area of South Boston was cleared for future development, and in recent decades, the neighborhood has been transformed by the construction of office buildings, hotels, and multi-use developments.

6.4 Historic Resources

There are no historic resources on the Project Site, which comprises a 1.1-acre surface parking lot and a 0.48-acre parcel spanning a triangular area above Exit 25 of I-90 and I-93. The latter parcel currently contains no structures, but is periodically used for construction staging and field offices.

Historic resources were identified through the Massachusetts Historical Commission's (MHC) Massachusetts Cultural Resource Information System (MACRIS) database and mapping tool, and are listed in Table 6-1. Figure 6.1 shows the location of these resources and their proximity to the Project Site.

6.4.1 Historic Resources within One-Quarter-Mile Radius of the Project Site

Properties listed in the Inventory and located within one-quarter mile of the Project Site are summarized in this section and Table 6-1 and shown on Figure 6.1.

Table 6-1 Historic Resources in the Vicinity of the Project Site

| Map No. | Resource Name | Location | MHC Inventory No. | Designation |
|----------------|--------------------------------------|-----------------------|--------------------------|--------------------|
| A | Commonwealth Pier Five | 162 Seaport Boulevard | BOS.7179 | NRIND |
| B | Boston Fish Pier Historic District | Northern Avenue | BOS.ADN | NRDIS |
| C | Fort Point Channel Historic District | N/A | BOS.WZ | NRDIS, LHD |
| D | C Street Industrial Area | N/A | BOS.RU | INV |

NRIND National Register of Historic Places, Individual Listing

NRDIS National Register of Historic Places, District Listing

LHD Local Historic District (State Register of Historic Places)

INV Inventory of Historic and Archaeological Assets of the Commonwealth

Commonwealth Pier Five

Commonwealth Pier Five is located north of the Project Site along the waterfront, and consists of a Headhouse facing south on Seaport Boulevard, and three connected rear sheds. The four structures were connected by later additions to create a continuous structure that currently covers the majority of the 1,200-foot by 400-foot pier. The buildings were completed by Boston architect Henry F. Keyes (1879-1923) in 1914 to serve rail, marine, and vehicular traffic. The buildings form the superstructure for Pier Five, and the complex is historically referred to as "Commonwealth Pier Five," or "Commonwealth Pier." The poured concrete pier at the periphery of the building, which is unimproved, now serves as a continuation of the Harborwalk. Commonwealth Pier Five is individually listed in the National and State Registers.

Boston Fish Pier Historic District

Constructed between 1910 and 1914, the Boston Fish Pier Historic District, located northeast of the Project Site along the waterfront, consists of four contributing resources – the pier, the New England Fish Exchange building, and two other buildings known as Fish Pier West and Fish Pier East. In 2017, the district was listed in the National and State Registers.

When it opened in 1914, the Boston Fish Pier was lauded as the most technically advanced and efficient facility for fresh fish processing in the world. The rectangular, granite-block pier was completed in 1912 by Holbrook, Cabot & Rollins. It measures 1,200 feet long and 300 feet wide. Designed by the Boston architect Henry F. Keyes, the New England Fish Exchange building was constructed from 1912 to 1914. Located at the north end of the pier, the three-story Classical Revival-style building has load-bearing brick walls on the first story and stuccoed terra cotta tile walls on the upper two stories. Decorative features include a copper parapet, terra cotta cornice, bas-relief panels featuring marine iconography, and embossed lettering on the entablature. Fish Pier West and Fish Pier East are mirror images of one another and were constructed at the same time as the New England Fish Exchange Building.

The buildings are three-story, Classical Revival-style, steel-framed structures that run parallel to the pier.

Fort Point Channel Historic District

This district consists of over 100 buildings, primarily constructed as Classical Revival style warehouses, and 11 structures including bridges, seawall, and individual built elements. It is located at the west end of the one-quarter mile radius, separated from the Project Site by parking lots and development currently in construction.

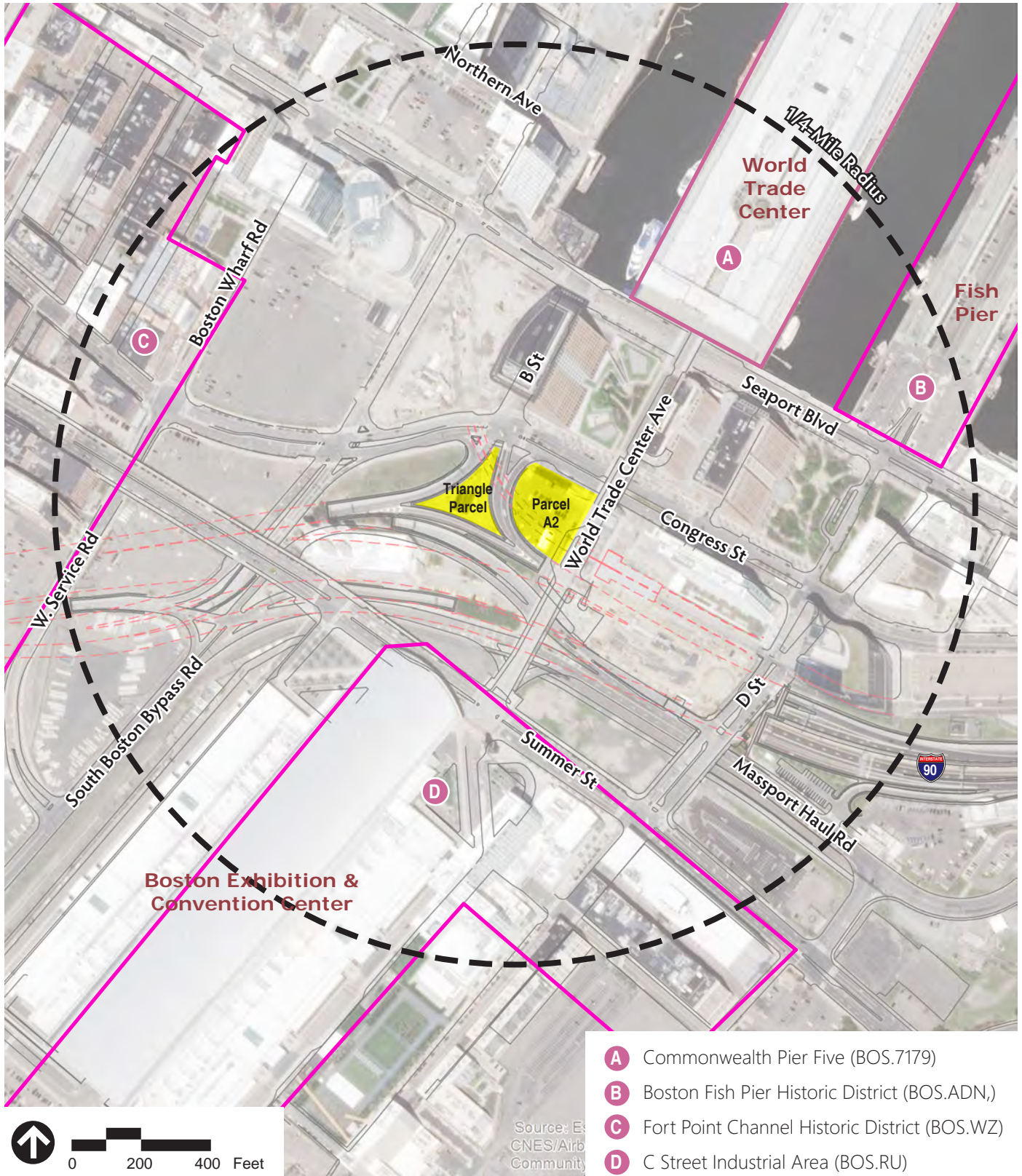
Constructed almost entirely between the 1880s and 1920s, most of the development is the product of the Boston Wharf Company, which laid out the gridded streets and lots, and used its own architects to design and construct the buildings. The district is listed in the National and State Registers, and much of the district is a designated Boston landmark district as well.

C Street Industrial Area

This area is south of Summer Street, and consisted of 18 properties in an approximately three-block-wide area. The buildings were constructed for industrial use in the decades around the turn of the twentieth century. Since the 1990s, when the inventory form was prepared, nearly all of the properties have been redeveloped for the Boston Convention and Exhibition Center. A few buildings east of D Street are extant, but have been altered.

6.4.2 Archaeological Resources

No previously identified archaeological resources are located within the Project Site.



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Project Site



Figure 6.1
Historic Resources

7

Infrastructure

This chapter outlines the existing utilities surrounding the Project Site, the proposed connections required to provide service to the new structures, and any impacts on the existing utility systems that may result from the construction of the Project. The following utility systems are discussed herein:

- › Drainage
- › Sewer
- › Domestic water and fire protection

7.1 Summary of Key Findings and Benefits

The key findings related to infrastructure systems include:

- › The Project Site is currently serviced by the Boston Water and Sewer Commission (“BWSC”) for domestic water and fire protection, stormwater, and sanitary sewage conveyance.
- › Based on the current development program, the Project is estimated to generate approximately 53,213 net new gallons of sanitary sewage per day and will require approximately 48,375 net new gallons of water per day.
- › As the design develops, extensive coordination with the City and local resident utility companies will be required to determine whether the existing infrastructure systems are adequately sized to accept the demand associated with the development and operation of the Project.

Key Project-related benefits associated with the infrastructure systems include:

- › The Project will incorporate on-site stormwater management and treatment systems that will result in improved water quality, as well as reduced stormwater runoff volumes and peak rates of runoff in comparison to existing conditions.
- › The Project is not expected to result in the introduction of any increased peak flows, pollutants, or sediments that would potentially impact the local storm drainage systems. Further geotechnical investigations may be required to study additional potential environmental considerations.
- › The proposed stormwater management system and associated infrastructure will be designed to promote phosphorus removal and provide for groundwater recharge, in accordance with City of Boston requirements.

- › As recommended by the BPDA, the Proponent will work with the BWSC to evaluate Green Infrastructure elements capable of retaining a volume of stormwater infiltration capacity to the extent of 1.25 inches over the site impervious area.

7.2 Stormwater Management

7.2.1 Existing Drainage Conditions

BWSC record documents indicate that there is a storm drain in Congress Street. This storm drain is 24-inch adjacent to the Project Site and increases to 30 inches as it runs east on Congress Street. This main increases in size to 30-inch then turns north on D Street and increases to 54-inch. It then turns west on Northern Ave and discharges from outfall SDO3 into the Boston Harbor. There is also a MassDOT drain that connects to a Massport main in B Street adjacent to the site. The MassDOT drain is 18-inch and starts in the Triangle Parcel. It flows north where it ties to a 36-inch Massport drain main that starts in Parcel A2 and flows north down B Street. This main discharges to outfall SDO202 in the inner Boston Harbor along Seaport Boulevard.

There is an existing closed drainage system onsite. There are existing catch basins on both Parcel A2 and the Triangle Parcel. Catch basins on the Triangle Parcel connect to the 36-inch Massport storm drain that flows north along B Street. Catch basins on Parcel A2 connect both to the 36-inch Massport drain as well as the 24-inch Massport drain that runs along Congress Street to the East. The existing storm drain system is illustrated in Figure 7.1.

7.2.2 Proposed Drainage Approach

Stormwater runoff collected from the roof of the proposed buildings is anticipated to be collected and reused for irrigation and some onsite HVAC equipment. The Project Team is exploring opportunities to reuse stormwater runoff for toilet flushing in the building. The first 1.25 inches of stormwater will be infiltrated to meet BWSC and BPDA requirements for Stormwater retention onsite. Overflow from the reuse and/or infiltration system will tie into either the existing 30-inch Massport storm drain in Congress Street or the existing 36-inch storm drain main in B Street.

Because the existing Triangle Parcel is currently made up of a gravel surface, and therefore acts as a pervious surface, there will be an increase in the amount of impervious area at the site compared to the existing condition. The current Project design includes a vegetated roof on the Triangle Building which will provide some storage and water quality treatment. The Project will maintain the existing peak rates and volumes of runoff.

All improvements and connections to BWSC infrastructure will be reviewed as part of the BWSC site plan review process. This process includes a comprehensive design review of the proposed service connections, assessment of project demands and system capacity, and establishment of service accounts.

7.2.3 Water Quality Impact

The Project will incorporate on-site stormwater management and treatment systems that will result in improved water quality, as well as reduced stormwater runoff volumes and peak rates of runoff in comparison to existing conditions. Stormwater treatment onsite will reduce the quantity of Total Suspended Solids ("TSS") and phosphorous in runoff. Erosion and sediment control measures will be implemented during construction to minimize the transport of site soils to off-site areas and BWSC storm drain systems.

During construction, existing catch basins will be protected with filter fabric, hay bales and/or crushed stone to provide for sediment removal from runoff. These controls will be inspected and maintained throughout the construction phase until all areas of disturbance have been stabilized through the placement of pavement, structure, or vegetative cover. The Project will comply with the Massachusetts Stormwater Handbook and stormwater best management practices will be used where applicable throughout the Project.

All necessary dewatering will be conducted in accordance with applicable MWRA and BWSC discharge permits. Once construction is complete, the Project will each be in compliance with all local and state stormwater management policies.

7.3 Sanitary Sewage

7.3.1 Existing Sewer System

There is an existing Massport sanitary sewer main located in Congress Street adjacent to the Project Site that flows east down Congress Street. This existing sewer in Congress Street starts at the north eastern corner of Parcel A2. The existing sewer system is illustrated in Figure 7.2

7.3.2 Proposed Sewage Flow and Connections

Sanitary sewage generated by the Project will be connected to the 12-inch sanitary sewer main in Congress Street. The sanitary sewer connection will be reviewed and approved by the BWSC engineering staff as part of the design process and the BWSC site plan approval process for the Project.

The Project's sewage generation rates were estimated using the Massachusetts Division of Water Pollution Control Sewer System Extension and Connection Permit Program at 310 CMR 15.00. 310 CMR 15.00 lists typical generation values for the sources listed in Table 7-1 for the Project. Typical generation values are generally conservative values for estimating the sewage flows from new construction. 310 CMR 15.00 sewage generation values are used to evaluate new sewage flows or the increase in flows to existing connections. Table 7-1 describes the increased sewage generation due to the Project. It is assumed that there is no existing sewage flow from the Project Site.

Table 7-1 Sewage Generation Table

| Use | Size | Rate | Total |
|--------------------------------------|-------------|---------------------------------|-------------------|
| Proposed Project Retail | 25,000 SF | 50 gallons per day per 1,000 SF | 1,250 gpd |
| Public Uses | 65,000 SF | 50 gallons per day per 1,000 SF | 3,250 gpd |
| Office | 585,000 SF | 75 gallons per day per 1,000 SF | 43,875 gpd |
| Total sewage flows – Proposed | | | 48,375 gpd |

7.3.3 Sewage Capacity and Impacts

It is anticipated that there is sufficient capacity in the sanitary sewer main in Congress Street. The capacity of the system will be further analyzed once more information is collected as the Project progresses.

7.3.4 Proposed Conditions

The sewer services for the Project are proposed to tie into the 12-inch sewer main located in Congress Street.

The Proponent will coordinate with the owner of the sanitary sewer and/or BWSC on the design and capacity of the proposed connections to the sewer system. The Project is expected to generate new wastewater flows of approximately 46,000 gallons per day. Because the Project will increase sanitary sewage flows by more than 15,000 gpd, the Project will be required to contribute to BWSC's 4:1 Inflow and Infiltration mitigation program. The Project will contribute to this program as required based on the proposed sewer flow generation.

All improvements and connections to BWSC infrastructure will be reviewed as part of the BWSC's site plan review process for the Proposed Project. This process includes a comprehensive design review of the proposed service connections, an assessment of project demands and system capacity, and the establishment of service accounts.

7.4 Domestic Water and Fire Protection

7.4.1 Existing Water Supply System

Water for the Project Site is provided by the BWSC. There are five different water systems within the city, and these provide service to portions of the city based on ground surface elevation. The five systems are southern low (commonly known as low service), southern high (commonly known as high service), southern extra high, northern low, and northern high.

There are three BWSC water mains in Congress Street; a 16-inch southern high main, a 16-inch southern low main, and a 30-inch southern low main. The existing water system is illustrated in Figure 7.3.

7.4.2 Existing Water Capacity and Impacts

Record flow test data containing actual flow and pressure for a hydrant within the vicinity of the Project Site was requested from BWSC on April 30, 2019.

7.4.3 Proposed Water Demand and Connections

The Project's water demand estimate for domestic services is based on the Project's estimated sewage generation, described in the Section 7.3.2. A conservative factor of 1.1 (10%) is applied to the estimated average daily wastewater flows calculated with 310 CMR 15.00 values to account for consumption, system losses and other usages to estimate an average daily water demand. The Project will require approximately 50,600 gpd of domestic water. The water for the Project will be supplied by the BWSC system.

All efforts to reduce water consumption will be made. Aeration fixtures and appliances will be chosen for water conservation qualities. In public areas, sensor operated faucets and toilets will be installed.

All new water services will be installed in accordance with the latest Local, State and Federal codes and standards. New meters will be installed at both domestic and fire protection service connections. New meters will be installed with Meter Transmitter Units ("MTU's") as part of the Boston Water and Sewer Commission's Automatic Meter Reading ("AMR") system.

The domestic and fire protection water service connections required by the Project will meet the applicable City and State codes and standards, including cross-connection backflow prevention. Compliance with these standards will be reviewed as part of BWSC's Site Plan Review Process. This review includes, but is not limited to, sizing of domestic water and fire protection services, calculation of meter sizing, backflow prevention design, and location of hydrants and siamese connections that conform to BWSC and Boston Fire Department requirements.

No water capacity problems are anticipated within this system as a result of the Project's construction.

7.4.4 Protection of Utilities During Construction

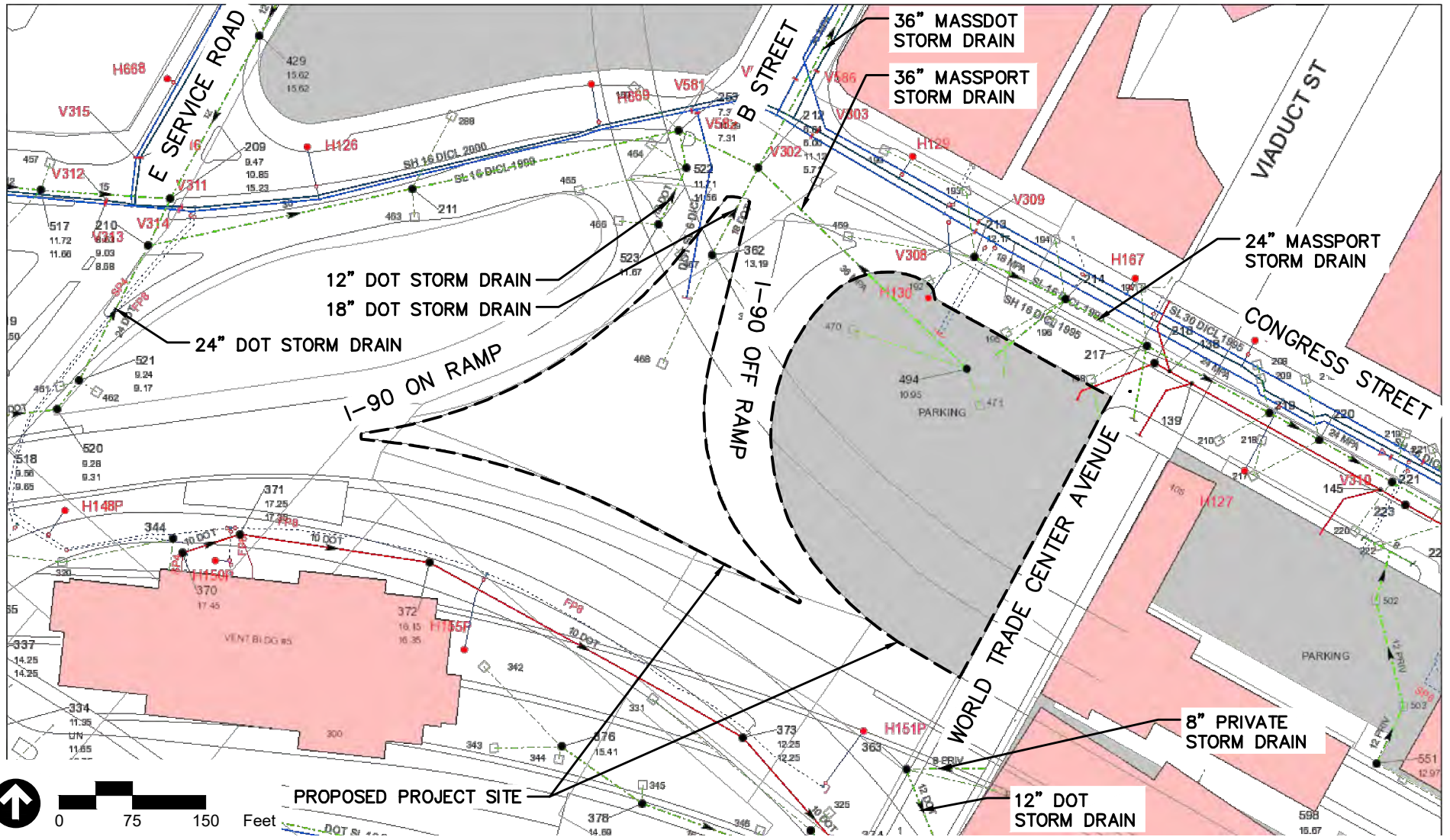
Existing utilities in the public way will be protected and maintained during construction. Service connections to BWSC mains will be reviewed and inspected by BWSC. Any utilities that are damaged during construction will be restored to their condition prior to the beginning of construction.

7.5 Smart Utilities Program

The following sections summarize the approach to addressing the City of Boston's Smart Utilities Policy as applicable within the Project. Additional information is provided in the Smart Utilities Checklist in Appendix B.

7.5.1 Green Infrastructure

The Project consists of more than 100,000 square feet of floor area, and therefore will be required to infiltrate the first 1.25 inches of rainfall over the site impervious area. Additional green infrastructure will be evaluated to assist in absorbing, delaying, and treating stormwater to reduce flooding and pollution at the Project Site and will be detailed in the DEIR/DPIR.



Source:

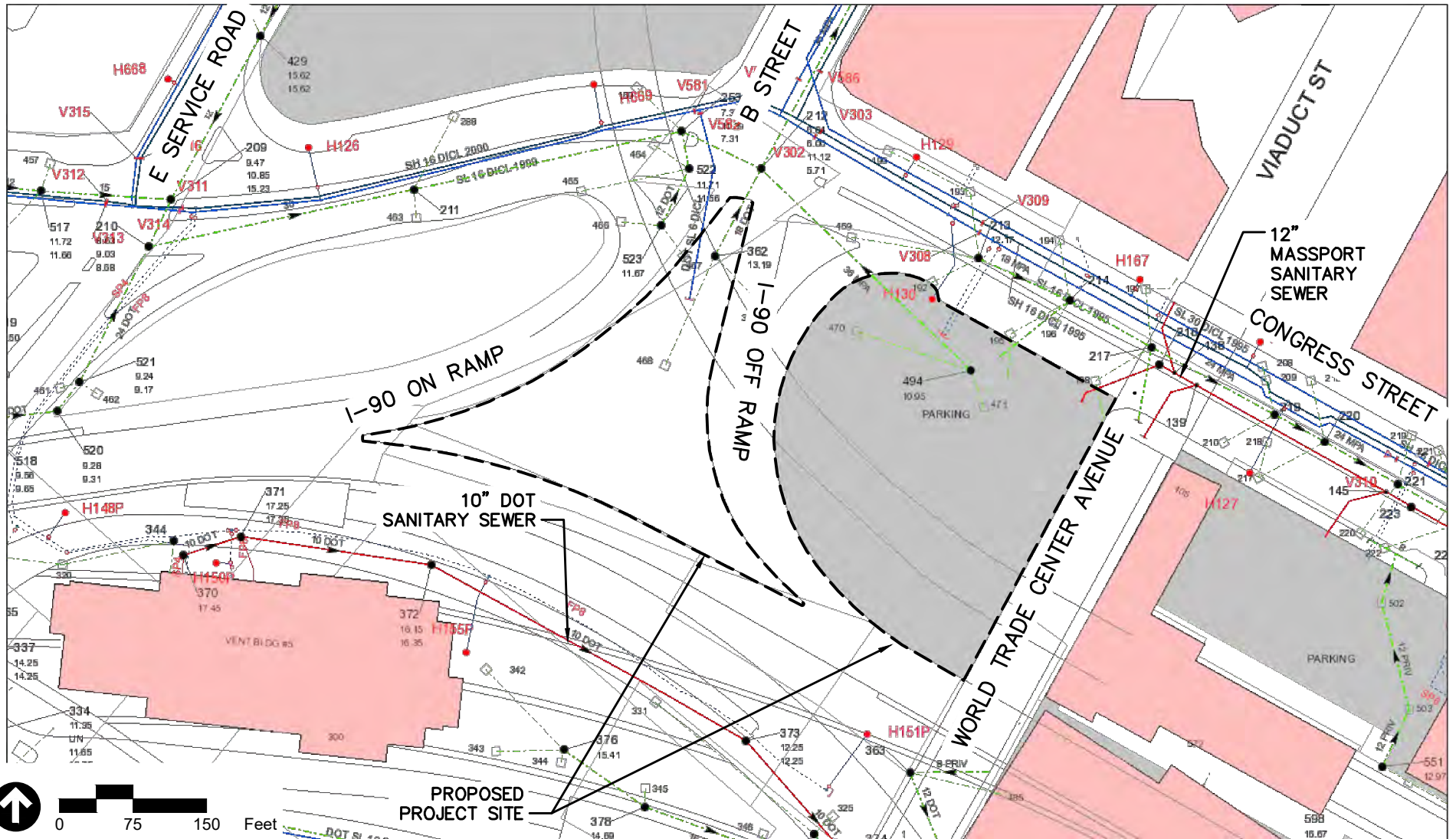


Prepared By: AMM

Figure 7.1

BWSC Existing Stormwater

**401 Congress Street
Boston, Massachusetts**



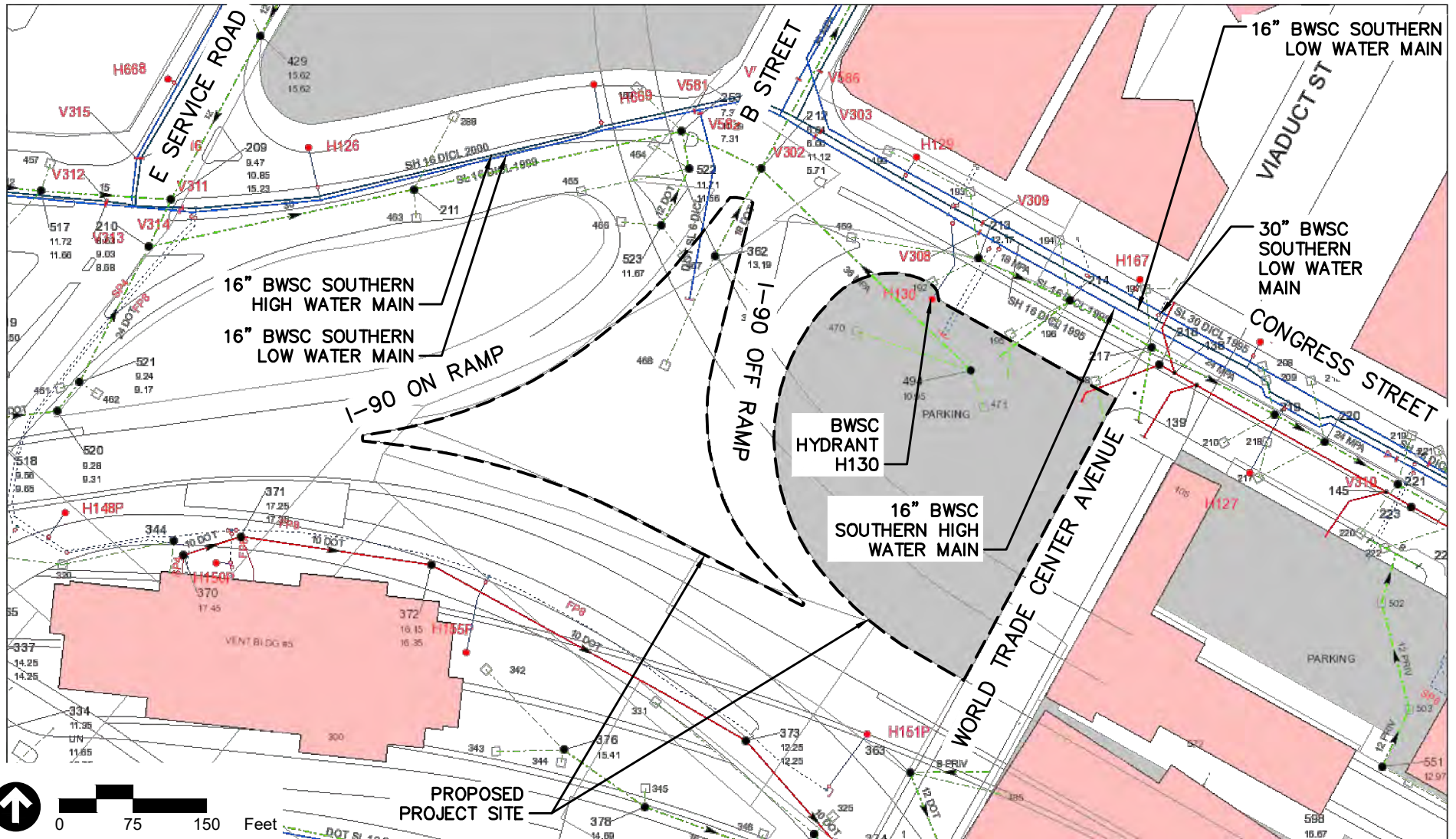
Source:



Prepared By: AMM

Figure 7.2
BWSC Existing Sewer

**401 Congress Street
Boston, Massachusetts**



Source:



Prepared By: AMM

Figure 7.3

BWSC Existing Water

**401 Congress Street
Boston, Massachusetts**

APPENDIX A: MEPA Distribution

MEPA Distribution List

Commonwealth of Massachusetts

Secretary Kathleen A. Theoharides
Executive Office of Energy and
Environmental Affairs
Attn: MEPA Office
100 Cambridge Street, Suite 900
Boston, MA 02114

Metropolitan Area Planning Council
60 Temple Place, 6th Floor
Boston, MA 02111

Department of Environmental Protection,
Boston
Commissioner's Office
One Winter Street
Boston, MA 02108

Massachusetts Water Resource Authority
Attn: MEPA Coordinator
100 First Avenue, Building 39
Charlestown Navy Yard
Boston, MA 02129

DEP/Northeast Regional Office
Attn: MEPA Coordinator
205B Lowell Street
Wilmington, MA 01887

Massachusetts Department of Energy
Resources
Attn: MEPA Coordinator
100 Cambridge Street, 10th Floor
Boston, MA 02114

Ben Lynch, Program Chief
Department of Environmental Protection,
Waterways Program
One Winter Street
Boston, MA 02108

Coastal Zone Management
Attn: Project Review Coordinator
251 Causeway Street, Suite 800
Boston, MA 02114

Massachusetts Department of Transportation
Public/Private Development Unit
Attn: Lionel Lucien
10 Park Plaza
Boston, MA 02116

Massachusetts Historical Commission
The MA Archives Building
220 Morrissey Boulevard
Boston, MA 02125

Massachusetts Department of
Transportation - District #6
Attn: MEPA Coordinator
185 Kneeland Street
Boston, MA 02111

Massachusetts Port Authority
Attn: Andrew Hargens
One Harborside Drive, Suite 200S
East Boston, MA 02128

Massachusetts Bay Transportation
Authority
Attn: MEPA Coordinator
10 Park Plaza, 6th Fl.
Boston, MA 02116-3966

City of Boston

Boston Redevelopment Authority,
d/b/a Boston Planning & Development Agency
Attn: Brian P. Golden, Director
One City Hall Square, 9th Floor
Boston, MA 02201

Boston Public Health Commission
1010 Massachusetts Ave, 6th Floor
Boston, MA 02118.

Boston City Council
One City Hall Square, 5th Floor
Boston, MA 02201

Boston Conservation Commission
One City Hall Square, Room 805
Boston, MA 02201

Other Interested Parties

Boston Public Library South Boston Branch
646 East Broadway
South Boston, MA 02127

State Representative David Biele
State House, Room B1
Boston, MA 02133

Congressman Stephen Lynch
One Harbor Street, Suite 304
Boston, MA 02210

City Councilor Michael Flaherty
1 City Hall Square, 5th Floor
Boston, MA 02201

State Senator Nick Collins
24 Beacon St., Room 410
Boston, MA, 02133

City Councilor Edward Flynn
1 City Hall Square, Suite 550
Boston, MA 02201-2043
United States

APPENDIX B: BPDA Checklists

Accessibility Checklist

Climate Change Preparedness and Resilience Checklist

Smart Utilities 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 BPDA 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%20200114_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.

Article 80 | ACCESSIBILTY CHECKLIST

| | | | |
|--|---|---|--|
| 1. Project Information: | | | |
| <i>If this is a multi-phased or multi-building project, fill out a separate Checklist for each phase/building.</i> | | | |
| Project Name: | 401 Congress Street | | |
| Primary Project Address: | 401 Congress Street Boston, MA 02210 | | |
| Total Number of Phases/Buildings: | One Building (Direct connection from Office Building to Triangle Parcel Building) | | |
| Primary Contact (Name / Title / Company / Email / Phone): | John Hynes, IV Boston Global Investors, LLC JHynes4@bginvestors.com 617.717.7983 | | |
| Owner / Developer: | 401 Congress, LLC / Boston Global Investors, LLC | | |
| Architect: | Sasaki | | |
| Civil Engineer: | Nitsch Engineering | | |
| Landscape Architect: | Sasaki | | |
| Permitting: | VHB | | |
| Construction Management: | Suffolk Construction | | |
| At what stage is the project at time of this questionnaire? Select below: | | | |
| | <i><u>PNF / Expanded PNF Submitted</u></i> | 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)? <i>If yes</i> , identify and explain. | To Be Determined | | |
| 2. Building Classification and Description: | | | |
| <i>This section identifies preliminary construction information about the project including size and uses.</i> | | | |
| What are the dimensions of the project? | | | |
| Site Area: | 1.6 Acres | Building Area: | 675,000 GSF |
| Building Height: | Approx. 250 FT | Number of Stories: | 19 Flrs. |
| First Floor Elevation: | 19'-6" | Is there below grade space: | No |
| What is the Construction Type? (Select most appropriate type) | | | |
| | Wood Frame | Masonry | <i>Steel Frame</i> <i>Concrete (TBD)</i> |
| What are the principal building uses? (IBC definitions are below – select all appropriate that apply) | | | |

Article 80 | ACCESSIBILITY CHECKLIST

| | | | | |
|--|---|----------------------------------|---------------|-------------|
| | Residential – One - Three Unit | Residential - Multi-unit, Four + | Institutional | Educational |
| | <i>Business</i> | <i>Mercantile</i> | Factory | Hospitality |
| | Laboratory / Medical | Storage, Utility and Other | | |
| List street-level uses of the building: | Retail and Cultural spaces, some Business for entry to upper floors | | | |
| <p>3. Assessment of Existing Infrastructure for Accessibility: <i>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.</i></p> | | | | |
| Provide a description of the neighborhood where this development is located and its identifying topographical characteristics: | <p>The Project is located in the South Boston Waterfront neighborhood of Boston. It is surrounded by Interstate 90 (I-90) at the south, below the grade of the site; the off-ramp of I-90 at the west, coming up to the grade of the site; Congress Street to the north, at grade of the site; and World Trade Center Avenue to the east, 27 feet above grade of the site. The surrounding context includes many recently completed buildings and some currently under construction with a multi-family residential building to the west, a recently completed parking garage to the east, the Boston Convention and Events Center to the south, and multiple large scale multi use developments to the north. The Project will seek to navigate the topographical change between the east and west edges of the site with an accessible and robust public realm experience while also providing the neighborhood with inclusive retail and cultural programs. The Project will be approximately 250 feet in height and pulls back/lifts up from the sidewalks to enhance the pedestrian experience. The Project will span across the I-90 off-ramp to occupy the east triangle portion of the site, providing a safe and accessible connection to the cultural programming housed in that piece of the site.</p> | | | |
| List the surrounding accessible MBTA transit lines and their proximity to development site: commuter rail / subway stations, bus stops: | <p>The Project is adjacent to a MBTA Silver Line World Trade Center station and is directly above the MBTA Silver Line tunnel. It is a less than 5-minute walk from the MBTA Buses #459 and 4 along Seaport Boulevard and Buses # 4 and 7 along Summer Street.</p> <p>With connections from either the MBTA Buses #4 and 7 or the MBTA Silver Line-South Station and the MBTA Commuter Rail and Red Line are a 6-minute ride away. At 0.8 miles, walking to South Station will take just under 20 minutes.</p> <p>Also within a 20-minute walk or a ride on the MBTA Bus #4 is Rowes Wharf, with connections to the MBTA Hingham/Hull Ferry.</p> | | | |
| List the surrounding institutions: hospitals, public housing, elderly and disabled housing | <p>Boston Convention and Exhibition Center; Shrine of Our Lady of Good Voyage; Institute of Contemporary Art; Boston Children’s Museum; Boston Fire Museum</p> | | | |

Article 80 | ACCESSIBILITY CHECKLIST

| | |
|---|---|
| developments, educational facilities, others: | |
| List the surrounding government buildings: libraries, community centers, recreational facilities, and other related facilities: | Boston Military Entrance Processing Station; John Joseph Moakley US Courthouse; Children’s wharf Park; Martin’s Park at Smith Family Waterfront; Fan Pier Park |
| <p>4. Surrounding Site Conditions – Existing: <i>This section identifies current condition of the sidewalks and pedestrian ramps at the development site.</i></p> | |
| Is the development site within a historic district? <i>If yes</i> , identify which district: | No |
| Are there sidewalks and pedestrian ramps existing at the development site? <i>If yes</i> , list the existing sidewalk and pedestrian ramp dimensions, slopes, materials, and physical condition at the development site: | <p>As this site is adjacent to an MBTA Silver Line World Trade Center station and an I-90 off-ramp, sidewalks are not prevalent on the east/south and western edges. The northern edge, along Congress Street there exists asphalt sidewalks with a pedestrian ramp at the intersection of Congress St, B Street and the I-90 off-ramp. These are CIP concrete without detectable warning paving at a slope of 0.6%.</p> <p>Along World Trade Center Avenue pedestrian ramps at our project site – these consist of CIP concrete at a 0.5% slope and striped CIP crossings.</p> |
| Are the sidewalks and pedestrian ramps existing-to-remain? <i>If yes</i> , have they been verified as ADA / MAAB compliant (with yellow composite detectable warning surfaces, cast in concrete)? <i>If yes</i> , provide description and photos: | The pedestrian ramp along the sidewalk on Congress Street and World Trade Center Avenue will be replaced and made ADA compliant. |
| <p>5. Surrounding Site Conditions – Proposed <i>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.</i></p> | |
| Are the proposed sidewalks consistent with the Boston Complete Street Guidelines? <i>If yes</i> , choose which Street Type was applied: Downtown Commercial, Downtown Mixed-use, Neighborhood Main, Connector, Residential, Industrial, Shared Street, Parkway, or Boulevard. | The design of the sidewalks has yet to begin. The proposed design will be consistent with the Boston Complete Street Guidelines. The type is to be determined. |

Article 80 | ACCESSIBILTY CHECKLIST

| | |
|---|---|
| <p>What are the total dimensions and slopes of the proposed sidewalks? List the widths of the proposed zones: Frontage, Pedestrian and Furnishing Zone:</p> | <p>The design of the sidewalks has yet to begin.</p> |
| <p>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?</p> | <p>The design of the sidewalks has yet to begin. There will be a mix of where the materials will fall in terms of property lines.</p> |
| <p>Will sidewalk cafes or other furnishings be programmed for the pedestrian right-of-way? <i>If yes</i>, what are the proposed dimensions of the sidewalk café or furnishings and what will the remaining right-of-way clearance be?</p> | <p>The design of the sidewalks has yet to begin. This is to be determined.</p> |
| <p>If the pedestrian right-of-way is on private property, will the proponent seek a pedestrian easement with the Public Improvement Commission (PIC)?</p> | <p>The design of the sidewalks has yet to begin. This is to be determined.</p> |
| <p>Will any portion of the Project be going through the PIC? <i>If yes</i>, identify PIC actions and provide details.</p> | <p>To be determined.</p> |
| <p>6. Accessible Parking: <i>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.</i></p> | |
| <p>What is the total number of parking spaces provided at the development site? Will these be in a parking lot or garage?</p> | <p>N/A</p> |
| <p>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?</p> | <p>N/A</p> |
| <p>Will any on-street accessible parking spaces be required? <i>If yes</i>, has the proponent contacted the Commission for Persons with Disabilities regarding this need?</p> | <p>N/A</p> |

Article 80 | ACCESSIBILITY CHECKLIST

| | |
|---|---|
| Where is the accessible visitor parking located? | N/A |
| Has a drop-off area been identified? <i>If yes</i> , will it be accessible? | Yes, this will be accessible |
| <p>7. Circulation and Accessible Routes: <i>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.</i></p> | |
| Describe accessibility at each entryway: Example: Flush Condition, Stairs, Ramp, Lift or Elevator: | Entries will have a combination of flush conditions, stairs, and accessible routes/ramps. |
| Are the accessible entrances and standard entrance integrated? <i>If yes</i> , describe. <i>If no</i> , what is the reason? | The accessible entrances and standard entrances are intended to be integrated. These will evolve with the design process. |
| <i>If project is subject to Large Project Review/Institutional Master Plan</i> , describe the accessible routes way-finding / signage package. | Such signage will be developed further into the design process. |
| <p>8. Accessible Units (Group 2) and Guestrooms: (If applicable) <i>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.</i></p> | |
| What is the total number of proposed housing units or hotel rooms for the development? | N/A |
| <i>If a residential development</i> , 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 |
| <i>If a residential development</i> , how many accessible Group 2 units are being proposed? | N/A |
| <i>If a residential development</i> , how many accessible Group 2 units will also be IDP units? <i>If none</i> , describe reason. | N/A |
| <i>If a hospitality development</i> , how many accessible units will feature a wheel-in shower? Will accessible | N/A |

Article 80 | ACCESSIBILITY CHECKLIST

| | |
|--|---|
| <p>equipment be provided as well? <i>If yes</i>, provide amount and location of equipment.</p> | |
| <p>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. <i>If yes</i>, provide reason.</p> | <p>N/A</p> |
| <p>Are there interior elevators, ramps or lifts located in the development for access around architectural barriers and/or to separate floors? <i>If yes</i>, describe:</p> | <p>It is undetermined at this moment if there will be any architectural barriers on this Project. If there are, ramps, interior elevators and lifts may all be a part of the development to access around such barriers. These will be developed and evolved during the design process as necessary.</p> |
| <p>9. Community Impact: <i>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.</i></p> | |
| <p>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?</p> | <p>The Project is improving the World Trade Center Viaduct with a more robustly designed experience for the public, as well as providing walkable areas/sidewalks on at least (2) sides of the building site, which do not exist today. The Project also seeks to connect the raised Viaduct level to the lower Congress Street level for a seamless and accessible public connection that does not exist today. The main ground floor public interior spaces are providing a mix of cultural and retail spaces for the local neighborhood.</p> |
| <p>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?</p> | <p>This is undetermined at this time.</p> |
| <p>Are any restrooms planned in common public spaces? <i>If yes</i>, will any be single-stall, ADA compliant and designated as “Family”/ “Companion” restrooms? <i>If no</i>, explain why not.</p> | <p>This is still to be determined. If yes, these restrooms will be ADA compliant and labeled accordingly.</p> |
| <p>Has the proponent reviewed the proposed plan with the City of Boston Disability Commissioner or</p> | <p>The Project has not yet been presented to the City of Boston Mayor’s Commission for Persons with Disabilities Advisory board. The Project Team will meet with the Board as the Project design advances and is fully</p> |

Article 80 | ACCESSIBILITY CHECKLIST

| | |
|---|---|
| <p>with their Architectural Access staff? <i>If yes</i>, did they approve? <i>If no</i>, what were their comments?</p> | <p>committed to delivering a Project that is ADA compliant.</p> |
| <p>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? <i>If no</i>, what recommendations did the Advisory Board give to make this project more accessible?</p> | <p>The Project has not yet been reviewed by the Advisory Board.</p> |
| <p>10. Attachments <i>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.</i></p> | |
| <p>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. As design advances, the Proponent will develop a site accessibility plan. More details will be provided in the DEIR/DPIR filing.</p> | |
| <p>Provide a diagram of the accessible route connections through the site, including distances. As design advances, the Proponent will develop a site accessibility plan. More details will be provided in the DEIR/DPIR filing.</p> | |
| <p>Provide a diagram the accessible route to any roof decks or outdoor courtyard space? (if applicable) As design advances, the Proponent will develop a site accessibility plan. More details will be provided in the DEIR/DPIR filing.</p> | |
| <p>Provide a plan and diagram of the accessible Group 2 units, including locations and route from accessible entry. As design advances, the Proponent will develop a site accessibility plan. More details will be provided in the DEIR/DPIR filing.</p> | |
| <p>Provide any additional drawings, diagrams, photos, or any other material that describes the inclusive and accessible elements of this project. As design advances, the Proponent will develop a site accessibility plan. More details will be provided in the DEIR/DPIR filing.</p> | |

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.

Article 80 | ACCESSIBILITY CHECKLIST

Architectural Access staff can be reached at:

accessibility@boston.gov | patricia.mendez@boston.gov | sarah.leung@boston.gov | 617-635-3682

NOTE: Project filings should be prepared and submitted using the online [Climate Resiliency Checklist](#).

A.1 - Project Information

| | | | |
|-----------------------------|---|-------------------------------|--------------------------------------|
| Project Name: | 401 Congress Street | | |
| Project Address: | 401 Congress Street, Boston, MA 02210 | | |
| Project Address Additional: | N/A | | |
| Filing Type (select) | Initial (<i>PNF, EPNF, NPC</i> or other substantial filing) Design / Building Permit (prior to final design approval), or Construction / Certificate of Occupancy (post construction completion) | | |
| Filing Contact | John Hynes, IV | Boston Global Investors, LLC. | JHynes4@bginvestors.com 617.717.7983 |
| Is MEPA approval required | Yes/no | | Date: <i>To be filed.</i> |

A.2 - Project Team

| | | | |
|--------------------------|---|--|--|
| Owner / Developer: | 401 Congress, LLC/Boston Global Investors, LLC (Developer) | | |
| Architect: | Sasaki | | |
| Engineer: | Nitsch Engineering (Traffic & Civil engineering) TNZ Energy Consulting, Inc; C ³ (building systems) | | |
| Sustainability / LEED: | VvS Architects & Consultants | | |
| Permitting: | VHB | | |
| Construction Management: | Suffolk Construction | | |

A.3 - Project Description and Design Conditions

| | |
|---|--------------------------|
| List the principal Building Uses: | Office, Retail, Cultural |
| List the First Floor Uses: | Retail, Cultural |
| List any Critical Site Infrastructure and or Building Uses: | N/A |

Site and Building

| | | | |
|---------------------------------|--------------|---|--------------|
| Site Area: | 1.6 Acres | Building Area: | 675,000 SF |
| Building Height: | 250 Ft | Building Height: | 19 Stories |
| Existing Site Elevation – Low: | 17.11 Ft BCB | Existing Site Elevation (Congress Street) – High: | 25.82 Ft BCB |
| Proposed Site Elevation – Low: | 17.11 Ft BCB | Proposed Site Elevation (Congress Street) – High: | 25.82 Ft BCB |
| Proposed First Floor Elevation: | 19.5 Ft BCB | Below grade levels: | 0 Stories |

Article 37 Green Building:

| | | | |
|--------------------------------|--|----------------------------|-----------------|
| LEED Version - Rating System : | LEED v4 BD+C: Core & Shell | LEED Certification: | Yes / No |
| Proposed LEED rating: | Certified/Silver/ Gold/Platinum | Proposed LEED point score: | 53 Pts. |

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: | R40.9 (R) | Exposed Floor: | U-0.032(R) |
| Foundation Wall: | R10 (R) | Slab Edge (at or below grade): | R10 (R) |

Vertical Above-grade Assemblies (%'s are of total vertical area and together should total 100%):

| | | | |
|--|---------------|---------------------------------|--------------------|
| Area of Opaque Curtain Wall & Spandrel Assembly: | 96 (%) | Wall & Spandrel Assembly Value: | U-0.064 (U) |
| Area of Framed & Insulated / Standard Wall: | 4 (%) | Wall Value | U-0.064 (R) |
| Area of Vision Window: | 96 % | Window Glazing Assembly Value: | U-0.34 (U) |
| | | Window Glazing SHGC: | 0.36 (SHGC) |
| Area of Doors: | 0 % | Door Assembly Value: | U-0.37 (U) |

Energy Loads and Performance

For this filing – describe how energy loads & performance were determined

| | | | |
|--|----------------------------|---|-----------------------|
| Annual Electric: | 7,987,401 (kWh) | Peak Electric: | 2,386 (kW) |
| Annual Heating: | 1,796 (MMbtu/hr) | Peak Heating: | 3.37 (MMbtu) |
| Annual Cooling: | 1,250,819 (Tons/hr) | Peak Cooling: | 2,717 (Tons) |
| Energy Use - Below ASHRAE 90.1 - 2013: | 35 % | Have the local utilities reviewed the building energy performance?: | No |
| Energy Use - Below Mass. Code: | 35 % | Energy Use Intensity: | 47.3 (kBtu/SF) |

Back-up / Emergency Power System

| | | | |
|-------------------------------|-------------------|------------------------|---------------|
| Electrical Generation Output: | 1,000 (kW) | Number of Power Units: | 1 |
| System Type: | | Fuel Source: | Diesel |

Emergency and Critical System Loads (in the event of a service interruption)

| | | | |
|-----------|-----------------|----------|------------------------|
| Electric: | 800 (kW) | Heating: | 5.52 (MMbtu/hr) |
| | | Cooling: | (Tons/hr) |

B – Greenhouse Gas Reduction and Net Zero / Net Positive Carbon Building Performance

Reducing GHG emissions is critical to avoiding more extreme climate change conditions. To achieve the City's goal of carbon neutrality by 2050 new buildings performance will need to progressively improve to net carbon zero and positive.

B.1 – GHG Emissions - Design Conditions

For this Filing - Annual Building GHG Emissions: **2,829 (Tons)**

For this filing - describe how building energy performance has been integrated into project planning, design, and engineering and any supporting analysis or modeling:

The Project buildings will be designed to be energy efficient to the extent possible. The high energy performance of the Project is proposed to be achieved through improvements such as the incorporation of high efficiency heating and cooling systems, energy recovery systems, and perimeter hydronic heat.

Describe building specific passive energy efficiency measures including orientation, massing, envelop, and systems:

Passive building strategies are under consideration and will be studied in the DEIR/DPIR.

Describe building specific active energy efficiency measures including equipment, controls, fixtures, and systems:

The building design will feature a superior building envelope with high performance fenestration, high roof R-value, dedicated outdoor air systems, localized zone conditioning systems, efficient central plant components, LED lighting technologies, and water conservation strategies.

Describe building specific load reduction strategies including on-site renewable, clean, and energy storage systems:

As the design progresses, the Project will be evaluating the use of several clean and renewable energy sources/technologies, including photovoltaic panels, combined heat and power, wind, transpired solar collection, solar thermal, and zero net energy potential.

Describe any area or district scale emission reduction strategies including renewable energy, central energy plants, distributed energy systems, and smart grid infrastructure:

N/A

Describe any energy efficiency assistance or support provided or to be provided to the project:

The Project has begun the outreach process to Mass Save. Eversource will serve as the lead program administrator for the project as the site's electric utility provider, and they will coordinate the involvement of National Grid Gas if applicable.

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):

Strategies to potentially achieve carbon net zero or net positive performance need to be evaluated further for the Project.

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: | -4 Deg. | Temperature Range - High: | 99 Deg. |
| Annual Heating Degree Days: | 5616 | Annual Cooling Degree Days | 2873 |

What Extreme Heat Event characteristics will be / have been used for project planning

| | | | |
|-----------------------------|-----------|--------------------------------------|----------|
| Days - Above 90°: | 90 | Days - Above 100°: | 6 |
| Number of Heatwaves / Year: | 6 | 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:

The Project will have light colored roof and hardscape in addition to vegetative landscape.

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:

**Energy efficient building envelope with curtainwall and roof U and R and values that exceed code minimums.
Energy efficient mechanical systems.
State of the art building control system that will allow facility to adapt to extreme weather events.**

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:

An on-site generator will provide life safety power.

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

| | |
|--------------------------------|--------------|
| 10 Year, 24 Hour Design Storm: | 6 In. |
|--------------------------------|--------------|

Describe all building and site measures for reducing storm water run-off:

On-site storm retention and water reclamation for onsite use.

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):

On-site storm retention and water reclamation for onsite use.

E - Sea Level Rise and Storms

Under any plausible greenhouse gas emissions scenario, sea levels 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 SFHA? | <input type="text" value="Yes / No"/> | What Zone: | <input type="text" value="A, AE, AH, AO, AR, A99, V, VE"/> |
| | | Current FEMA SFHA Zone Base Flood Elevation: | <input type="text" value="Ft BCB"/> |

| | |
|---|---------------------------------------|
| Is any portion of the site in a BPDA Sea Level Rise - Flood Hazard Area? Use the online BPDA SLR-FHA Mapping Tool to assess the susceptibility of the project site. | <input type="text" value="Yes / 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 on the BPDA Sea Level Rise - Flood Hazard Area (SLR-FHA) map, which depicts a modeled 1% annual chance coastal flood event with 40 inches of sea level rise (SLR). Use the online [BPDA SLR-FHA Mapping Tool](#) to identify the highest Sea Level Rise - Base Flood Elevation for the site. The Sea Level Rise - Design Flood Elevation is determined by adding either 24" of freeboard for critical facilities and infrastructure and any ground floor residential units OR 12" of freeboard for other buildings and uses.

| | | | |
|--|--|-----------------------------|--|
| Sea Level Rise - Base Flood Elevation: | <input type="text" value="19.5 Ft BCB"/> | | |
| Sea Level Rise - Design Flood Elevation: | <input type="text" value="20.5 Ft BCB"/> | First Floor Elevation: | <input type="text" value="19.5 Ft BCB"/> |
| Site Elevations at Building: | <input type="text" value="17.11"/> | Accessible Route Elevation: | <input type="text" value="Varies"/> |

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.:

As the design advances, further details on measures being considered for site and building resiliency will be provided in the DEIR/DPIR.

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.:

As the design advances, further details on measures being considered for site and building resiliency will be provided in the DEIR/DPIR.

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:

As the design advances, further details on measures being considered for site and building resiliency will be provided in the DEIR/DPIR.

Describe any strategies that would support rapid recovery after a weather event:

As the design advances, further details on measures being considered for site and building resiliency will be provided in the DEIR/DPIR.

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.:

As the design advances, further details on measures being considered for site and building resiliency will be provided in the DEIR/DPIR.

Describe future building adaptation strategies for raising the Sea Level Rise Design Flood Elevation and further protecting critical systems, including permanent and temporary measures:

As the design advances, further details on measures being considered for site and building resiliency will be provided in the DEIR/DPIR.

A pdf and word version of the Climate Resiliency Checklist is provided for informational use and off-line preparation of a project submission. **NOTE: Project filings should be prepared and submitted using the [online Climate Resiliency Checklist](#).**

For questions or comments about this checklist or Climate Change best practices, please contact:
John.Dalzell@boston.gov



Boston Smart Utilities Checklist

Date Submitted:

06/27/2019 19:14:36

Submitted by:

slattrell@vhb.com

Background

The Smart Utilities Checklist will facilitate the Boston Smart Utilities Steering Committee's review of:

- a) compliance with the Smart Utilities Policy for Article 80 Development Review, which calls for the integration of five (5) Smart Utility Technologies (SUTs) into Article 80 developments
- b) integration of the Smart Utility Standards

More information about the Boston Smart Utilities Vision project, including the Smart Utilities Policy and Smart Utility Standards, is available at:

[www.http://bostonplans.org/smart-utilities](http://bostonplans.org/smart-utilities)

Note: Any documents submitted via email to manuel.esquivel@boston.gov will not be attached to the pdf form generated after submission, but are available upon request.

Part 1 - General Project Information

1.1 Project Name

401 Congress Street

1.2 Project Address

401 Congress Street

1.3 Building Size (square feet)

675000

**For a multi-building development, enter total development size (square feet)*

1.4 Filing Stage

Initial Filing (i.e., PNF)

1.5 Filing Contact Information

1.5a Name

Seth Lattrell



Boston Smart Utilities Checklist

| | |
|-------------------|-------------------|
| 1.5b Company | VHB |
| 1.5c E-mail | slattrell@vhb.com |
| 1.5d Phone Number | 6176072973 |

1.6 Project Team

| | |
|------------------------------|--------------------------|
| 1.6a Project Owner/Developer | 401 Congress Street, LLC |
| 1.6b Architect | Sasaki |
| 1.6c Permitting | VHB |
| 1.6d Construction Management | Suffolk Construction |

Part 2 - District Energy Microgrids

Fill out this section if the proposed project's total development size is equal to or greater than 1.5 million square feet.

Note on submission requirements timeline:

Feasibility Assessment Part A should be submitted with PNF or any other initial filing.

Feasibility Assessment Part B should be submitted with any major filing during the Development Review stage (i.e., DPIR)

District Energy Microgrid Master Plan Part A should be submitted before submission of the Draft Board Memorandum by the BPDA Project Manager (Note: Draft Board Memorandums are due one month ahead of the BPDA Board meetings)

District Energy Microgrid Master Plan Part B should be submitted before applying for a Building Permit

Please email submission to manuel.esquivel@boston.gov

| | |
|---|-----|
| 2.1 Consultant Assessing/Designing District Energy Microgrid (if applicable) | N/A |
|---|-----|

| | |
|--------------------------------------|--|
| 2.2 Latest document submitted | |
|--------------------------------------|--|



Boston Smart Utilities Checklist

2.3 Date of latest submission

2.4 Which of the following have you had engagement/review meetings with regarding District Energy Microgrids? (select all that apply)

2.5 What engagement meetings have you had with utilities and/or other agencies (i.e., MA DOER, MassCEC) regarding District Energy Microgrids? (Optional: include dates)

Part 3 - Telecommunications Utilidor

Fill out this section if the proposed project's total development size is equal to or greater than 1.5 million square feet OR if the project will include the construction of roadways equal to or greater than 0.5 miles in length.

Please submit a map/diagram highlighting the sections of the roads on the development area where a Telecom Utilidor will be installed, including access points to the Telecom Utilidor (i.e., manholes)

Please email submission to manuel.esquivel@boston.gov

3.1 Consultant Assessing/Designing Telecom Utilidor (if applicable)

N/A

3.2 Date Telecom Utilidor Map/Diagram was submitted

3.3 Dimensions of Telecom Utilidor (include units)

3.3a Cross-section (i.e., diameter, width X height)

Boston Smart Utilities Checklist

3.3b Length

3.4 Capacity of Telecom Utilidor (i.e., number of interducts, 2 inch (ID) pipes, etc.)

3.5 Which of the following have you had engagement/review meetings with regarding the Telecom Utilidor? (select all that apply)

3.6 What engagement meetings have you had with utilities and/or other agencies (i.e., State agencies) regarding the Telecom Utilidor? (Optional: include dates)

Part 4 - Green Infrastructure

Fill out this section if the proposed project's total development size is equal to or greater than 100,000 square feet.

Please submit a map/diagram highlighting where on the development Green Infrastructure will be installed.

Please email submission to manuel.esquivel@boston.gov

4.1 Consultant Assessing/Designing Green Infrastructure (if applicable)

4.2 Date Green Infrastructure Map/Diagram was submitted

4.3 Types of Green Infrastructure included in the project (select all that apply)



Boston Smart Utilities Checklist

4.4 Total impervious area of the development (in square inches)

9700000

4.5 Volume of stormwater that will be retained (in cubic inches)*

12125000

**Note: Should equal to at least "Total impervious area (entered in section 4.4)" times "1.25 inches"*

4.6 Which of the following have you had engagement/review meetings with regarding Green Infrastructure? (select all that apply)

BPDA, Pre-filing meeting only

4.7 What engagement meetings have you had with utilities and/or other agencies (i.e., State agencies) regarding Green Infrastructure? (Optional: include dates)

Part 5 - Adaptive Signal Technology (AST)

Fill out this section if as part of your project BTM will require you to install new traffic signals or make significant improvements to the existing signal system.

Please submit a map/diagram highlighting the context of AST around the proposed development area, as well as any areas within the development where new traffic signals will be installed or where significant improvements to traffic signals will be made.

Please email submission to manuel.esquivel@boston.gov

5.1 Consultant Assessing/Designing Adaptive Signal Technology (if applicable)

N/A at this time

5.2 Date AST Map/Diagram was submitted

Boston Smart Utilities Checklist

5.3 Describe how the AST system will benefit/impact the following transportation modes

5.3a Pedestrians

5.3b Bicycles

5.3c Buses and other Public Transportation

5.3d Other Motorized Vehicles

| | |
|--|--|
| | |
| | |
| | |
| | |

5.4 Describe the components of the AST system (including system design and components)

| |
|--|
| |
|--|

5.5 Which of the following have you had engagement/review meetings with regarding AST? (select all that apply)

| |
|--|
| |
|--|

5.6 What engagement meetings have you had with utilities and/or other agencies (i.e., State agencies) regarding AST? (Optional: include dates)

| |
|--|
| |
|--|

Part 6 - Smart Street Lights

Fill out this section if as part of your project PWD and PIC will require you to install new street lights or make significant improvements to the existing street light system.

Please submit a map/diagram highlighting where new street lights will be installed or where improvements to street lights will be made.

Please email submission to manuel.esquivel@boston.gov

6.1 Consultant Assessing/Designing Smart Street Lights (if applicable)

Nitsch Engineering/TBD Lighting Consultant



Boston Smart Utilities Checklist

6.2 Date Smart Street Lights Map/Diagram was submitted

6.3 Which of the following have you had engagement/review meetings with regarding Smart Street Lights? (select all that apply)

6.4 What engagement meetings have you had with utilities and/or other agencies (i.e., State agencies) regarding Smart Street Lights? (Optional: include dates)

Part 7 - Smart Utility Standards

The Smart Utility Standards set forth guidelines for planning and integration of SUTs with existing utility infrastructure in existing or new streets, including cross-section, lateral, and intersection diagrams. The Smart Utility Standards are intended to serve as guidelines for developers, architects, engineers, and utility providers for planning, designing, and locating utilities. The Smart Utility Standards will serve as the baseline for discussions on any deviations from the standards needed/proposed for any given utility infrastructure.

Please submit typical below and above grade cross section diagrams of all utility infrastructure in the proposed development area (including infrastructure related to the applicable SUTs).

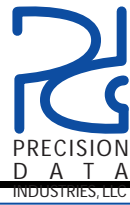
Please submit typical below and above grade lateral diagrams of all utility infrastructure in the proposed development area (including infrastructure related to the applicable SUTs).

Please email submission to manuel.esquivel@boston.gov

7.1 Date Cross Section Diagram(s) was submitted

7.2 Date Lateral Diagram(s) was submitted

APPENDIX C: Supporting Transportation Information



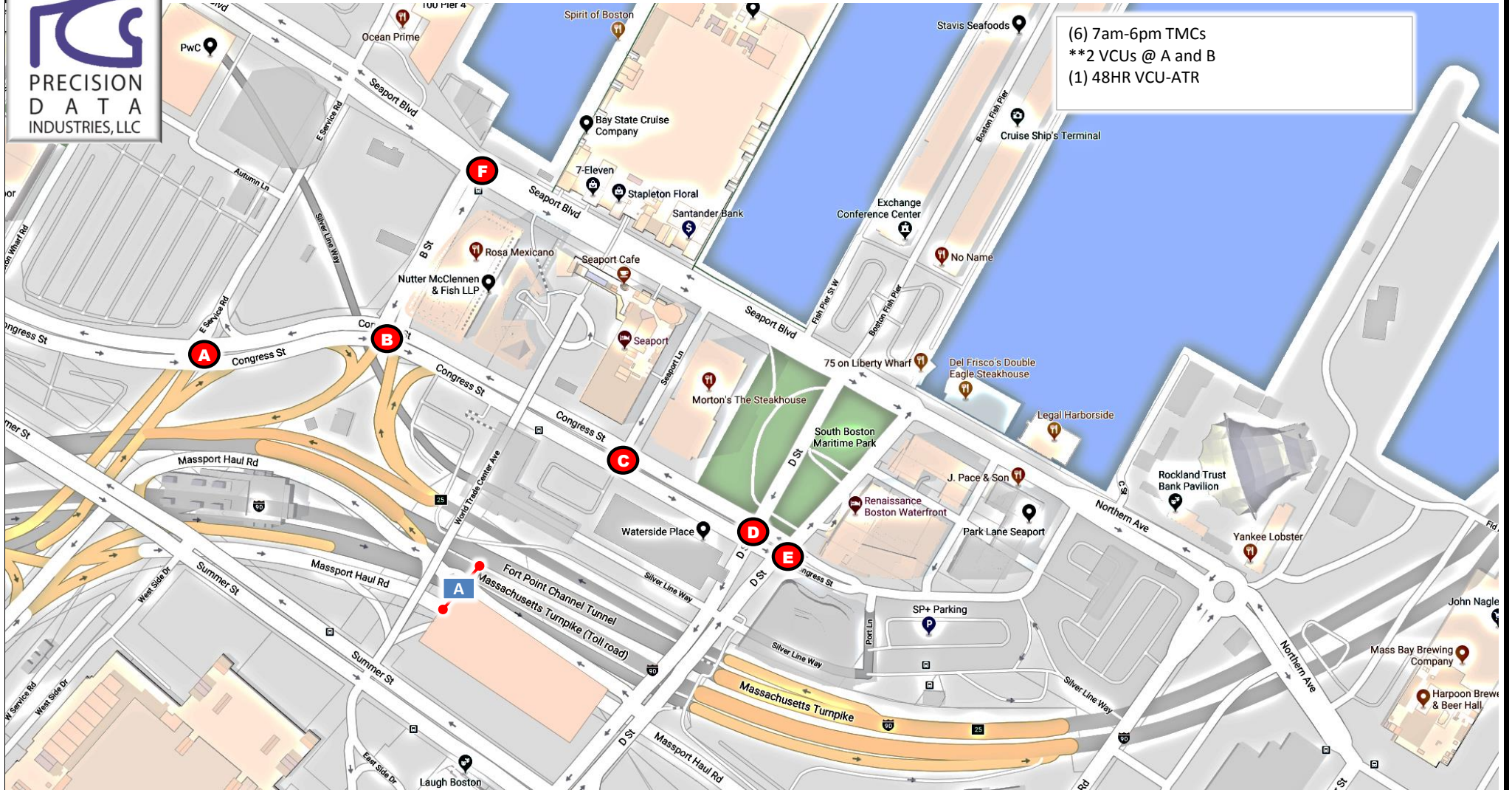
Location Map 196872 Boston, MA

Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

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



(6) 7am-6pm TMCs
**2 VCUs @ A and B
(1) 48HR VCU-ATR



| | | | | | |
|--------------------------|--------------------------------|-------------------|---|----------------------------|-----------------------------------|
| Client: Nitsch | Engineer: B. Zimolka | Site Code: | Date: Wed 4/10 thru Thurs 4/11/2019 | PDI Job # 196872 | City, State: Boston, MA |
|--------------------------|--------------------------------|-------------------|---|----------------------------|-----------------------------------|

MassPort Haul Road and D Street Ramp
just east of Mass Pike Ramps
City, State: Boston, MA
Client: Nitsch/ B. Zimolka



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

196872 ATR-A Volume
Site Code: TBA

| Start Time | WB (Ramp) | | WB (Haul Rd) | | Combin ed | | 04/10/19 | | | | | |
|---------------|--------------|-------|-----------------|-------|--------------|-------|----------|-----|-------|------|-------|------|
| | A.M. | P.M. | A.M. | P.M. | A.M. | P.M. | Wed | | | | | |
| 12:00 | 33 | 68 | 23 | 67 | 56 | 135 | | | | | | |
| 12:15 | 35 | 64 | 12 | 68 | 47 | 132 | | | | | | |
| 12:30 | 25 | 63 | 14 | 67 | 39 | 130 | | | | | | |
| 12:45 | 23 | 70 | 265 | 10 | 59 | 72 | 274 | 33 | 175 | 142 | 539 | |
| 01:00 | 14 | 58 | | 3 | 84 | 17 | | | | 142 | | |
| 01:15 | 11 | 60 | | 13 | 75 | 24 | | | | 135 | | |
| 01:30 | 6 | 71 | | 5 | 96 | 11 | | | | 167 | | |
| 01:45 | 8 | 39 | 66 | 255 | 8 | 29 | 86 | 341 | 16 | 68 | 152 | 596 |
| 02:00 | 5 | 91 | | 5 | 101 | 10 | | | | 192 | | |
| 02:15 | 5 | 92 | | 6 | 105 | 11 | | | | 197 | | |
| 02:30 | 6 | 84 | | 6 | 123 | 12 | | | | 207 | | |
| 02:45 | 3 | 19 | 99 | 366 | 11 | 28 | 95 | 424 | 14 | 47 | 194 | 790 |
| 03:00 | 7 | 99 | | 9 | 110 | 16 | | | | 209 | | |
| 03:15 | 4 | 102 | | 8 | 133 | 12 | | | | 235 | | |
| 03:30 | 23 | 97 | | 3 | 107 | 26 | | | | 204 | | |
| 03:45 | 23 | 57 | 105 | 403 | 7 | 27 | 111 | 461 | 30 | 84 | 216 | 864 |
| 04:00 | 29 | 113 | | 14 | 126 | 43 | | | | 239 | | |
| 04:15 | 18 | 150 | | 11 | 129 | 29 | | | | 279 | | |
| 04:30 | 26 | 124 | | 20 | 136 | 46 | | | | 260 | | |
| 04:45 | 19 | 92 | 142 | 529 | 22 | 67 | 122 | 513 | 41 | 159 | 264 | 1042 |
| 05:00 | 9 | 151 | | 30 | 135 | 39 | | | | 286 | | |
| 05:15 | 12 | 157 | | 33 | 133 | 45 | | | | 290 | | |
| 05:30 | 12 | 134 | | 44 | 130 | 56 | | | | 264 | | |
| 05:45 | 19 | 52 | 128 | 570 | 48 | 155 | 98 | 496 | 67 | 207 | 226 | 1066 |
| 06:00 | 16 | 131 | | 60 | 106 | 76 | | | | 237 | | |
| 06:15 | 26 | 121 | | 87 | 82 | 113 | | | | 203 | | |
| 06:30 | 28 | 111 | | 103 | 97 | 131 | | | | 208 | | |
| 06:45 | 36 | 106 | 92 | 455 | 101 | 351 | 78 | 363 | 137 | 457 | 170 | 818 |
| 07:00 | 46 | 111 | | 111 | 89 | 157 | | | | 200 | | |
| 07:15 | 48 | 79 | | 124 | 70 | 172 | | | | 149 | | |
| 07:30 | 56 | 73 | | 147 | 70 | 203 | | | | 143 | | |
| 07:45 | 64 | 214 | 77 | 340 | 136 | 518 | 55 | 284 | 200 | 732 | 132 | 624 |
| 08:00 | 78 | 66 | | 170 | 60 | 248 | | | | 126 | | |
| 08:15 | 75 | 64 | | 135 | 58 | 210 | | | | 122 | | |
| 08:30 | 70 | 70 | | 115 | 47 | 185 | | | | 117 | | |
| 08:45 | 84 | 307 | 58 | 258 | 113 | 533 | 47 | 212 | 197 | 840 | 105 | 470 |
| 09:00 | 64 | 78 | | 99 | 49 | 163 | | | | 127 | | |
| 09:15 | 81 | 67 | | 102 | 49 | 183 | | | | 116 | | |
| 09:30 | 69 | 47 | | 94 | 38 | 163 | | | | 85 | | |
| 09:45 | 79 | 293 | 64 | 256 | 65 | 360 | 34 | 170 | 144 | 653 | 98 | 426 |
| 10:00 | 82 | 45 | | 63 | 31 | 145 | | | | 76 | | |
| 10:15 | 80 | 59 | | 68 | 37 | 148 | | | | 96 | | |
| 10:30 | 59 | 38 | | 58 | 48 | 117 | | | | 86 | | |
| 10:45 | 52 | 273 | 39 | 181 | 78 | 267 | 33 | 149 | 130 | 540 | 72 | 330 |
| 11:00 | 62 | 32 | | 73 | 24 | 135 | | | | 56 | | |
| 11:15 | 73 | 25 | | 60 | 22 | 133 | | | | 47 | | |
| 11:30 | 51 | 33 | | 84 | 24 | 135 | | | | 57 | | |
| 11:45 | 53 | 239 | 21 | 111 | 68 | 285 | 17 | 87 | 121 | 524 | 38 | 198 |
| Total | 1807 | 3989 | | 2679 | 3774 | 4486 | | | | 7763 | | |
| Percent | 40.3% | 51.4% | | 59.7% | 48.6% | | | | | | | |
| Day Total | | 5796 | | 6453 | | 12249 | | | | | | |
| Peak | 09:15 | - | 04:45 | - | 07:30 | - | 04:30 | - | 07:30 | - | 04:45 | - |
| Vol. | 311 | - | 584 | - | 588 | - | 526 | - | 861 | - | 1104 | - |
| P.H.F. | 0.926 | | 0.930 | | 0.865 | | 0.967 | | 0.868 | | 0.952 | |

MassPort Haul Road and D Street Ramp
just east of Mass Pike Ramps
City, State: Boston, MA
Client: Nitsch/ B. Zimolka



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

196872 ATR-A Volume
Site Code: TBA

| Start Time | WB (Ramp) | | WB (Haul Rd) | | Combin ed | | 04/11/19 | | | | | | |
|---------------|--------------|-------|-----------------|-------|--------------|-------|----------|-----|-------|-----|-------|------|---|
| | A.M. | P.M. | A.M. | P.M. | A.M. | P.M. | Thu | | | | | | |
| 12:00 | 20 | 65 | 20 | 63 | 40 | 128 | | | | | | | |
| 12:15 | 21 | 71 | 23 | 80 | 44 | 151 | | | | | | | |
| 12:30 | 10 | 79 | 7 | 76 | 17 | 155 | | | | | | | |
| 12:45 | 19 | 70 | 285 | 17 | 67 | 77 | 296 | 36 | 137 | 147 | 581 | | |
| 01:00 | 14 | 73 | | 10 | 77 | 24 | 150 | | | | | | |
| 01:15 | 6 | 60 | | 10 | 70 | 16 | 130 | | | | | | |
| 01:30 | 9 | 105 | | 4 | 82 | 13 | 187 | | | | | | |
| 01:45 | 6 | 35 | 109 | 347 | 6 | 30 | 85 | 314 | 12 | 65 | 194 | 661 | |
| 02:00 | 4 | 124 | | 9 | 110 | 13 | 234 | | | | | | |
| 02:15 | 3 | 108 | | 5 | 107 | 8 | 215 | | | | | | |
| 02:30 | 2 | 141 | | 8 | 102 | 10 | 243 | | | | | | |
| 02:45 | 9 | 18 | 96 | 469 | 6 | 28 | 138 | 457 | 15 | 46 | 234 | 926 | |
| 03:00 | 8 | 136 | | 3 | 130 | 11 | 266 | | | | | | |
| 03:15 | 4 | 127 | | 4 | 110 | 8 | 237 | | | | | | |
| 03:30 | 6 | 136 | | 12 | 134 | 18 | 270 | | | | | | |
| 03:45 | 17 | 35 | 123 | 522 | 21 | 40 | 88 | 462 | 38 | 75 | 211 | 984 | |
| 04:00 | 10 | 124 | | 35 | 122 | 45 | 246 | | | | | | |
| 04:15 | 16 | 161 | | 22 | 110 | 38 | 271 | | | | | | |
| 04:30 | 15 | 130 | | 22 | 120 | 37 | 250 | | | | | | |
| 04:45 | 16 | 57 | 154 | 569 | 18 | 97 | 92 | 444 | 34 | 154 | 246 | 1013 | |
| 05:00 | 10 | 172 | | 34 | 112 | 44 | 284 | | | | | | |
| 05:15 | 13 | 149 | | 34 | 132 | 47 | 281 | | | | | | |
| 05:30 | 16 | 172 | | 50 | 128 | 66 | 300 | | | | | | |
| 05:45 | 30 | 69 | 141 | 634 | 47 | 165 | 97 | 469 | 77 | 234 | 238 | 1103 | |
| 06:00 | 26 | 148 | | 67 | 110 | 93 | 258 | | | | | | |
| 06:15 | 37 | 112 | | 82 | 93 | 119 | 205 | | | | | | |
| 06:30 | 42 | 132 | | 89 | 78 | 131 | 210 | | | | | | |
| 06:45 | 40 | 145 | 114 | 506 | 103 | 341 | 85 | 366 | 143 | 486 | 199 | 872 | |
| 07:00 | 50 | 93 | | 123 | 80 | 173 | 173 | | | | | | |
| 07:15 | 66 | 100 | | 122 | 75 | 188 | 175 | | | | | | |
| 07:30 | 50 | 88 | | 161 | 66 | 211 | 154 | | | | | | |
| 07:45 | 59 | 225 | 92 | 373 | 123 | 529 | 52 | 273 | 182 | 754 | 144 | 646 | |
| 08:00 | 88 | 79 | | 128 | 44 | 216 | 123 | | | | | | |
| 08:15 | 78 | 77 | | 114 | 61 | 192 | 138 | | | | | | |
| 08:30 | 75 | 79 | | 103 | 48 | 178 | 127 | | | | | | |
| 08:45 | 44 | 285 | 84 | 319 | 111 | 456 | 57 | 210 | 155 | 741 | 141 | 529 | |
| 09:00 | 80 | 67 | | 90 | 52 | 170 | 119 | | | | | | |
| 09:15 | 70 | 61 | | 95 | 63 | 165 | 124 | | | | | | |
| 09:30 | 86 | 63 | | 77 | 66 | 163 | 129 | | | | | | |
| 09:45 | 83 | 319 | 66 | 257 | 72 | 334 | 42 | 223 | 155 | 653 | 108 | 480 | |
| 10:00 | 77 | 58 | | 63 | 63 | 140 | 121 | | | | | | |
| 10:15 | 78 | 53 | | 60 | 51 | 138 | 104 | | | | | | |
| 10:30 | 55 | 61 | | 83 | 49 | 138 | 110 | | | | | | |
| 10:45 | 60 | 270 | 65 | 237 | 76 | 282 | 47 | 210 | 136 | 552 | 112 | 447 | |
| 11:00 | 68 | 54 | | 72 | 24 | 140 | 78 | | | | | | |
| 11:15 | 66 | 64 | | 68 | 29 | 134 | 93 | | | | | | |
| 11:30 | 74 | 57 | | 70 | 45 | 144 | 102 | | | | | | |
| 11:45 | 67 | 275 | 36 | 211 | 67 | 277 | 39 | 137 | 134 | 552 | 75 | 348 | |
| Total | 1803 | 4729 | | 2646 | 3861 | 4449 | 8590 | | | | | | |
| Percent | 40.5% | 55.1% | | 59.5% | 44.9% | | | | | | | | |
| Day Total | | 6532 | | 6507 | | 13039 | | | | | | | |
| Peak | 09:30 | - | 04:45 | - | 07:15 | - | 02:45 | - | 07:30 | - | 04:45 | - | - |
| Vol. | 324 | - | 647 | - | 534 | - | 512 | - | 801 | - | 1111 | - | - |
| P.H.F. | 0.942 | | 0.940 | | 0.829 | | 0.928 | | 0.927 | | 0.926 | | |

MassPort Haul Road and D Street Ramp
just east of Mass Pike Ramps
City, State: Boston, MA
Client: Nitsch/ B. Zimolka



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

196872 ATR-A Class
Site Code: TBA

WB (Ramp)

| Start Time | Cars | Medium Heavy | Large Heavy | | | | | | | | | | | Total |
|------------|-------|--------------|-------------|------|------|------|------|------|------|------|------|------|------|-------|
| 04/10/1 | | | | | | | | | | | | | | |
| 9 | 113 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 |
| 01:00 | 36 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 02:00 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 03:00 | 53 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 04:00 | 84 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| 05:00 | 49 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 06:00 | 90 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 106 |
| 07:00 | 202 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 214 |
| 08:00 | 284 | 19 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 307 |
| 09:00 | 271 | 18 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 293 |
| 10:00 | 248 | 18 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 273 |
| 11:00 | 219 | 14 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 239 |
| 12 PM | 237 | 22 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 265 |
| 13:00 | 231 | 18 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 255 |
| 14:00 | 355 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 366 |
| 15:00 | 389 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 403 |
| 16:00 | 513 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 529 |
| 17:00 | 560 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 570 |
| 18:00 | 446 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 455 |
| 19:00 | 337 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 340 |
| 20:00 | 253 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 258 |
| 21:00 | 251 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 256 |
| 22:00 | 177 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 181 |
| 23:00 | 111 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 |
| Total | 5528 | 203 | 65 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5796 |
| Percent | 95.4% | 3.5% | 1.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | |
| AM Peak | 08:00 | 08:00 | 10:00 | | | | | | | | | | | 08:00 |
| Vol. | 284 | 19 | 7 | | | | | | | | | | | 307 |
| PM Peak | 17:00 | 12:00 | 12:00 | | | | | | | | | | | 17:00 |
| Vol. | 560 | 22 | 6 | | | | | | | | | | | 570 |

MassPort Haul Road and D Street Ramp
 just east of Mass Pike Ramps
 City, State: Boston, MA
 Client: Nitsch/ B. Zimolka



PRECISION
 D A T A
 INDUSTRIES, LLC

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

196872 ATR-A Class
 Site Code: TBA

WB (Ramp)

| Start Time | Cars | Medium Heavy | Large Heavy | | | | | | | | | | | Total |
|------------|-------|--------------|-------------|------|------|------|------|------|------|------|------|------|------|-------|
| 04/11/1 | | | | | | | | | | | | | | |
| 9 | 67 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 01:00 | 32 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 02:00 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 03:00 | 29 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 04:00 | 51 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 05:00 | 59 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| 06:00 | 126 | 2 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 145 |
| 07:00 | 203 | 17 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 225 |
| 08:00 | 265 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 285 |
| 09:00 | 292 | 18 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 319 |
| 10:00 | 237 | 19 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 270 |
| 11:00 | 249 | 20 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 275 |
| 12 PM | 263 | 16 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 285 |
| 13:00 | 333 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 347 |
| 14:00 | 447 | 19 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 469 |
| 15:00 | 503 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 522 |
| 16:00 | 554 | 9 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 569 |
| 17:00 | 617 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 634 |
| 18:00 | 498 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 506 |
| 19:00 | 364 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 373 |
| 20:00 | 315 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 319 |
| 21:00 | 252 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 257 |
| 22:00 | 232 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 237 |
| 23:00 | 209 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 211 |
| Total | 6214 | 221 | 97 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6532 |
| Percent | 95.1% | 3.4% | 1.5% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | |
| AM Peak | 09:00 | 11:00 | 06:00 | | | | | | | | | | | 09:00 |
| Vol. | 292 | 20 | 17 | | | | | | | | | | | 319 |
| PM Peak | 17:00 | 14:00 | 12:00 | | | | | | | | | | | 17:00 |
| Vol. | 617 | 19 | 6 | | | | | | | | | | | 634 |

MassPort Haul Road and D Street Ramp
 just east of Mass Pike Ramps
 City, State: Boston, MA
 Client: Nitsch/ B. Zimolka



PRECISION
 D A T A
 INDUSTRIES, LLC

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

196872 ATR-A Class
 Site Code: TBA

WB (Haul Rd)

| Start Time | Cars | Medium Heavy | Large Heavy | | | | | | | | | | | Total |
|------------|-------|--------------|-------------|------|------|------|------|------|------|------|------|------|------|-------|
| 04/10/1 | | | | | | | | | | | | | | |
| 9 | 40 | 13 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 01:00 | 18 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 02:00 | 17 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 03:00 | 19 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 04:00 | 48 | 13 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| 05:00 | 123 | 23 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 155 |
| 06:00 | 297 | 40 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 351 |
| 07:00 | 458 | 40 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 518 |
| 08:00 | 441 | 54 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 533 |
| 09:00 | 283 | 48 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 360 |
| 10:00 | 176 | 54 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 267 |
| 11:00 | 206 | 42 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 285 |
| 12 PM | 204 | 37 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 274 |
| 13:00 | 252 | 47 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 341 |
| 14:00 | 356 | 43 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 424 |
| 15:00 | 396 | 40 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 461 |
| 16:00 | 472 | 27 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 513 |
| 17:00 | 460 | 21 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 496 |
| 18:00 | 320 | 28 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 363 |
| 19:00 | 250 | 22 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 284 |
| 20:00 | 174 | 22 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 212 |
| 21:00 | 132 | 23 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 170 |
| 22:00 | 116 | 14 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 149 |
| 23:00 | 76 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 |
| Total | 5334 | 670 | 449 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6453 |
| Percent | 82.7% | 10.4% | 7.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | |
| AM Peak | 07:00 | 08:00 | 08:00 | | | | | | | | | | | 08:00 |
| Vol. | 458 | 54 | 38 | | | | | | | | | | | 533 |
| PM Peak | 16:00 | 13:00 | 13:00 | | | | | | | | | | | 16:00 |
| Vol. | 472 | 47 | 42 | | | | | | | | | | | 513 |

MassPort Haul Road and D Street Ramp
 just east of Mass Pike Ramps
 City, State: Boston, MA
 Client: Nitsch/ B. Zimolka



PRECISION
 D A T A
 INDUSTRIES, LLC

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

196872 ATR-A Class
 Site Code: TBA

WB (Haul Rd)

| Start Time | Cars | Medium Heavy | Large Heavy | | | | | | | | | | | Total |
|------------|-------|--------------|-------------|------|------|------|------|------|------|------|------|------|------|-------|
| 04/11/1 | | | | | | | | | | | | | | |
| 9 | 48 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| 01:00 | 24 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 02:00 | 21 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 03:00 | 35 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 04:00 | 84 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 |
| 05:00 | 137 | 18 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 165 |
| 06:00 | 287 | 14 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 341 |
| 07:00 | 475 | 37 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 529 |
| 08:00 | 385 | 46 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 456 |
| 09:00 | 258 | 47 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 334 |
| 10:00 | 199 | 52 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 282 |
| 11:00 | 194 | 51 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 277 |
| 12 PM | 218 | 49 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 296 |
| 13:00 | 246 | 54 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 314 |
| 14:00 | 381 | 43 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 457 |
| 15:00 | 404 | 37 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 462 |
| 16:00 | 397 | 31 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 444 |
| 17:00 | 442 | 24 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 469 |
| 18:00 | 333 | 26 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 366 |
| 19:00 | 237 | 28 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 273 |
| 20:00 | 177 | 26 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 210 |
| 21:00 | 184 | 22 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 223 |
| 22:00 | 183 | 18 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 210 |
| 23:00 | 121 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 137 |
| Total | 5470 | 662 | 375 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6507 |
| Percent | 84.1% | 10.2% | 5.8% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | |
| AM Peak | 07:00 | 10:00 | 06:00 | | | | | | | | | | | 07:00 |
| Vol. | 475 | 52 | 40 | | | | | | | | | | | 529 |
| PM Peak | 17:00 | 13:00 | 14:00 | | | | | | | | | | | 17:00 |
| Vol. | 442 | 54 | 33 | | | | | | | | | | | 469 |

PDI File #: 196872 A
 Location: N: East Service Road S: I-93 Offramp
 Location: E: Congress Street W: Congress Street SW: I-90 Offramp
 City, State: Boston, MA
 Client: Nitsch/ B. Zimolka
 Site Code: TBA
 Count Date: Thursday, April 11, 2019
 Start Time: 7:00 AM
 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)

| | East Service Road | | | | | | Congress Street | | | | | | I-93 Offramp | | | | | | I-90 Offramp | | | | | | Congress Street | | | | | | Total |
|----------|-------------------|------------|------|------|--------|-------|-----------------|------|-----------|------|--------|-------|--------------|------|------|-----------|--------|-------|----------------|------------|-----------|-----------|--------|-------|-----------------|-------|------|------|--------|-------|-------|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 69 | 0 | 0 | 0 | 73 | 24 | 24 | 36 | 0 | 0 | 84 | 0 | 29 | 49 | 18 | 0 | 96 | 0 | 0 | 49 | 8 | 0 | 57 | 310 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 87 | 0 | 0 | 0 | 92 | 46 | 27 | 31 | 0 | 0 | 104 | 0 | 22 | 59 | 32 | 0 | 113 | 0 | 0 | 47 | 5 | 0 | 52 | 361 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 77 | 0 | 0 | 0 | 83 | 21 | 40 | 28 | 0 | 0 | 89 | 0 | 19 | 84 | 28 | 0 | 131 | 0 | 0 | 44 | 8 | 0 | 52 | 355 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 77 | 0 | 0 | 0 | 81 | 26 | 36 | 30 | 0 | 0 | 92 | 0 | 30 | 76 | 50 | 0 | 156 | 0 | 0 | 38 | 12 | 0 | 50 | 379 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 310 | 0 | 0 | 0 | 329 | 117 | 127 | 125 | 0 | 0 | 369 | 0 | 100 | 268 | 128 | 0 | 496 | 0 | 0 | 178 | 33 | 0 | 211 | 1405 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 83 | 0 | 0 | 0 | 93 | 54 | 39 | 34 | 0 | 0 | 127 | 0 | 45 | 59 | 35 | 0 | 139 | 0 | 0 | 52 | 12 | 0 | 64 | 423 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 80 | 0 | 0 | 0 | 88 | 33 | 56 | 52 | 0 | 0 | 141 | 0 | 37 | 77 | 40 | 0 | 154 | 0 | 0 | 70 | 17 | 1 | 88 | 471 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 90 | 0 | 0 | 0 | 97 | 50 | 67 | 49 | 0 | 0 | 166 | 0 | 44 | 81 | 40 | 0 | 165 | 0 | 0 | 58 | 16 | 3 | 77 | 505 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 87 | 0 | 0 | 0 | 97 | 50 | 63 | 56 | 0 | 0 | 169 | 0 | 35 | 75 | 51 | 0 | 161 | 0 | 0 | 53 | 12 | 2 | 67 | 494 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 340 | 0 | 0 | 0 | 375 | 187 | 225 | 191 | 0 | 0 | 603 | 0 | 161 | 292 | 166 | 0 | 619 | 0 | 0 | 233 | 57 | 6 | 296 | 1893 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 84 | 0 | 0 | 0 | 90 | 39 | 46 | 39 | 0 | 0 | 124 | 0 | 31 | 59 | 40 | 0 | 130 | 0 | 0 | 57 | 13 | 0 | 70 | 414 |
| 9:15 AM | 0 | 0 | 0 | 0 | 1 | 1 | 6 | 97 | 0 | 0 | 0 | 103 | 37 | 46 | 37 | 0 | 0 | 120 | 0 | 28 | 54 | 31 | 0 | 113 | 0 | 0 | 39 | 12 | 0 | 51 | 388 |
| 9:30 AM | 0 | 0 | 0 | 0 | 1 | 1 | 5 | 103 | 0 | 0 | 0 | 108 | 33 | 45 | 40 | 0 | 0 | 118 | 0 | 31 | 45 | 23 | 0 | 99 | 0 | 0 | 62 | 12 | 1 | 75 | 401 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 104 | 0 | 0 | 0 | 114 | 24 | 43 | 27 | 0 | 0 | 94 | 0 | 23 | 46 | 26 | 0 | 95 | 0 | 0 | 46 | 15 | 1 | 62 | 365 |
| Total | 0 | 0 | 0 | 0 | 2 | 2 | 27 | 388 | 0 | 0 | 0 | 415 | 133 | 180 | 143 | 0 | 0 | 456 | 0 | 113 | 204 | 120 | 0 | 437 | 0 | 0 | 204 | 52 | 2 | 258 | 1568 |
| 10:00 AM | 0 | 0 | 0 | 0 | 1 | 1 | 6 | 72 | 0 | 0 | 0 | 78 | 25 | 30 | 24 | 0 | 0 | 79 | 0 | 10 | 40 | 24 | 0 | 74 | 0 | 0 | 45 | 5 | 1 | 51 | 283 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 70 | 0 | 0 | 0 | 77 | 15 | 24 | 27 | 0 | 0 | 66 | 0 | 12 | 25 | 20 | 0 | 57 | 0 | 0 | 37 | 10 | 0 | 47 | 247 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 66 | 0 | 0 | 0 | 69 | 6 | 12 | 18 | 0 | 0 | 36 | 0 | 8 | 19 | 19 | 0 | 46 | 0 | 0 | 40 | 8 | 1 | 49 | 200 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 65 | 0 | 0 | 0 | 73 | 10 | 16 | 26 | 0 | 0 | 52 | 0 | 7 | 26 | 18 | 0 | 51 | 0 | 0 | 33 | 3 | 1 | 37 | 213 |
| Total | 0 | 0 | 0 | 0 | 1 | 1 | 24 | 273 | 0 | 0 | 0 | 297 | 56 | 82 | 95 | 0 | 0 | 233 | 0 | 37 | 110 | 81 | 0 | 228 | 0 | 0 | 155 | 26 | 3 | 184 | 943 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 59 | 0 | 0 | 0 | 66 | 14 | 21 | 29 | 0 | 0 | 64 | 0 | 0 | 14 | 12 | 0 | 26 | 0 | 0 | 45 | 6 | 1 | 52 | 208 |
| 11:15 AM | 0 | 0 | 0 | 1 | 0 | 1 | 5 | 52 | 0 | 0 | 0 | 57 | 20 | 13 | 30 | 0 | 0 | 63 | 0 | 5 | 19 | 14 | 0 | 38 | 0 | 0 | 39 | 13 | 0 | 52 | 211 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 74 | 0 | 0 | 0 | 88 | 11 | 19 | 34 | 0 | 0 | 64 | 0 | 3 | 18 | 21 | 0 | 42 | 0 | 0 | 61 | 5 | 0 | 66 | 260 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 76 | 0 | 0 | 0 | 78 | 7 | 20 | 21 | 0 | 0 | 48 | 0 | 5 | 13 | 12 | 0 | 30 | 0 | 0 | 55 | 8 | 1 | 64 | 220 |
| Total | 0 | 0 | 0 | 1 | 0 | 1 | 28 | 261 | 0 | 0 | 0 | 289 | 52 | 73 | 114 | 0 | 0 | 239 | 0 | 13 | 64 | 59 | 0 | 136 | 0 | 0 | 200 | 32 | 2 | 234 | 899 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 64 | 0 | 0 | 0 | 72 | 18 | 39 | 18 | 0 | 0 | 75 | 0 | 13 | 12 | 11 | 0 | 36 | 0 | 0 | 56 | 8 | 3 | 67 | 250 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 64 | 0 | 0 | 0 | 68 | 21 | 23 | 23 | 0 | 0 | 67 | 0 | 5 | 15 | 10 | 0 | 30 | 0 | 0 | 61 | 11 | 1 | 73 | 238 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 65 | 0 | 0 | 0 | 68 | 20 | 26 | 29 | 0 | 0 | 75 | 0 | 5 | 28 | 9 | 0 | 42 | 0 | 0 | 60 | 19 | 2 | 81 | 266 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 62 | 0 | 0 | 0 | 71 | 21 | 15 | 23 | 0 | 0 | 59 | 0 | 5 | 14 | 7 | 0 | 26 | 0 | 0 | 60 | 14 | 0 | 74 | 230 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 255 | 0 | 0 | 0 | 279 | 80 | 103 | 93 | 0 | 0 | 276 | 0 | 28 | 69 | 37 | 0 | 134 | 0 | 0 | 237 | 52 | 6 | 295 | 984 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 65 | 0 | 0 | 0 | 72 | 24 | 16 | 8 | 0 | 0 | 48 | 0 | 4 | 11 | 10 | 0 | 25 | 0 | 0 | 66 | 13 | 2 | 81 | 226 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 57 | 0 | 0 | 0 | 64 | 19 | 18 | 24 | 0 | 0 | 61 | 0 | 7 | 23 | 17 | 0 | 47 | 0 | 0 | 58 | 11 | 4 | 73 | 245 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 75 | 0 | 0 | 0 | 83 | 11 | 24 | 22 | 0 | 0 | 57 | 0 | 7 | 18 | 8 | 0 | 33 | 0 | 0 | 80 | 13 | 5 | 98 | 271 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 74 | 0 | 0 | 0 | 77 | 14 | 17 | 23 | 0 | 0 | 54 | 0 | 8 | 15 | 8 | 0 | 31 | 0 | 0 | 91 | 13 | 8 | 112 | 274 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 271 | 0 | 0 | 0 | 296 | 68 | 75 | 77 | 0 | 0 | 220 | 0 | 26 | 67 | 43 | 0 | 136 | 0 | 0 | 295 | 50 | 19 | 364 | 1016 |
| 2:00 PM | 0 | 0 | 0 | 1 | 0 | 1 | 5 | 94 | 0 | 0 | 0 | 99 | 18 | 21 | 20 | 0 | 0 | 59 | 0 | 13 | 17 | 10 | 0 | 40 | 0 | 0 | 80 | 11 | 2 | 93 | 292 |
| 2:15 PM | 0 | 0 | 0 | 1 | 0 | 1 | 7 | 70 | 0 | 0 | 0 | 77 | 14 | 20 | 25 | 0 | 0 | 59 | 0 | 8 | 13 | 15 | 0 | 36 | 0 | 0 | 87 | 5 | 3 | 95 | 268 |
| 2:30 PM | 0 | 0 | 0 | 1 | 0 | 1 | 7 | 59 | 0 | 0 | 0 | 66 | 22 | 20 | 27 | 0 | 0 | 69 | 0 | 9 | 15 | 4 | 0 | 28 | 0 | 0 | 74 | 9 | 1 | 84 | 248 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 80 | 0 | 0 | 0 | 82 | 24 | 17 | 30 | 0 | 0 | 71 | 0 | 6 | 20 | 11 | 0 | 37 | 0 | 0 | 77 | 13 | 0 | 90 | 280 |
| Total | 0 | 0 | 0 | 3 | 0 | 3 | 21 | 303 | 0 | 0 | 0 | 324 | 78 | 78 | 102 | 0 | 0 | 258 | 0 | 36 | 65 | 40 | 0 | 141 | 0 | 0 | 318 | 38 | 6 | 362 | 1088 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 69 | 0 | 0 | 0 | 75 | 24 | 15 | 19 | 0 | 0 | 58 | 0 | 3 | 14 | 5 | 0 | 22 | 0 | 0 | 103 | 4 | 3 | 110 | 265 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 84 | 0 | 0 | 1 | 89 | 21 | 16 | 30 | 0 | 0 | 67 | 0 | 3 | 11 | 9 | 0 | 23 | 0 | 0 | 92 | 7 | 10 | 109 | 288 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 66 | 0 | 0 | 0 | 70 | 32 | 15 | 30 | 0 | 0 | 77 | 0 | 3 | 6 | 3 | 0 | 12 | 0 | 0 | 73 | 10 | 1 | 84 | 243 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 73 | 0 | 0 | 0 | 79 | 16 | 17 | 14 | 0 | 0 | 47 | 0 | 3 | 9 | 6 | 0 | 18 | 0 | 0 | 74 | 6 | 6 | 86 | 230 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 292 | 0 | 0 | 1 | 313 | 93 | 63 | 93 | 0 | 0 | 249 | 0 | 12 | 40 | 23 | 0 | 75 | 0 | 0 | 342 | 27 | 20 | 389 | 1026 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 91 | 0 | 0 | 0 | 98 | 28 | 19 | 16 | 0 | 0 | 63 | 0 | 9 | 6 | 7 | 0 | 22 | 0 | 0 | 83 | 7 | 5 | 95 | 278 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 73 | 0 | 0 | 0 | 75 | 18 | 26 | 4 | 0 | 0 | 48 | 0 | 5 | 3 | 15 | 0 | 23 | 0 | 0 | 92 | 8 | 0 | 100 | 246 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 78 | 0 | 0 | 0 | 86 | 21 | 19 | 18 | 0 | 0 | 58 | 0 | 10 | 11 | 9 | 0 | 30 | 0 | 0 | 78 | 8 | 6 | 92 | 266 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 66 | 0 | 0 | 0 | 69 | 23 | 24 | 9 | 0 | 0 | 56 | 0 | 15 | 13 | 14 | 0 | 42 | 0 | 0 | 94 | 10 | 3 | 107 | 274 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 308 | 0 | 0 | 0 | 328 | 90 | 88 | 47 | 0 | 0 | 225 | 0 | 39 | 33 | 45 | 0 | 117 | 0 | 0 | 347 | 33 | 14 | 394 | 1064 |

PDI File #: 196872 A
 Location: N: East Service Road S: I-93 Offramp
 Location: E: Congress Street W: Congress Street SW: I-90 Offramp
 City, State: Boston, MA
 Client: Nitsch/ B. Zimolka
 Site Code: TBA
 Count Date: Thursday, April 11, 2019
 Start Time: 7:00 AM
 End Time: 6:00 PM
 Class:



Cars and Heavy Vehicles (Combined)

| | East Service Road | | | | | | Congress Street | | | | | | I-93 Offramp | | | | | | I-90 Offramp | | | | | | Congress Street | | | | | | Total |
|-------------------|-------------------|------------|------|------|--------|-------|-----------------|------|-----------|------|--------|-------|--------------|------|------|-----------|--------|-------|----------------|------------|-----------|-----------|--------|-------|-----------------|-------|------|------|--------|-------|-------|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 99 | 0 | 0 | 0 | 105 | 12 | 23 | 23 | 0 | 0 | 58 | 0 | 11 | 14 | 13 | 0 | 38 | 0 | 0 | 93 | 16 | 6 | 115 | 316 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 90 | 0 | 0 | 0 | 95 | 19 | 18 | 29 | 0 | 0 | 66 | 0 | 10 | 17 | 5 | 0 | 32 | 0 | 0 | 122 | 14 | 5 | 141 | 334 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 104 | 0 | 0 | 0 | 107 | 20 | 27 | 26 | 0 | 0 | 73 | 0 | 7 | 21 | 3 | 0 | 31 | 0 | 0 | 149 | 14 | 4 | 167 | 378 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 115 | 0 | 0 | 0 | 121 | 14 | 22 | 9 | 0 | 0 | 45 | 0 | 6 | 16 | 8 | 0 | 30 | 0 | 0 | 81 | 18 | 5 | 104 | 300 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 408 | 0 | 0 | 0 | 428 | 65 | 90 | 87 | 0 | 0 | 242 | 0 | 34 | 68 | 29 | 0 | 131 | 0 | 0 | 445 | 62 | 20 | 527 | 1328 |
| Grand Total | 0 | 0 | 0 | 4 | 3 | 7 | 263 | 3409 | 0 | 0 | 1 | 3673 | 1019 | 1184 | 1167 | 0 | 0 | 3370 | 0 | 599 | 1280 | 771 | 0 | 2650 | 0 | 0 | 2954 | 462 | 98 | 3514 | 13214 |
| Approach % | 0.0 | 0.0 | 0.0 | 57.1 | 42.9 | | 7.2 | 92.8 | 0.0 | 0.0 | 0.0 | | 30.2 | 35.1 | 34.6 | 0.0 | 0.0 | | 0.0 | 22.6 | 48.3 | 29.1 | 0.0 | | 0.0 | 0.0 | 84.1 | 13.1 | 2.8 | | |
| Total % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 2.0 | 25.8 | 0.0 | 0.0 | 0.0 | 27.8 | 7.7 | 9.0 | 8.8 | 0.0 | 0.0 | 25.5 | 0.0 | 4.5 | 9.7 | 5.8 | 0.0 | 20.1 | 0.0 | 0.0 | 22.4 | 3.5 | 0.7 | 26.6 | |
| Exiting Leg Total | 3192 | | | | | | 4577 | | | | | | 0 | | | | | | 0 | | | | | | 5445 | | | | | | 13214 |
| Cars | 0 | 0 | 0 | 3 | 1 | 4 | 206 | 3222 | 0 | 0 | 1 | 3429 | 965 | 1139 | 1148 | 0 | 0 | 3252 | 0 | 591 | 1252 | 760 | 0 | 2603 | 0 | 0 | 2741 | 380 | 96 | 3217 | 12505 |
| % Cars | 0.0 | 0.0 | 0.0 | 75.0 | 33.3 | 57.1 | 78.3 | 94.5 | 0.0 | 0.0 | 100.0 | 93.4 | 94.7 | 96.2 | 98.4 | 0.0 | 0.0 | 96.5 | 0.0 | 98.7 | 97.8 | 98.6 | 0.0 | 98.2 | 0.0 | 0.0 | 92.8 | 82.3 | 98.0 | 91.6 | 94.6 |
| Exiting Leg Total | 2978 | | | | | | 4301 | | | | | | 0 | | | | | | 0 | | | | | | 5226 | | | | | | 12505 |
| Heavy Vehicles | 0 | 0 | 0 | 1 | 2 | 3 | 57 | 187 | 0 | 0 | 0 | 244 | 54 | 45 | 19 | 0 | 0 | 118 | 0 | 8 | 28 | 11 | 0 | 47 | 0 | 0 | 213 | 82 | 2 | 297 | 709 |
| % Heavy Vehicles | 0.0 | 0.0 | 0.0 | 25.0 | 66.7 | 42.9 | 21.7 | 5.5 | 0.0 | 0.0 | 0.0 | 6.6 | 5.3 | 3.8 | 1.6 | 0.0 | 0.0 | 3.5 | 0.0 | 1.3 | 2.2 | 1.4 | 0.0 | 1.8 | 0.0 | 0.0 | 7.2 | 17.7 | 2.0 | 8.5 | 5.4 |
| Exiting Leg Total | 214 | | | | | | 276 | | | | | | 0 | | | | | | 0 | | | | | | 219 | | | | | | 709 |

AM Peak Hour Analysis from 07:00 AM to 10:00 AM begins at:

| | East Service Road | | | | | | Congress Street | | | | | | I-93 Offramp | | | | | | I-90 Offramp | | | | | | Congress Street | | | | | | Total |
|--------------------|-------------------|------------|-------|-------|--------|-------|-----------------|-------|-----------|-------|--------|-------|--------------|-------|-------|-----------|--------|-------|----------------|------------|-----------|-----------|--------|-------|-----------------|-------|-------|-------|--------|-------|-------|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 83 | 0 | 0 | 0 | 93 | 54 | 39 | 34 | 0 | 0 | 127 | 0 | 45 | 59 | 35 | 0 | 139 | 0 | 0 | 52 | 12 | 0 | 64 | 423 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 80 | 0 | 0 | 0 | 88 | 33 | 56 | 52 | 0 | 0 | 141 | 0 | 37 | 77 | 40 | 0 | 154 | 0 | 0 | 70 | 17 | 1 | 88 | 471 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 90 | 0 | 0 | 0 | 97 | 50 | 67 | 49 | 0 | 0 | 166 | 0 | 44 | 81 | 40 | 0 | 165 | 0 | 0 | 58 | 16 | 3 | 77 | 505 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 87 | 0 | 0 | 0 | 97 | 50 | 63 | 56 | 0 | 0 | 169 | 0 | 35 | 75 | 51 | 0 | 161 | 0 | 0 | 53 | 12 | 2 | 67 | 494 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 340 | 0 | 0 | 0 | 375 | 187 | 225 | 191 | 0 | 0 | 603 | 0 | 161 | 292 | 166 | 0 | 619 | 0 | 0 | 233 | 57 | 6 | 296 | 1893 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 9.3 | 90.7 | 0.0 | 0.0 | 0.0 | | 31.0 | 37.3 | 31.7 | 0.0 | 0.0 | | 0.0 | 26.0 | 47.2 | 26.8 | 0.0 | | 0.0 | 0.0 | 78.7 | 19.3 | 2.0 | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.875 | 0.944 | 0.000 | 0.000 | 0.000 | 0.966 | 0.866 | 0.840 | 0.853 | 0.000 | 0.000 | 0.892 | 0.000 | 0.894 | 0.901 | 0.814 | 0.000 | 0.938 | 0.000 | 0.000 | 0.832 | 0.838 | 0.500 | 0.841 | 0.937 |
| Cars | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 323 | 0 | 0 | 0 | 347 | 185 | 222 | 189 | 0 | 0 | 596 | 0 | 160 | 289 | 164 | 0 | 613 | 0 | 0 | 200 | 45 | 6 | 251 | 1807 |
| Cars % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 68.6 | 95.0 | 0.0 | 0.0 | 0.0 | 92.5 | 98.9 | 98.7 | 99.0 | 0.0 | 0.0 | 98.8 | 0.0 | 99.4 | 99.0 | 98.8 | 0.0 | 99.0 | 0.0 | 0.0 | 85.8 | 78.9 | 100.0 | 84.8 | 95.5 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 17 | 0 | 0 | 0 | 28 | 2 | 3 | 2 | 0 | 0 | 7 | 0 | 1 | 3 | 2 | 0 | 6 | 0 | 0 | 33 | 12 | 0 | 45 | 86 |
| Heavy Vehicles % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31.4 | 5.0 | 0.0 | 0.0 | 0.0 | 7.5 | 1.1 | 1.3 | 1.0 | 0.0 | 0.0 | 1.2 | 0.0 | 0.6 | 1.0 | 1.2 | 0.0 | 1.0 | 0.0 | 0.0 | 14.2 | 21.1 | 0.0 | 15.2 | 4.5 |
| Cars Enter Leg | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 323 | 0 | 0 | 0 | 347 | 185 | 222 | 189 | 0 | 0 | 596 | 0 | 160 | 289 | 164 | 0 | 613 | 0 | 0 | 200 | 45 | 6 | 251 | 1807 |
| Heavy Enter Leg | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 17 | 0 | 0 | 0 | 28 | 2 | 3 | 2 | 0 | 0 | 7 | 0 | 1 | 3 | 2 | 0 | 6 | 0 | 0 | 33 | 12 | 0 | 45 | 86 |
| Total Entering Leg | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 340 | 0 | 0 | 0 | 375 | 187 | 225 | 191 | 0 | 0 | 603 | 0 | 161 | 292 | 166 | 0 | 619 | 0 | 0 | 233 | 57 | 6 | 296 | 1893 |
| Cars Exiting Leg | 580 | | | | | | 545 | | | | | | 0 | | | | | | 0 | | | | | | 682 | | | | | | 1807 |
| Heavy Exiting Leg | 29 | | | | | | 36 | | | | | | 0 | | | | | | 0 | | | | | | 21 | | | | | | 86 |
| Total Exiting Leg | 609 | | | | | | 581 | | | | | | 0 | | | | | | 0 | | | | | | 703 | | | | | | 1893 |

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

| | East Service Road | | | | | | Congress Street | | | | | | I-93 Offramp | | | | | | I-90 Offramp | | | | | | Congress Street | | | | | | Total |
|------------------|-------------------|------------|-------|-------|--------|-------|-----------------|-------|-----------|-------|--------|-------|--------------|-------|-------|-----------|--------|-------|----------------|------------|-----------|-----------|--------|-------|-----------------|-------|-------|-------|--------|-------|-------|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 75 | 0 | 0 | 0 | 83 | 11 | 24 | 22 | 0 | 0 | 57 | 0 | 7 | 18 | 8 | 0 | 33 | 0 | 0 | 80 | 13 | 5 | 98 | 271 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 74 | 0 | 0 | 0 | 77 | 14 | 17 | 23 | 0 | 0 | 54 | 0 | 8 | 15 | 8 | 0 | 31 | 0 | 0 | 91 | 13 | 8 | 112 | 274 |
| 2:00 PM | 0 | 0 | 0 | 1 | 0 | 1 | 5 | 94 | 0 | 0 | 0 | 99 | 18 | 21 | 20 | 0 | 0 | 59 | 0 | 13 | 17 | 10 | 0 | 40 | 0 | 0 | 80 | 11 | 2 | 93 | 292 |
| 2:15 PM | 0 | 0 | 0 | 1 | 0 | 1 | 7 | 70 | 0 | 0 | 0 | 77 | 14 | 20 | 25 | 0 | 0 | 59 | 0 | 8 | 13 | 15 | 0 | 36 | 0 | 0 | 87 | 5 | 3 | 95 | 268 |
| Total Volume | 0 | 0 | 0 | 2 | 0 | 2 | 23 | 313 | 0 | 0 | 0 | 336 | 57 | 82 | 90 | 0 | 0 | 229 | 0 | 36 | 63 | 41 | 0 | 140 | 0 | 0 | 338 | 42 | 18 | 398 | 1105 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | | 6.8 | 93.2 | 0.0 | 0.0 | 0.0 | | 24.9 | 35.8 | 39.3 | 0.0 | 0.0 | | 0.0 | 25.7 | 45.0 | 29.3 | 0.0 | | 0.0 | 0.0 | 84.9 | 10.6 | 4.5 | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.500 | 0.719 | 0.832 | 0.000 | 0.000 | 0.000 | 0.848 | 0.792 | 0.854 | 0.900 | 0.000 | 0.000 | 0.970 | 0.000 | 0.692 | 0.875 | 0.683 | 0.000 | 0.875 | 0.000 | 0.000 | 0.929 | 0.808 | 0.563 | 0.888 | 0.946 |
| Cars | 0 | 0 | 0 | 2 | 0 | 2 | 21 | 296 | 0 | 0 | 0 | 317 | 54 | 76 | 89 | 0 | 0 | 219 | 0 | 34 | 59 | 41 | 0 | 134 | 0 | 0 | 318 | 38 | 18 | 374 | 1046 |
| Cars % | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 100.0 | 91.3 | 94.6 | 0.0 | 0.0 | 0.0 | 94.3 | 94.7 | 92.7 | 98.9 | 0.0 | 0.0 | 95.6 | 0.0 | 94.4 | 93.7 | 100.0 | 0.0 | 95.7 | 0.0 | 0.0 | 94.1 | 90.5 | 100.0 | 94.0 | 94.7 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 17 | 0 | 0 | 0 | 19 | 3 | 6 | 1 | 0 | 0 | 10 | 0 | 2 | 4 | 0 | 0 | 6 | 0 | 0 | 20 | 4 | 0 | 24 | 59 |

PDI File #: 196872 A
 Location: N: East Service Road S: I-93 Offramp
 Location: E: Congress Street W: Congress Street SW: I-90 Offramp
 City, State: Boston, MA
 Client: Nitsch/ B. Zimolka
 Site Code: TBA
 Count Date: Thursday, April 11, 2019
 Start Time: 7:00 AM
 End Time: 6:00 PM
 Class:



Cars and Heavy Vehicles (Combined)

| | East Service Road | | | | | | Congress Street | | | | | | I-93 Offramp | | | | | | I-90 Offramp | | | | | | Congress Street | | | | | | Total | | | | | | | |
|--------------------|-------------------|------------|------|------|--------|-------|-----------------|------|-----------|------|--------|-------|--------------|------|------|-----------|--------|-------|----------------|------------|-----------|-----------|--------|-------|-----------------|-------|------|------|--------|-------|-------|------|--|--|--|--|-----|------|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | | | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | | | | | | | | |
| Heavy Vehicles % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.7 | 5.4 | 0.0 | 0.0 | 0.0 | 5.7 | 5.3 | 7.3 | 1.1 | 0.0 | 0.0 | 4.4 | 0.0 | 5.6 | 6.3 | 0.0 | 0.0 | 4.3 | 0.0 | 0.0 | 5.9 | 9.5 | 0.0 | 6.0 | 5.3 | | | | | | | |
| Cars Enter Leg | 0 | 0 | 0 | 2 | 0 | 2 | 21 | 296 | 0 | 0 | 0 | 317 | 54 | 76 | 89 | 0 | 0 | 219 | 0 | 34 | 59 | 41 | 0 | 134 | 0 | 0 | 318 | 38 | 18 | 374 | 1046 | | | | | | | |
| Heavy Enter Leg | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 17 | 0 | 0 | 0 | 19 | 3 | 6 | 1 | 0 | 0 | 10 | 0 | 2 | 4 | 0 | 0 | 6 | 0 | 0 | 20 | 4 | 0 | 24 | 59 | | | | | | | |
| Total Entering Leg | 0 | 0 | 0 | 2 | 0 | 2 | 23 | 313 | 0 | 0 | 0 | 336 | 57 | 82 | 90 | 0 | 0 | 229 | 0 | 36 | 63 | 41 | 0 | 140 | 0 | 0 | 338 | 42 | 18 | 398 | 1105 | | | | | | | |
| Cars Exiting Leg | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 444 | 1046 | | | | | | |
| Heavy Exiting Leg | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 18 | 59 |
| Total Exiting Leg | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 462 | 1105 |

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

| 5:00 PM | East Service Road | | | | | | Congress Street | | | | | | I-93 Offramp | | | | | | I-90 Offramp | | | | | | Congress Street | | | | | | Total | | | | | | | |
|--------------------|-------------------|------------|-------|-------|--------|-------|-----------------|-------|-----------|-------|--------|-------|--------------|-------|-------|-----------|--------|-------|----------------|------------|-----------|-----------|--------|-------|-----------------|-------|-------|-------|--------|-------|-------|------|--|--|--|--|-----|------|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | | | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | | | | | | | | |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 99 | 0 | 0 | 0 | 105 | 12 | 23 | 23 | 0 | 0 | 58 | 0 | 11 | 14 | 13 | 0 | 38 | 0 | 0 | 93 | 16 | 6 | 115 | 316 | | | | | | | |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 90 | 0 | 0 | 0 | 95 | 19 | 18 | 29 | 0 | 0 | 66 | 0 | 10 | 17 | 5 | 0 | 32 | 0 | 0 | 122 | 14 | 5 | 141 | 334 | | | | | | | |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 104 | 0 | 0 | 0 | 107 | 20 | 27 | 26 | 0 | 0 | 73 | 0 | 7 | 21 | 3 | 0 | 31 | 0 | 0 | 149 | 14 | 4 | 167 | 378 | | | | | | | |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 115 | 0 | 0 | 0 | 121 | 14 | 22 | 9 | 0 | 0 | 45 | 0 | 6 | 16 | 8 | 0 | 30 | 0 | 0 | 81 | 18 | 5 | 104 | 300 | | | | | | | |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 408 | 0 | 0 | 0 | 428 | 65 | 90 | 87 | 0 | 0 | 242 | 0 | 34 | 68 | 29 | 0 | 131 | 0 | 0 | 445 | 62 | 20 | 527 | 1328 | | | | | | | |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.7 | 95.3 | 0.0 | 0.0 | 0.0 | 26.9 | 37.2 | 36.0 | 0.0 | 0.0 | 0.0 | 26.0 | 51.9 | 22.1 | 0.0 | 0.0 | 0.0 | 84.4 | 11.8 | 3.8 | | | | | | | | | | | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.833 | 0.887 | 0.000 | 0.000 | 0.000 | 0.884 | 0.813 | 0.833 | 0.750 | 0.000 | 0.000 | 0.829 | 0.000 | 0.773 | 0.810 | 0.558 | 0.000 | 0.862 | 0.000 | 0.000 | 0.747 | 0.861 | 0.833 | 0.789 | 0.878 | | | | | | | |
| Cars | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 395 | 0 | 0 | 0 | 413 | 63 | 87 | 84 | 0 | 0 | 234 | 0 | 34 | 67 | 29 | 0 | 130 | 0 | 0 | 437 | 57 | 20 | 514 | 1291 | | | | | | | |
| Cars % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 90.0 | 96.8 | 0.0 | 0.0 | 0.0 | 96.5 | 96.9 | 96.7 | 96.6 | 0.0 | 0.0 | 96.7 | 0.0 | 100.0 | 98.5 | 100.0 | 0.0 | 99.2 | 0.0 | 0.0 | 98.2 | 91.9 | 100.0 | 97.5 | 97.2 | | | | | | | |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 13 | 0 | 0 | 0 | 15 | 2 | 3 | 3 | 0 | 0 | 8 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 8 | 5 | 0 | 13 | 37 | | | | | | | |
| Heavy Vehicles % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 | 3.2 | 0.0 | 0.0 | 0.0 | 3.5 | 3.1 | 3.3 | 3.4 | 0.0 | 0.0 | 3.3 | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 | 1.8 | 8.1 | 0.0 | 2.5 | 2.8 | | | | | | | |
| Cars Enter Leg | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 395 | 0 | 0 | 0 | 413 | 63 | 87 | 84 | 0 | 0 | 234 | 0 | 34 | 67 | 29 | 0 | 130 | 0 | 0 | 437 | 57 | 20 | 514 | 1291 | | | | | | | |
| Heavy Enter Leg | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 13 | 0 | 0 | 0 | 15 | 2 | 3 | 3 | 0 | 0 | 8 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 8 | 5 | 0 | 13 | 37 | | | | | | | |
| Total Entering Leg | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 408 | 0 | 0 | 0 | 428 | 65 | 90 | 87 | 0 | 0 | 242 | 0 | 34 | 68 | 29 | 0 | 131 | 0 | 0 | 445 | 62 | 20 | 527 | 1328 | | | | | | | |
| Cars Exiting Leg | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 528 | 1291 | | | | | | |
| Heavy Exiting Leg | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 16 | 37 |
| Total Exiting Leg | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 544 | 1328 |

PDI File #: 196872 A
 Location: N: East Service Road S: I-93 Offramp
 Location: E: Congress Street W: Congress Street SW: I-90 Offramp
 City, State: Boston, MA
 Client: Nitsch/ B. Zimolka
 Site Code: TBA
 Count Date: Thursday, April 11, 2019
 Start Time: 7:00 AM
 End Time: 6:00 PM
 Class:



Cars

| | East Service Road | | | | | | Congress Street | | | | | | I-93 Offramp | | | | | | I-90 Offramp | | | | | | Congress Street | | | | | | Total |
|----------|-------------------|------------|------|------|--------|-------|-----------------|------|-----------|------|--------|-------|--------------|------|------|-----------|--------|-------|----------------|------------|-----------|-----------|--------|-------|-----------------|-------|------|------|--------|-------|-------|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 62 | 0 | 0 | 0 | 64 | 20 | 23 | 36 | 0 | 0 | 79 | 0 | 29 | 47 | 17 | 0 | 93 | 0 | 0 | 43 | 8 | 0 | 51 | 287 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 82 | 0 | 0 | 0 | 85 | 45 | 26 | 31 | 0 | 0 | 102 | 0 | 21 | 58 | 32 | 0 | 111 | 0 | 0 | 38 | 4 | 0 | 42 | 340 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 73 | 0 | 0 | 0 | 77 | 20 | 38 | 27 | 0 | 0 | 85 | 0 | 19 | 83 | 28 | 0 | 130 | 0 | 0 | 34 | 7 | 0 | 41 | 333 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 73 | 0 | 0 | 0 | 77 | 25 | 34 | 30 | 0 | 0 | 89 | 0 | 30 | 75 | 48 | 0 | 153 | 0 | 0 | 32 | 10 | 0 | 42 | 361 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 290 | 0 | 0 | 0 | 303 | 110 | 121 | 124 | 0 | 0 | 355 | 0 | 99 | 263 | 125 | 0 | 487 | 0 | 0 | 147 | 29 | 0 | 176 | 1321 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 75 | 0 | 0 | 0 | 80 | 54 | 39 | 33 | 0 | 0 | 126 | 0 | 45 | 58 | 35 | 0 | 138 | 0 | 0 | 43 | 8 | 0 | 51 | 395 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 78 | 0 | 0 | 0 | 85 | 32 | 54 | 52 | 0 | 0 | 138 | 0 | 37 | 76 | 40 | 0 | 153 | 0 | 0 | 61 | 14 | 1 | 76 | 452 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 87 | 0 | 0 | 0 | 93 | 50 | 67 | 49 | 0 | 0 | 166 | 0 | 44 | 81 | 38 | 0 | 163 | 0 | 0 | 52 | 14 | 3 | 69 | 491 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 83 | 0 | 0 | 0 | 89 | 49 | 62 | 55 | 0 | 0 | 166 | 0 | 34 | 74 | 51 | 0 | 159 | 0 | 0 | 44 | 9 | 2 | 55 | 469 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 323 | 0 | 0 | 0 | 347 | 185 | 222 | 189 | 0 | 0 | 596 | 0 | 160 | 289 | 164 | 0 | 613 | 0 | 0 | 200 | 45 | 6 | 251 | 1807 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 82 | 0 | 0 | 0 | 87 | 34 | 46 | 39 | 0 | 0 | 119 | 0 | 30 | 58 | 40 | 0 | 128 | 0 | 0 | 50 | 8 | 0 | 58 | 392 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 91 | 0 | 0 | 0 | 95 | 35 | 41 | 36 | 0 | 0 | 112 | 0 | 28 | 50 | 31 | 0 | 109 | 0 | 0 | 33 | 10 | 0 | 43 | 359 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 96 | 0 | 0 | 0 | 100 | 32 | 44 | 40 | 0 | 0 | 116 | 0 | 31 | 42 | 22 | 0 | 95 | 0 | 0 | 53 | 10 | 1 | 64 | 375 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 95 | 0 | 0 | 0 | 102 | 24 | 41 | 27 | 0 | 0 | 92 | 0 | 23 | 46 | 26 | 0 | 95 | 0 | 0 | 40 | 10 | 1 | 51 | 340 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 364 | 0 | 0 | 0 | 384 | 125 | 172 | 142 | 0 | 0 | 439 | 0 | 112 | 196 | 119 | 0 | 427 | 0 | 0 | 176 | 38 | 2 | 216 | 1466 |
| 10:00 AM | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 70 | 0 | 0 | 0 | 74 | 22 | 29 | 24 | 0 | 0 | 75 | 0 | 10 | 40 | 24 | 0 | 74 | 0 | 0 | 42 | 3 | 1 | 46 | 270 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 66 | 0 | 0 | 0 | 72 | 14 | 23 | 25 | 0 | 0 | 62 | 0 | 12 | 25 | 20 | 0 | 57 | 0 | 0 | 33 | 7 | 0 | 40 | 231 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 62 | 0 | 0 | 0 | 65 | 5 | 11 | 17 | 0 | 0 | 33 | 0 | 8 | 18 | 19 | 0 | 45 | 0 | 0 | 29 | 6 | 1 | 36 | 179 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 59 | 0 | 0 | 0 | 67 | 8 | 16 | 25 | 0 | 0 | 49 | 0 | 6 | 26 | 18 | 0 | 50 | 0 | 0 | 27 | 3 | 0 | 30 | 196 |
| Total | 0 | 0 | 0 | 0 | 1 | 1 | 21 | 257 | 0 | 0 | 0 | 278 | 49 | 79 | 91 | 0 | 0 | 219 | 0 | 36 | 109 | 81 | 0 | 226 | 0 | 0 | 131 | 19 | 2 | 152 | 876 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 57 | 0 | 0 | 0 | 62 | 13 | 20 | 27 | 0 | 0 | 60 | 0 | 0 | 14 | 12 | 0 | 26 | 0 | 0 | 42 | 4 | 1 | 47 | 195 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 46 | 0 | 0 | 0 | 51 | 20 | 13 | 29 | 0 | 0 | 62 | 0 | 5 | 19 | 14 | 0 | 38 | 0 | 0 | 34 | 9 | 0 | 43 | 194 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 70 | 0 | 0 | 0 | 83 | 10 | 18 | 34 | 0 | 0 | 62 | 0 | 3 | 18 | 21 | 0 | 42 | 0 | 0 | 55 | 5 | 0 | 60 | 247 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 69 | 0 | 0 | 0 | 70 | 7 | 20 | 21 | 0 | 0 | 48 | 0 | 5 | 12 | 12 | 0 | 29 | 0 | 0 | 50 | 7 | 1 | 58 | 205 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 242 | 0 | 0 | 0 | 266 | 50 | 71 | 111 | 0 | 0 | 232 | 0 | 13 | 63 | 59 | 0 | 135 | 0 | 0 | 181 | 25 | 2 | 208 | 841 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 62 | 0 | 0 | 0 | 69 | 18 | 39 | 18 | 0 | 0 | 75 | 0 | 13 | 12 | 11 | 0 | 36 | 0 | 0 | 50 | 6 | 3 | 59 | 239 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 61 | 0 | 0 | 0 | 62 | 19 | 22 | 23 | 0 | 0 | 64 | 0 | 5 | 15 | 10 | 0 | 30 | 0 | 0 | 56 | 10 | 1 | 67 | 223 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 62 | 0 | 0 | 0 | 64 | 18 | 25 | 28 | 0 | 0 | 71 | 0 | 5 | 26 | 9 | 0 | 40 | 0 | 0 | 56 | 15 | 1 | 72 | 247 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 60 | 0 | 0 | 0 | 65 | 17 | 14 | 23 | 0 | 0 | 54 | 0 | 5 | 14 | 7 | 0 | 26 | 0 | 0 | 58 | 8 | 0 | 66 | 211 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 245 | 0 | 0 | 0 | 260 | 72 | 100 | 92 | 0 | 0 | 264 | 0 | 28 | 67 | 37 | 0 | 132 | 0 | 0 | 220 | 39 | 5 | 264 | 920 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 57 | 0 | 0 | 0 | 64 | 21 | 16 | 8 | 0 | 0 | 45 | 0 | 4 | 11 | 9 | 0 | 24 | 0 | 0 | 61 | 10 | 2 | 73 | 206 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 54 | 0 | 0 | 0 | 60 | 16 | 17 | 24 | 0 | 0 | 57 | 0 | 7 | 22 | 17 | 0 | 46 | 0 | 0 | 52 | 9 | 4 | 65 | 228 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 72 | 0 | 0 | 0 | 80 | 11 | 22 | 22 | 0 | 0 | 55 | 0 | 7 | 16 | 8 | 0 | 31 | 0 | 0 | 74 | 12 | 5 | 91 | 257 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 69 | 0 | 0 | 0 | 72 | 14 | 15 | 23 | 0 | 0 | 52 | 0 | 8 | 15 | 8 | 0 | 31 | 0 | 0 | 87 | 10 | 8 | 105 | 260 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 252 | 0 | 0 | 0 | 276 | 62 | 70 | 77 | 0 | 0 | 209 | 0 | 26 | 64 | 42 | 0 | 132 | 0 | 0 | 274 | 41 | 19 | 334 | 951 |
| 2:00 PM | 0 | 0 | 0 | 1 | 0 | 1 | 4 | 90 | 0 | 0 | 0 | 94 | 16 | 21 | 19 | 0 | 0 | 56 | 0 | 13 | 16 | 10 | 0 | 39 | 0 | 0 | 77 | 11 | 2 | 90 | 280 |
| 2:15 PM | 0 | 0 | 0 | 1 | 0 | 1 | 6 | 65 | 0 | 0 | 0 | 71 | 13 | 18 | 25 | 0 | 0 | 56 | 0 | 6 | 12 | 15 | 0 | 33 | 0 | 0 | 80 | 5 | 3 | 88 | 249 |
| 2:30 PM | 0 | 0 | 0 | 1 | 0 | 1 | 7 | 56 | 0 | 0 | 0 | 63 | 21 | 19 | 27 | 0 | 0 | 67 | 0 | 8 | 14 | 4 | 0 | 26 | 0 | 0 | 69 | 8 | 1 | 78 | 235 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 74 | 0 | 0 | 0 | 75 | 23 | 13 | 30 | 0 | 0 | 66 | 0 | 5 | 20 | 10 | 0 | 35 | 0 | 0 | 76 | 11 | 0 | 87 | 263 |
| Total | 0 | 0 | 0 | 3 | 0 | 3 | 18 | 285 | 0 | 0 | 0 | 303 | 73 | 71 | 101 | 0 | 0 | 245 | 0 | 32 | 62 | 39 | 0 | 133 | 0 | 0 | 302 | 35 | 6 | 343 | 1027 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 61 | 0 | 0 | 0 | 64 | 23 | 14 | 19 | 0 | 0 | 56 | 0 | 3 | 14 | 5 | 0 | 22 | 0 | 0 | 100 | 4 | 3 | 107 | 249 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 80 | 0 | 0 | 1 | 83 | 21 | 14 | 29 | 0 | 0 | 64 | 0 | 3 | 11 | 9 | 0 | 23 | 0 | 0 | 88 | 6 | 10 | 104 | 274 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 62 | 0 | 0 | 0 | 65 | 29 | 15 | 30 | 0 | 0 | 74 | 0 | 3 | 6 | 3 | 0 | 12 | 0 | 0 | 71 | 10 | 1 | 82 | 233 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 71 | 0 | 0 | 0 | 76 | 15 | 17 | 14 | 0 | 0 | 46 | 0 | 3 | 9 | 5 | 0 | 17 | 0 | 0 | 74 | 6 | 6 | 86 | 225 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 274 | 0 | 0 | 1 | 288 | 88 | 60 | 92 | 0 | 0 | 240 | 0 | 12 | 40 | 22 | 0 | 74 | 0 | 0 | 333 | 26 | 20 | 379 | 981 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 86 | 0 | 0 | 0 | 93 | 27 | 18 | 15 | 0 | 0 | 60 | 0 | 9 | 6 | 7 | 0 | 22 | 0 | 0 | 81 | 5 | 5 | 91 | 266 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 71 | 0 | 0 | 0 | 73 | 17 | 26 | 4 | 0 | 0 | 47 | 0 | 5 | 3 | 13 | 0 | 21 | 0 | 0 | 92 | 6 | 0 | 98 | 239 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 75 | 0 | 0 | 0 | 80 | 21 | 18 | 18 | 0 | 0 | 57 | 0 | 10 | 11 | 9 | 0 | 30 | 0 | 0 | 74 | 7 | 6 | 87 | 254 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 63 | 0 | 0 | 0 | 65 | 23 | 24 | 8 | 0 | 0 | 55 | 0 | 15 | 12 | 14 | 0 | 41 | 0 | 0 | 93 | 8 | 3 | 104 | 265 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 295 | 0 | 0 | 0 | 311 | 88 | 86 | 45 | 0 | 0 | 219 | 0 | 39 | 32 | 43 | 0 | 114 | 0 | 0 | 340 | 26 | 14 | 380 | 1024 |

PDI File #: 196872 A
 Location: N: East Service Road S: I-93 Offramp
 Location: E: Congress Street W: Congress Street SW: I-90 Offramp
 City, State: Boston, MA
 Client: Nitsch/ B. Zimolka
 Site Code: TBA
 Count Date: Thursday, April 11, 2019
 Start Time: 7:00 AM
 End Time: 6:00 PM
 Class:



Cars

| | East Service Road | | | | | | Congress Street | | | | | | I-93 Offramp | | | | | | I-90 Offramp | | | | | | Congress Street | | | | | | Total |
|-------------------|-------------------|------------|------|------|--------|-------|-----------------|------|-----------|------|--------|-------|--------------|------|------|-----------|--------|-------|----------------|------------|-----------|-----------|--------|-------|-----------------|-------|------|------|--------|-------|-------|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 95 | 0 | 0 | 0 | 101 | 12 | 23 | 23 | 0 | 0 | 58 | 0 | 11 | 14 | 13 | 0 | 38 | 0 | 0 | 92 | 15 | 6 | 113 | 310 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 87 | 0 | 0 | 0 | 91 | 17 | 16 | 28 | 0 | 0 | 61 | 0 | 10 | 16 | 5 | 0 | 31 | 0 | 0 | 120 | 13 | 5 | 138 | 321 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 101 | 0 | 0 | 0 | 104 | 20 | 27 | 24 | 0 | 0 | 71 | 0 | 7 | 21 | 3 | 0 | 31 | 0 | 0 | 146 | 13 | 4 | 163 | 369 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 112 | 0 | 0 | 0 | 117 | 14 | 21 | 9 | 0 | 0 | 44 | 0 | 6 | 16 | 8 | 0 | 30 | 0 | 0 | 79 | 16 | 5 | 100 | 291 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 395 | 0 | 0 | 0 | 413 | 63 | 87 | 84 | 0 | 0 | 234 | 0 | 34 | 67 | 29 | 0 | 130 | 0 | 0 | 437 | 57 | 20 | 514 | 1291 |
| Grand Total | 0 | 0 | 0 | 3 | 1 | 4 | 206 | 3222 | 0 | 0 | 1 | 3429 | 965 | 1139 | 1148 | 0 | 0 | 3252 | 0 | 591 | 1252 | 760 | 0 | 2603 | 0 | 0 | 2741 | 380 | 96 | 3217 | 12505 |
| Approach % | 0.0 | 0.0 | 0.0 | 75.0 | 25.0 | | 6.0 | 94.0 | 0.0 | 0.0 | 0.0 | | 29.7 | 35.0 | 35.3 | 0.0 | 0.0 | | 0.0 | 22.7 | 48.1 | 29.2 | 0.0 | | 0.0 | 0.0 | 85.2 | 11.8 | 3.0 | | |
| Total % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.6 | 25.8 | 0.0 | 0.0 | 0.0 | 27.4 | 7.7 | 9.1 | 9.2 | 0.0 | 0.0 | 26.0 | 0.0 | 4.7 | 10.0 | 6.1 | 0.0 | 20.8 | 0.0 | 0.0 | 21.9 | 3.0 | 0.8 | 25.7 | |
| Exiting Leg Total | 2978 | | | | | | 4301 | | | | | | 0 | | | | | | 0 | | | | | | 5226 | | | | | | 12505 |

AM Peak Hour Analysis from 07:00 AM to 10:00 AM begins at:

| | East Service Road | | | | | | Congress Street | | | | | | I-93 Offramp | | | | | | I-90 Offramp | | | | | | Congress Street | | | | | | Total |
|------------------|-------------------|------------|-------|-------|--------|-------|-----------------|-------|-----------|-------|--------|-------|--------------|-------|-------|-----------|--------|-------|----------------|------------|-----------|-----------|--------|-------|-----------------|-------|-------|-------|--------|-------|-------|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 75 | 0 | 0 | 0 | 80 | 54 | 39 | 33 | 0 | 0 | 126 | 0 | 45 | 58 | 35 | 0 | 138 | 0 | 0 | 43 | 8 | 0 | 51 | 395 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 78 | 0 | 0 | 0 | 85 | 32 | 54 | 52 | 0 | 0 | 138 | 0 | 37 | 76 | 40 | 0 | 153 | 0 | 0 | 61 | 14 | 1 | 76 | 452 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 87 | 0 | 0 | 0 | 93 | 50 | 67 | 49 | 0 | 0 | 166 | 0 | 44 | 81 | 38 | 0 | 163 | 0 | 0 | 52 | 14 | 3 | 69 | 491 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 83 | 0 | 0 | 0 | 89 | 49 | 62 | 55 | 0 | 0 | 166 | 0 | 34 | 74 | 51 | 0 | 159 | 0 | 0 | 44 | 9 | 2 | 55 | 469 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 323 | 0 | 0 | 0 | 347 | 185 | 222 | 189 | 0 | 0 | 596 | 0 | 160 | 289 | 164 | 0 | 613 | 0 | 0 | 200 | 45 | 6 | 251 | 1807 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 6.9 | 93.1 | 0.0 | 0.0 | 0.0 | | 31.0 | 37.2 | 31.7 | 0.0 | 0.0 | | 0.0 | 26.1 | 47.1 | 26.8 | 0.0 | | 0.0 | 0.0 | 79.7 | 17.9 | 2.4 | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.857 | 0.928 | 0.000 | 0.000 | 0.000 | 0.933 | 0.856 | 0.828 | 0.859 | 0.000 | 0.000 | 0.898 | 0.000 | 0.889 | 0.892 | 0.804 | 0.000 | 0.940 | 0.000 | 0.000 | 0.820 | 0.804 | 0.500 | 0.826 | 0.920 |
| Entering Leg | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 323 | 0 | 0 | 0 | 347 | 185 | 222 | 189 | 0 | 0 | 596 | 0 | 160 | 289 | 164 | 0 | 613 | 0 | 0 | 200 | 45 | 6 | 251 | 1807 |
| Exiting Leg | 580 | | | | | | 545 | | | | | | 0 | | | | | | 0 | | | | | | 682 | | | | | | 1807 |
| Total | 580 | | | | | | 892 | | | | | | 596 | | | | | | 613 | | | | | | 933 | | | | | | 3614 |

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

| | East Service Road | | | | | | Congress Street | | | | | | I-93 Offramp | | | | | | I-90 Offramp | | | | | | Congress Street | | | | | | Total |
|------------------|-------------------|------------|-------|-------|--------|-------|-----------------|-------|-----------|-------|--------|-------|--------------|-------|-------|-----------|--------|-------|----------------|------------|-----------|-----------|--------|-------|-----------------|-------|-------|-------|--------|-------|-------|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 72 | 0 | 0 | 0 | 80 | 11 | 22 | 22 | 0 | 0 | 55 | 0 | 7 | 16 | 8 | 0 | 31 | 0 | 0 | 74 | 12 | 5 | 91 | 257 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 69 | 0 | 0 | 0 | 72 | 14 | 15 | 23 | 0 | 0 | 52 | 0 | 8 | 15 | 8 | 0 | 31 | 0 | 0 | 87 | 10 | 8 | 105 | 260 |
| 2:00 PM | 0 | 0 | 0 | 1 | 0 | 1 | 4 | 90 | 0 | 0 | 0 | 94 | 16 | 21 | 19 | 0 | 0 | 56 | 0 | 13 | 16 | 10 | 0 | 39 | 0 | 0 | 77 | 11 | 2 | 90 | 280 |
| 2:15 PM | 0 | 0 | 0 | 1 | 0 | 1 | 6 | 65 | 0 | 0 | 0 | 71 | 13 | 18 | 25 | 0 | 0 | 56 | 0 | 6 | 12 | 15 | 0 | 33 | 0 | 0 | 80 | 5 | 3 | 88 | 249 |
| Total Volume | 0 | 0 | 0 | 2 | 0 | 2 | 21 | 296 | 0 | 0 | 0 | 317 | 54 | 76 | 89 | 0 | 0 | 219 | 0 | 34 | 59 | 41 | 0 | 134 | 0 | 0 | 318 | 38 | 18 | 374 | 1046 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | | 6.6 | 93.4 | 0.0 | 0.0 | 0.0 | | 24.7 | 34.7 | 40.6 | 0.0 | 0.0 | | 0.0 | 25.4 | 44.0 | 30.6 | 0.0 | | 0.0 | 0.0 | 85.0 | 10.2 | 4.8 | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.500 | 0.656 | 0.822 | 0.000 | 0.000 | 0.000 | 0.843 | 0.844 | 0.864 | 0.890 | 0.000 | 0.000 | 0.978 | 0.000 | 0.654 | 0.922 | 0.683 | 0.000 | 0.859 | 0.000 | 0.000 | 0.914 | 0.792 | 0.563 | 0.890 | 0.934 |
| Entering Leg | 0 | 0 | 0 | 2 | 0 | 2 | 21 | 296 | 0 | 0 | 0 | 317 | 54 | 76 | 89 | 0 | 0 | 219 | 0 | 34 | 59 | 41 | 0 | 134 | 0 | 0 | 318 | 38 | 18 | 374 | 1046 |
| Exiting Leg | 194 | | | | | | 408 | | | | | | 0 | | | | | | 0 | | | | | | 444 | | | | | | 1046 |
| Total | 196 | | | | | | 725 | | | | | | 219 | | | | | | 134 | | | | | | 818 | | | | | | 2092 |

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

| | East Service Road | | | | | | Congress Street | | | | | | I-93 Offramp | | | | | | I-90 Offramp | | | | | | Congress Street | | | | | | Total |
|--------------|-------------------|------------|------|------|--------|-------|-----------------|------|-----------|------|--------|-------|--------------|------|------|-----------|--------|-------|----------------|------------|-----------|-----------|--------|-------|-----------------|-------|------|------|--------|-------|-------|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 95 | 0 | 0 | 0 | 101 | 12 | 23 | 23 | 0 | 0 | 58 | 0 | 11 | 14 | 13 | 0 | 38 | 0 | 0 | 92 | 15 | 6 | 113 | 310 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 87 | 0 | 0 | 0 | 91 | 17 | 16 | 28 | 0 | 0 | 61 | 0 | 10 | 16 | 5 | 0 | 31 | 0 | 0 | 120 | 13 | 5 | 138 | 321 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 101 | 0 | 0 | 0 | 104 | 20 | 27 | 24 | 0 | 0 | 71 | 0 | 7 | 21 | 3 | 0 | 31 | 0 | 0 | 146 | 13 | 4 | 163 | 369 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 112 | 0 | 0 | 0 | 117 | 14 | 21 | 9 | 0 | 0 | 44 | 0 | 6 | 16 | 8 | 0 | 30 | 0 | 0 | 79 | 16 | 5 | 100 | 291 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 395 | 0 | 0 | 0 | 413 | 63 | 87 | 84 | 0 | 0 | 234 | 0 | 34 | 67 | 29 | 0 | 130 | 0 | 0 | 437 | 57 | 20 | 514 | 1291 |

PDI File #: 196872 A
 Location: N: East Service Road S: I-93 Offramp
 Location: E: Congress Street W: Congress Street SW: I-90 Offramp
 City, State: Boston, MA
 Client: Nitsch/ B. Zimolka
 Site Code: TBA
 Count Date: Thursday, April 11, 2019
 Start Time: 7:00 AM
 End Time: 6:00 PM
 Class:



Cars

| | East Service Road | | | | | | Congress Street | | | | | | I-93 Offramp | | | | | | I-90 Offramp | | | | | | Congress Street | | | | | | Total |
|------------------|-------------------|------------|-------|-------|--------|-------|-----------------|-------|-----------|-------|--------|-------|--------------|-------|-------|-----------|--------|-------|----------------|------------|-----------|-----------|--------|-------|-----------------|-------|-------|-------|--------|-------|-------|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 4.4 | 95.6 | 0.0 | 0.0 | 0.0 | | 26.9 | 37.2 | 35.9 | 0.0 | 0.0 | | 0.0 | 26.2 | 51.5 | 22.3 | 0.0 | | 0.0 | 0.0 | 85.0 | 11.1 | 3.9 | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.750 | 0.882 | 0.000 | 0.000 | 0.000 | 0.882 | 0.788 | 0.806 | 0.750 | 0.000 | 0.000 | 0.824 | 0.000 | 0.773 | 0.798 | 0.558 | 0.000 | 0.855 | 0.000 | 0.000 | 0.748 | 0.891 | 0.833 | 0.788 | 0.875 |
| Entering Leg | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 395 | 0 | 0 | 0 | 413 | 63 | 87 | 84 | 0 | 0 | 234 | 0 | 34 | 67 | 29 | 0 | 130 | 0 | 0 | 437 | 57 | 20 | 514 | 1291 |
| Exiting Leg | | | | | | 229 | | | | | | 534 | | | | | | 0 | | | | | | 0 | | | | | | 528 | 1291 |
| Total | | | | | | 229 | | | | | | 947 | | | | | | 234 | | | | | | 130 | | | | | | 1042 | 2582 |

PDI File #: 196872 A
 Location: N: East Service Road S: I-93 Offramp
 Location: E: Congress Street W: Congress Street SW: I-90 Offramp
 City, State: Boston, MA
 Client: Nitsch/ B. Zimolka
 Site Code: TBA
 Count Date: Thursday, April 11, 2019
 Start Time: 7:00 AM
 End Time: 6:00 PM
 Class:



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

| | East Service Road | | | | | | Congress Street | | | | | | I-93 Offramp | | | | | | I-90 Offramp | | | | | | Congress Street | | | | | | Total | |
|----------|-------------------|------------|------|------|--------|-------|-----------------|------|-----------|------|--------|-------|--------------|------|------|-----------|--------|-------|----------------|------------|-----------|-----------|--------|-------|-----------------|-------|------|------|--------|-------|-------|----|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 0 | 0 | 0 | 9 | 4 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 6 | 0 | 0 | 6 | 23 | |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 0 | 0 | 7 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 9 | 1 | 0 | 10 | 21 | |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 6 | 1 | 2 | 1 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 10 | 1 | 0 | 11 | 22 | |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 1 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 6 | 2 | 0 | 8 | 18 | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 20 | 0 | 0 | 0 | 26 | 7 | 6 | 1 | 0 | 0 | 14 | 0 | 1 | 5 | 3 | 0 | 9 | 0 | 0 | 31 | 4 | 0 | 35 | 84 | |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 8 | 0 | 0 | 0 | 13 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 9 | 4 | 0 | 13 | 28 | |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 3 | 1 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 9 | 3 | 0 | 12 | 19 | |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 6 | 2 | 0 | 8 | 14 | |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 8 | 1 | 1 | 1 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 9 | 3 | 0 | 12 | 25 | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 17 | 0 | 0 | 0 | 28 | 2 | 3 | 2 | 0 | 0 | 7 | 0 | 1 | 3 | 2 | 0 | 6 | 0 | 0 | 33 | 12 | 0 | 45 | 86 | |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 7 | 5 | 0 | 12 | 22 | |
| 9:15 AM | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 6 | 0 | 0 | 0 | 8 | 2 | 5 | 1 | 0 | 0 | 8 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 6 | 2 | 0 | 8 | 29 | |
| 9:30 AM | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 7 | 0 | 0 | 0 | 8 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 9 | 2 | 0 | 11 | 26 | |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 9 | 0 | 0 | 0 | 12 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 5 | 0 | 11 | 25 | |
| Total | 0 | 0 | 0 | 0 | 2 | 2 | 7 | 24 | 0 | 0 | 0 | 31 | 8 | 8 | 1 | 0 | 0 | 17 | 0 | 1 | 8 | 1 | 0 | 10 | 0 | 0 | 28 | 14 | 0 | 42 | 102 | |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 4 | 3 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 5 | 13 | |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 5 | 1 | 1 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 7 | 16 | |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 1 | 1 | 1 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 11 | 2 | 0 | 13 | 21 | |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 2 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 6 | 0 | 1 | 7 | 17 | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16 | 0 | 0 | 0 | 19 | 7 | 3 | 4 | 0 | 0 | 14 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 24 | 7 | 1 | 32 | 67 | |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 4 | 1 | 1 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 5 | 13 | |
| 11:15 AM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 4 | 0 | 9 | 17 | |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 5 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 13 | |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 5 | 1 | 0 | 6 | 15 | |
| Total | 0 | 0 | 0 | 1 | 0 | 1 | 4 | 19 | 0 | 0 | 0 | 23 | 2 | 2 | 3 | 0 | 0 | 7 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 19 | 7 | 0 | 26 | 58 | |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 8 | 11 | |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 6 | 2 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 6 | 15 | |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 4 | 2 | 1 | 1 | 0 | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 4 | 4 | 1 | 9 | 19 | |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 6 | 4 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 0 | 8 | 19 | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 10 | 0 | 0 | 0 | 19 | 8 | 3 | 1 | 0 | 0 | 12 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 17 | 13 | 1 | 31 | 64 | |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 5 | 3 | 0 | 8 | 20 | |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 4 | 3 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 6 | 2 | 0 | 8 | 17 | |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 6 | 1 | 0 | 7 | 14 | |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 7 | 14 | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 19 | 0 | 0 | 0 | 20 | 6 | 5 | 0 | 0 | 0 | 11 | 0 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 21 | 9 | 0 | 30 | 65 | |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 5 | 2 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 3 | 12 | |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 6 | 1 | 2 | 0 | 0 | 0 | 3 | 0 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 7 | 0 | 0 | 7 | 19 | |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 5 | 1 | 0 | 6 | 13 | |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 0 | 0 | 7 | 1 | 4 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 3 | 17 | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 18 | 0 | 0 | 0 | 21 | 5 | 7 | 1 | 0 | 0 | 13 | 0 | 4 | 3 | 1 | 0 | 8 | 0 | 0 | 16 | 3 | 0 | 19 | 61 | |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 8 | 0 | 0 | 0 | 11 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 16 | |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 6 | 0 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 5 | 14 | |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 10 | |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 10 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 18 | 0 | 0 | 0 | 25 | 5 | 3 | 1 | 0 | 0 | 9 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 9 | 1 | 0 | 10 | 45 | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 1 | 1 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 4 | 12 | |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 2 | 7 | |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 5 | 12 | |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 3 | 9 | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 13 | 0 | 0 | 0 | 17 | 2 | 2 | 2 | 0 | 0 | 6 | 0 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 7 | 7 | 0 | 14 | 40 | |

PDI File #: 196872 A
 Location: N: East Service Road S: I-93 Offramp
 Location: E: Congress Street W: Congress Street SW: I-90 Offramp
 City, State: Boston, MA
 Client: Nitsch/ B. Zimolka
 Site Code: TBA
 Count Date: Thursday, April 11, 2019
 Start Time: 7:00 AM
 End Time: 6:00 PM
 Class:



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

| | East Service Road | | | | | | Congress Street | | | | | | I-93 Offramp | | | | | | I-90 Offramp | | | | | | Congress Street | | | | | | Total |
|---------------------------|-------------------|------------|------|-------|--------|-------|-----------------|------|-----------|------|--------|-------|--------------|------|------|-----------|--------|-------|----------------|------------|-----------|-----------|--------|-------|-----------------|-------|------|------|--------|-------|-------|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 6 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 4 | 2 | 2 | 1 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 3 | 13 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 9 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 4 | 9 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 13 | 0 | 0 | 0 | 15 | 2 | 3 | 3 | 0 | 0 | 8 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 8 | 5 | 0 | 13 | 37 |
| Grand Total | 0 | 0 | 0 | 1 | 2 | 3 | 57 | 187 | 0 | 0 | 0 | 244 | 54 | 45 | 19 | 0 | 0 | 118 | 0 | 8 | 28 | 11 | 0 | 47 | 0 | 0 | 213 | 82 | 2 | 297 | 709 |
| Approach % | 0.0 | 0.0 | 0.0 | 33.3 | 66.7 | | 23.4 | 76.6 | 0.0 | 0.0 | 0.0 | | 45.8 | 38.1 | 16.1 | 0.0 | 0.0 | | 0.0 | 17.0 | 59.6 | 23.4 | 0.0 | | 0.0 | 0.0 | 71.7 | 27.6 | 0.7 | | |
| Total % | 0.0 | 0.0 | 0.0 | 0.1 | 0.3 | 0.4 | 8.0 | 26.4 | 0.0 | 0.0 | 0.0 | 34.4 | 7.6 | 6.3 | 2.7 | 0.0 | 0.0 | 16.6 | 0.0 | 1.1 | 3.9 | 1.6 | 0.0 | 6.6 | 0.0 | 0.0 | 30.0 | 11.6 | 0.3 | 41.9 | |
| Exiting Leg Total | 214 | | | | | | 276 | | | | | | 0 | | | | | | 0 | | | | | | 219 | 709 | | | | | |
| Buses | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 52 | 0 | 0 | 0 | 60 | 4 | 6 | 0 | 0 | 0 | 10 | 0 | 0 | 6 | 5 | 0 | 11 | 0 | 0 | 54 | 17 | 0 | 71 | 152 |
| % Buses | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14.0 | 27.8 | 0.0 | 0.0 | 0.0 | 24.6 | 7.4 | 13.3 | 0.0 | 0.0 | 0.0 | 8.5 | 0.0 | 0.0 | 21.4 | 45.5 | 0.0 | 23.4 | 0.0 | 0.0 | 25.4 | 20.7 | 0.0 | 23.9 | 21.4 |
| Exiting Leg Total | 37 | | | | | | 58 | | | | | | 0 | | | | | | 0 | | | | | | 57 | 152 | | | | | |
| Single-Unit Trucks | 0 | 0 | 0 | 0 | 2 | 2 | 39 | 124 | 0 | 0 | 0 | 163 | 37 | 25 | 18 | 0 | 0 | 80 | 0 | 5 | 9 | 6 | 0 | 20 | 0 | 0 | 143 | 61 | 2 | 206 | 471 |
| % Single-Unit | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 66.7 | 68.4 | 66.3 | 0.0 | 0.0 | 0.0 | 66.8 | 68.5 | 55.6 | 94.7 | 0.0 | 0.0 | 67.8 | 0.0 | 62.5 | 32.1 | 54.5 | 0.0 | 42.6 | 0.0 | 0.0 | 67.1 | 74.4 | 100.0 | 69.4 | 66.4 |
| Exiting Leg Total | 136 | | | | | | 185 | | | | | | 0 | | | | | | 0 | | | | | | 150 | 471 | | | | | |
| Articulated Trucks | 0 | 0 | 0 | 1 | 0 | 1 | 10 | 11 | 0 | 0 | 0 | 21 | 13 | 14 | 1 | 0 | 0 | 28 | 0 | 3 | 13 | 0 | 0 | 16 | 0 | 0 | 16 | 4 | 0 | 20 | 86 |
| % Articulated | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 33.3 | 17.5 | 5.9 | 0.0 | 0.0 | 0.0 | 8.6 | 24.1 | 31.1 | 5.3 | 0.0 | 0.0 | 23.7 | 0.0 | 37.5 | 46.4 | 0.0 | 0.0 | 34.0 | 0.0 | 0.0 | 7.5 | 4.9 | 0.0 | 6.7 | 12.1 |
| Exiting Leg Total | 41 | | | | | | 33 | | | | | | 0 | | | | | | 0 | | | | | | 12 | 86 | | | | | |

AM Peak Hour Analysis from 07:00 AM to 10:00 AM begins at:

| | East Service Road | | | | | | Congress Street | | | | | | I-93 Offramp | | | | | | I-90 Offramp | | | | | | Congress Street | | | | | | Total |
|---------------------------|-------------------|------------|-------|-------|--------|-------|-----------------|-------|-----------|-------|--------|-------|--------------|-------|-------|-----------|--------|-------|----------------|------------|-----------|-----------|--------|-------|-----------------|-------|-------|-------|--------|-------|-------|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 8 | 1 | 1 | 1 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 9 | 3 | 0 | 12 | 25 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 7 | 5 | 0 | 12 | 22 |
| 9:15 AM | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 6 | 0 | 0 | 0 | 8 | 2 | 5 | 1 | 0 | 0 | 8 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 6 | 2 | 0 | 8 | 29 |
| 9:30 AM | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 7 | 0 | 0 | 0 | 8 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 9 | 2 | 0 | 11 | 26 |
| Total Volume | 0 | 0 | 0 | 0 | 2 | 2 | 8 | 19 | 0 | 0 | 0 | 27 | 9 | 7 | 2 | 0 | 0 | 18 | 0 | 2 | 9 | 1 | 0 | 12 | 0 | 0 | 31 | 12 | 0 | 43 | 102 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | | 29.6 | 70.4 | 0.0 | 0.0 | 0.0 | | 50.0 | 38.9 | 11.1 | 0.0 | 0.0 | | 0.0 | 16.7 | 75.0 | 8.3 | 0.0 | | 0.0 | 0.0 | 72.1 | 27.9 | 0.0 | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.500 | 0.679 | 0.000 | 0.000 | 0.000 | 0.844 | 0.450 | 0.350 | 0.500 | 0.000 | 0.000 | 0.563 | 0.000 | 0.500 | 0.563 | 0.250 | 0.000 | 0.750 | 0.000 | 0.000 | 0.861 | 0.600 | 0.000 | 0.896 | 0.879 |
| Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 10 | 0 | 0 | 10 | 18 |
| Buses % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21.1 | 0.0 | 0.0 | 0.0 | 14.8 | 0.0 | 14.3 | 0.0 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 22.2 | 100.0 | 0.0 | 25.0 | 0.0 | 0.0 | 32.3 | 0.0 | 0.0 | 23.3 | 17.6 |
| Single-Unit Trucks | 0 | 0 | 0 | 0 | 2 | 2 | 7 | 13 | 0 | 0 | 0 | 20 | 8 | 2 | 2 | 0 | 0 | 12 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 20 | 12 | 0 | 32 | 69 |
| Single-Unit % | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 100.0 | 87.5 | 68.4 | 0.0 | 0.0 | 0.0 | 74.1 | 88.9 | 28.6 | 100.0 | 0.0 | 0.0 | 66.7 | 0.0 | 50.0 | 22.2 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 64.5 | 100.0 | 0.0 | 74.4 | 67.6 |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 3 | 1 | 4 | 0 | 0 | 0 | 5 | 0 | 1 | 5 | 0 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 1 | 15 |
| Articulated % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12.5 | 10.5 | 0.0 | 0.0 | 0.0 | 11.1 | 11.1 | 57.1 | 0.0 | 0.0 | 0.0 | 27.8 | 0.0 | 50.0 | 55.6 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 3.2 | 0.0 | 0.0 | 2.3 | 14.7 |
| Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 10 | 0 | 0 | 10 | 18 |
| Single-Unit Trucks | 0 | 0 | 0 | 0 | 2 | 2 | 7 | 13 | 0 | 0 | 0 | 20 | 8 | 2 | 2 | 0 | 0 | 12 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 20 | 12 | 0 | 32 | 69 |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 3 | 1 | 4 | 0 | 0 | 0 | 5 | 0 | 1 | 5 | 0 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 1 | 15 |
| Total Entering Leg | 0 | 0 | 0 | 0 | 2 | 2 | 8 | 19 | 0 | 0 | 0 | 27 | 9 | 7 | 2 | 0 | 0 | 18 | 0 | 2 | 9 | 1 | 0 | 12 | 0 | 0 | 31 | 12 | 0 | 43 | 102 |
| Buses | 3 | | | | | | 10 | | | | | | 0 | | | | | | 0 | | | | | | 5 | 18 | | | | | |
| Single-Unit Trucks | 25 | | | | | | 29 | | | | | | 0 | | | | | | 0 | | | | | | 15 | 69 | | | | | |
| Articulated Trucks | 10 | | | | | | 3 | | | | | | 0 | | | | | | 0 | | | | | | 2 | 15 | | | | | |
| Total Exiting Leg | 38 | | | | | | 42 | | | | | | 0 | | | | | | 0 | | | | | | 22 | 102 | | | | | |

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

| 12:30 PM | East Service Road | | | | | | Congress Street | | | | | | I-93 Offramp | | | | | | I-90 Offramp | | | | | | Congress Street | | | | | |
|----------|-------------------|--|--|--|--|--|-----------------|--|--|--|--|--|--------------|--|--|--|--|--|----------------|--|--|--|--|--|-----------------|--|--|--|--|--|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | |

PDI File #: 196872 A
 Location: N: East Service Road S: I-93 Offramp
 Location: E: Congress Street W: Congress Street SW: I-90 Offramp
 City, State: Boston, MA
 Client: Nitsch/ B. Zimolka
 Site Code: TBA
 Count Date: Thursday, April 11, 2019
 Start Time: 7:00 AM
 End Time: 6:00 PM
 Class:



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

| | East Service Road | | | | | | Congress Street | | | | | | I-93 Offramp | | | | | | I-90 Offramp | | | | | | Congress Street | | | | | | Total |
|--------------------|-------------------|------------|-------|-------|--------|-------|-----------------|-------|-----------|-------|--------|-------|--------------|-------|-------|-----------|--------|-------|----------------|------------|-----------|-----------|--------|-------|-----------------|-------|-------|-------|--------|-------|-------|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 4 | 2 | 1 | 1 | 0 | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 4 | 4 | 1 | 9 | 19 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 6 | 4 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 0 | 8 | 19 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 5 | 3 | 0 | 8 | 20 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 4 | 3 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 6 | 2 | 0 | 8 | 17 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 16 | 0 | 0 | 0 | 22 | 12 | 3 | 1 | 0 | 0 | 16 | 0 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 17 | 15 | 1 | 33 | 75 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27.3 | 72.7 | 0.0 | 0.0 | 0.0 | 75.0 | 18.8 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 75.0 | 25.0 | 0.0 | 0.0 | 0.0 | 51.5 | 45.5 | 3.0 | | | | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.375 | 0.500 | 0.000 | 0.000 | 0.000 | 0.688 | 0.750 | 0.750 | 0.250 | 0.000 | 0.000 | 0.800 | 0.000 | 0.000 | 0.375 | 0.250 | 0.000 | 0.500 | 0.000 | 0.000 | 0.708 | 0.625 | 0.250 | 0.917 | 0.938 |
| Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 4 |
| Buses % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18.8 | 0.0 | 0.0 | 0.0 | 13.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.9 | 0.0 | 0.0 | 3.0 | 5.3 |
| Single-Unit Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 13 | 0 | 0 | 0 | 18 | 7 | 2 | 1 | 0 | 0 | 10 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 13 | 14 | 1 | 28 | 57 |
| Single-Unit % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 83.3 | 81.3 | 0.0 | 0.0 | 0.0 | 81.8 | 58.3 | 66.7 | 100.0 | 0.0 | 0.0 | 62.5 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 25.0 | 0.0 | 0.0 | 76.5 | 93.3 | 100.0 | 84.8 | 76.0 |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 5 | 1 | 0 | 0 | 0 | 6 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 3 | 1 | 0 | 4 | 14 |
| Articulated % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 4.5 | 41.7 | 33.3 | 0.0 | 0.0 | 0.0 | 37.5 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 75.0 | 0.0 | 0.0 | 17.6 | 6.7 | 0.0 | 12.1 | 18.7 |
| Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 4 |
| Single-Unit Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 13 | 0 | 0 | 0 | 18 | 7 | 2 | 1 | 0 | 0 | 10 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 13 | 14 | 1 | 28 | 57 |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 5 | 1 | 0 | 0 | 0 | 6 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 3 | 1 | 0 | 4 | 14 |
| Total Entering Leg | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 16 | 0 | 0 | 0 | 22 | 12 | 3 | 1 | 0 | 0 | 16 | 0 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 17 | 15 | 1 | 33 | 75 |
| Buses | | | | | | | 0 | | | | | 1 | | | | | | 0 | | | | | | | 0 | | | 3 | 4 | | |
| Single-Unit Trucks | | | | | | | 21 | | | | | 20 | | | | | | 0 | | | | | | | 0 | | | 16 | 57 | | |
| Articulated Trucks | | | | | | | 6 | | | | | 8 | | | | | | 0 | | | | | | | 0 | | | 0 | 14 | | |
| Total Exiting Leg | | | | | | 27 | | | | | | 29 | | | | | | 0 | | | | | | | 0 | | | 19 | 75 | | |

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

| | East Service Road | | | | | | Congress Street | | | | | | I-93 Offramp | | | | | | I-90 Offramp | | | | | | Congress Street | | | | | | Total |
|--------------------|-------------------|------------|-------|-------|--------|-------|-----------------|-------|-----------|-------|--------|-------|--------------|-------|-------|-----------|--------|-------|----------------|------------|-----------|-----------|--------|-------|-----------------|-------|-------|-------|--------|-------|-------|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 6 | 1 | 2 | 0 | 0 | 0 | 3 | 0 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 7 | 0 | 0 | 7 | 19 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 5 | 1 | 0 | 6 | 13 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 0 | 0 | 7 | 1 | 4 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 3 | 17 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 8 | 0 | 0 | 0 | 11 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 16 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 22 | 0 | 0 | 0 | 27 | 4 | 8 | 0 | 0 | 0 | 12 | 0 | 4 | 2 | 1 | 0 | 7 | 0 | 0 | 16 | 3 | 0 | 19 | 65 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18.5 | 81.5 | 0.0 | 0.0 | 0.0 | 33.3 | 66.7 | 0.0 | 0.0 | 0.0 | 0.0 | 57.1 | 28.6 | 14.3 | 0.0 | 0.0 | 0.0 | 84.2 | 15.8 | 0.0 | | | | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.417 | 0.688 | 0.000 | 0.000 | 0.000 | 0.614 | 1.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.600 | 0.000 | 0.500 | 0.500 | 0.250 | 0.000 | 0.583 | 0.000 | 0.000 | 0.571 | 0.375 | 0.000 | 0.679 | 0.855 |
| Buses | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 9 | 0 | 0 | 0 | 12 | 2 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 3 | 20 |
| Buses % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 60.0 | 40.9 | 0.0 | 0.0 | 0.0 | 44.4 | 50.0 | 25.0 | 0.0 | 0.0 | 0.0 | 33.3 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 14.3 | 0.0 | 0.0 | 6.3 | 66.7 | 0.0 | 15.8 | 30.8 |
| Single-Unit Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 | 0 | 0 | 0 | 14 | 2 | 4 | 0 | 0 | 0 | 6 | 0 | 3 | 0 | 1 | 0 | 4 | 0 | 0 | 13 | 1 | 0 | 14 | 38 |
| Single-Unit % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 59.1 | 0.0 | 0.0 | 0.0 | 51.9 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 50.0 | 0.0 | 75.0 | 0.0 | 100.0 | 0.0 | 57.1 | 0.0 | 0.0 | 81.3 | 33.3 | 0.0 | 73.7 | 58.5 |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 2 | 7 |
| Articulated % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.7 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 16.7 | 0.0 | 25.0 | 50.0 | 0.0 | 0.0 | 28.6 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 10.5 | 10.8 |
| Buses | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 9 | 0 | 0 | 0 | 12 | 2 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 3 | 20 |
| Single-Unit Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 | 0 | 0 | 0 | 14 | 2 | 4 | 0 | 0 | 0 | 6 | 0 | 3 | 0 | 1 | 0 | 4 | 0 | 0 | 13 | 1 | 0 | 14 | 38 |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 2 | 7 |
| Total Entering Leg | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 22 | 0 | 0 | 0 | 27 | 4 | 8 | 0 | 0 | 0 | 12 | 0 | 4 | 2 | 1 | 0 | 7 | 0 | 0 | 16 | 3 | 0 | 19 | 65 |
| Buses | | | | | | | 8 | | | | | 3 | | | | | | 0 | | | | | | | 0 | | | 9 | 20 | | |
| Single-Unit Trucks | | | | | | | 6 | | | | | 18 | | | | | | 0 | | | | | | | 0 | | | 14 | 38 | | |
| Articulated Trucks | | | | | | | 4 | | | | | 3 | | | | | | 0 | | | | | | | 0 | | | 0 | 7 | | |
| Total Exiting Leg | | | | | | 18 | | | | | | 24 | | | | | | 0 | | | | | | | 0 | | | 23 | 65 | | |

PDI File #: 196872 A
 Location: N: East Service Road S: I-93 Offramp
 Location: E: Congress Street W: Congress Street SW: I-90 Offramp
 City, State: Boston, MA
 Client: Nitsch/ B. Zimolka
 Site Code: TBA
 Count Date: Thursday, April 11, 2019
 Start Time: 7:00 AM
 End Time: 6:00 PM
 Class:



Buses

| | East Service Road | | | | | | Congress Street | | | | | | I-93 Offramp | | | | | | I-90 Offramp | | | | | | Congress Street | | | | | | Total | |
|----------|-------------------|------------|------|------|--------|-------|-----------------|------|-----------|------|--------|-------|--------------|------|------|-----------|--------|-------|----------------|------------|-----------|-----------|--------|-------|-----------------|-------|------|------|--------|-------|-------|---|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 5 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 2 | 5 | |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 4 | 6 | |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 3 | 5 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 4 | 0 | 0 | 10 | 0 | 0 | 10 | 21 | |
| 8:00 AM | 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 | 5 | 0 | 0 | 5 | 7 | |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 | |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 3 | |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 4 | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 13 | 16 | |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 4 | 5 | | |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 5 | |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 2 | 4 | | |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 6 | | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 10 | 0 | 0 | 10 | 20 | |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | | |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 4 | | |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | | |
| 10:45 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 | 1 | 0 | 0 | 1 | 1 | | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 6 | 9 | | |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 11:15 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 | |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 3 | | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 5 | | |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | | |
| 12:15 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 | |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 4 | | |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 1:15 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 | |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 3 | | |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 4 | | |
| 2:00 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 | |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 6 | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 6 | 2 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 2 | 13 | |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 7 | | |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 7 | | |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 9 | 0 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 3 | 1 | 0 | 4 | 20 | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 6 | | |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 2 | 4 | | |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 5 | | |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 6 | | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 8 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 3 | 7 | 0 | 10 | 21 | | |

PDI File #: 196872 A
 Location: N: East Service Road S: I-93 Offramp
 Location: E: Congress Street W: Congress Street SW: I-90 Offramp
 City, State: Boston, MA
 Client: Nitsch/ B. Zimolka
 Site Code: TBA
 Count Date: Thursday, April 11, 2019
 Start Time: 7:00 AM
 End Time: 6:00 PM
 Class:



Buses

| | East Service Road | | | | | | Congress Street | | | | | | I-93 Offramp | | | | | | I-90 Offramp | | | | | | Congress Street | | | | | | Total |
|--------------------------|-------------------|------------|------|------|--------|-------|-----------------|------|-----------|------|--------|-------|--------------|------|------|-----------|--------|-------|----------------|------------|-----------|-----------|--------|-------|-----------------|-------|------|------|--------|-------|-------|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | |
| 5:00 PM | 0 | 0 | 0 | 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 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 2 | 7 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 6 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 4 | 5 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 5 | 5 | 0 | 10 | 19 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 52 | 0 | 0 | 0 | 60 | 4 | 6 | 0 | 0 | 0 | 10 | 0 | 0 | 6 | 5 | 0 | 11 | 0 | 0 | 54 | 17 | 0 | 71 | 152 |
| Approach % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13.3 | 86.7 | 0.0 | 0.0 | 0.0 | 60.0 | 40.0 | 60.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 54.5 | 45.5 | 0.0 | 100.0 | 0.0 | 0.0 | 76.1 | 23.9 | 0.0 | 100.0 | |
| Total % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.3 | 34.2 | 0.0 | 0.0 | 0.0 | 39.5 | 2.6 | 3.9 | 0.0 | 0.0 | 0.0 | 6.6 | 0.0 | 0.0 | 3.9 | 3.3 | 0.0 | 7.2 | 0.0 | 0.0 | 35.5 | 11.2 | 0.0 | 46.7 | |
| Exiting Leg Total | 37 | | | | | | 58 | | | | | | 0 | | | | | | 0 | | | | | | 57 | | | | | | 152 |

AM Peak Hour Analysis from 07:00 AM to 10:00 AM begins at:

| | East Service Road | | | | | | Congress Street | | | | | | I-93 Offramp | | | | | | I-90 Offramp | | | | | | Congress Street | | | | | | Total |
|-------------------------|-------------------|------------|-------|-------|--------|-------|-----------------|-------|-----------|-------|--------|-------|--------------|-------|-------|-----------|--------|-------|----------------|------------|-----------|-----------|--------|-------|-----------------|-------|-------|-------|--------|-------|-------|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 2 | 5 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 4 | 6 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 3 | 5 |
| 7:45 AM | 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 | 5 | 0 | 0 | 5 | 7 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 14 | 0 | 0 | 14 | 23 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 14 | 0 | 0 | 14 | 23 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 100.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 66.7 | 33.3 | 0.0 | 100.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 100.0 | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.625 | 0.000 | 0.000 | 0.000 | 0.625 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.500 | 0.250 | 0.000 | 0.750 | 0.000 | 0.000 | 0.700 | 0.000 | 0.000 | 0.700 | 0.821 |
| Entering Leg | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 14 | 0 | 0 | 14 | 23 |
| Exiting Leg | 2 | | | | | | 15 | | | | | | 0 | | | | | | 0 | | | | | | 6 | | | | | | 23 |
| Total | 2 | | | | | | 20 | | | | | | 1 | | | | | | 3 | | | | | | 20 | | | | | | 46 |

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

| | East Service Road | | | | | | Congress Street | | | | | | I-93 Offramp | | | | | | I-90 Offramp | | | | | | Congress Street | | | | | | Total |
|-------------------------|-------------------|------------|-------|-------|--------|-------|-----------------|-------|-----------|-------|--------|-------|--------------|-------|-------|-----------|--------|-------|----------------|------------|-----------|-----------|--------|-------|-----------------|-------|-------|-------|--------|-------|-------|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 4 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 10:30 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 | 2 |
| 10:45 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 | 1 | 0 | 0 | 1 | 1 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 6 | 9 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 66.7 | 33.3 | 0.0 | 100.0 | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.750 | 0.000 | 0.000 | 0.000 | 0.750 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 | 0.500 | 0.563 |
| Entering Leg | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 6 | 9 |
| Exiting Leg | 2 | | | | | | 4 | | | | | | 0 | | | | | | 0 | | | | | | 3 | | | | | | 9 |
| Total | 2 | | | | | | 7 | | | | | | 0 | | | | | | 0 | | | | | | 9 | | | | | | 18 |

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

| | East Service Road | | | | | | Congress Street | | | | | | I-93 Offramp | | | | | | I-90 Offramp | | | | | | Congress Street | | | | | | Total |
|---------------------|-------------------|------------|------|------|--------|-------|-----------------|------|-----------|------|--------|-------|--------------|------|------|-----------|--------|-------|----------------|------------|-----------|-----------|--------|-------|-----------------|-------|------|------|--------|-------|-------|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 6 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 7 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 7 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 10 | 0 | 0 | 0 | 15 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 6 | 23 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 10 | 0 | 0 | 0 | 15 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 6 | 23 |

PDI File #: 196872 A
 Location: N: East Service Road S: I-93 Offramp
 Location: E: Congress Street W: Congress Street SW: I-90 Offramp
 City, State: Boston, MA
 Client: Nitsch/ B. Zimolka
 Site Code: TBA
 Count Date: Thursday, April 11, 2019
 Start Time: 7:00 AM
 End Time: 6:00 PM
 Class:



Buses

| | East Service Road | | | | | | Congress Street | | | | | | I-93 Offramp | | | | | | I-90 Offramp | | | | | | Congress Street | | | | | | Total |
|------------------|-------------------|------------|-------|-------|--------|-------|-----------------|-------|-----------|-------|--------|-------|--------------|-------|-------|-----------|--------|-------|----------------|------------|-----------|-----------|--------|-------|-----------------|-------|-------|-------|--------|-------|-------|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 33.3 | 66.7 | 0.0 | 0.0 | 0.0 | | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.625 | 0.625 | 0.000 | 0.000 | 0.000 | 0.625 | 0.250 | 0.250 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.375 | 0.375 | 0.000 | 0.750 | 0.821 |
| Entering Leg | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 10 | 0 | 0 | 0 | 15 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 6 | 23 |
| Exiting Leg | | | | | | 9 | | | | | | 4 | | | | | | 0 | | | | | | | | | | | | 10 | 23 |
| Total | | | | | | 9 | | | | | | 19 | | | | | | 2 | | | | | | | | | | | | 16 | 46 |

PDI File #: 196872 A
 Location: N: East Service Road S: I-93 Offramp
 Location: E: Congress Street W: Congress Street SW: I-90 Offramp
 City, State: Boston, MA
 Client: Nitsch/ B. Zimolka
 Site Code: TBA
 Count Date: Thursday, April 11, 2019
 Start Time: 7:00 AM
 End Time: 6:00 PM
 Class:



Single-Unit Trucks

| | East Service Road | | | | | | Congress Street | | | | | | I-93 Offramp | | | | | | I-90 Offramp | | | | | | Congress Street | | | | | | Total | |
|----------|-------------------|------------|------|------|--------|-------|-----------------|------|-----------|------|--------|-------|--------------|------|------|-----------|--------|-------|----------------|------------|-----------|-----------|--------|-------|-----------------|-------|------|------|--------|-------|-------|---|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 5 | 16 | |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 6 | 1 | 0 | 7 | 15 | |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 3 | 1 | 2 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 5 | 12 | |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 1 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 3 | 2 | 0 | 5 | 13 | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 13 | 0 | 0 | 0 | 18 | 6 | 5 | 1 | 0 | 0 | 12 | 0 | 1 | 2 | 1 | 0 | 4 | 0 | 0 | 18 | 4 | 0 | 22 | 56 | |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 6 | 0 | 0 | 0 | 10 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 4 | 4 | 0 | 8 | 20 | |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 3 | 1 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 6 | 3 | 0 | 9 | 16 | |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 3 | 2 | 0 | 5 | 10 | | |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 6 | 1 | 1 | 1 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 6 | 3 | 0 | 9 | 19 | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 12 | 0 | 0 | 0 | 22 | 2 | 3 | 2 | 0 | 0 | 7 | 0 | 0 | 3 | 2 | 0 | 5 | 0 | 0 | 19 | 12 | 0 | 31 | 65 | |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 5 | 0 | 8 | 15 | |
| 9:15 AM | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 4 | 0 | 0 | 0 | 6 | 1 | 1 | 1 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 5 | 2 | 0 | 7 | 18 | |
| 9:30 AM | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 6 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 8 | 17 | |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 0 | 0 | 0 | 8 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 0 | 8 | 18 | |
| Total | 0 | 0 | 0 | 0 | 2 | 2 | 5 | 17 | 0 | 0 | 0 | 22 | 7 | 3 | 1 | 0 | 0 | 11 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 17 | 14 | 0 | 31 | 68 | |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 8 | |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 8 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 10 | 1 | 0 | 11 | 17 | |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 2 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 6 | 15 | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 13 | 0 | 0 | 0 | 15 | 4 | 1 | 4 | 0 | 0 | 9 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 19 | 3 | 1 | 23 | 48 | |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 3 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 5 | 11 | |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 4 | 0 | 9 | 13 | |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 10 | |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 11 | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 13 | 0 | 0 | 0 | 17 | 0 | 2 | 3 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 7 | 0 | 23 | 45 | |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 7 | 10 | |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 12 | |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 3 | 1 | 1 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 7 | 13 | |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 7 | 13 | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 8 | 0 | 0 | 0 | 16 | 5 | 1 | 1 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 11 | 1 | 25 | 48 | |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 4 | 3 | 0 | 7 | 17 | |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 4 | 2 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 7 | 14 | |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 4 | 1 | 0 | 5 | 9 | |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 7 | 13 | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 17 | 0 | 0 | 0 | 18 | 4 | 3 | 0 | 0 | 0 | 7 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 17 | 9 | 0 | 26 | 53 | |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 5 | 2 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 3 | 12 | |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 6 | 13 | |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 1 | 0 | 6 | 9 | |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 1 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 9 | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 13 | 0 | 0 | 0 | 15 | 3 | 3 | 1 | 0 | 0 | 7 | 0 | 3 | 1 | 1 | 0 | 5 | 0 | 0 | 15 | 1 | 0 | 16 | 43 | |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 7 | |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 8 | |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 9 | 4 | 2 | 1 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 20 | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 5 | |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 3 | |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 5 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 3 | 12 | |

PDI File #: 196872 A
 Location: N: East Service Road S: I-93 Offramp
 Location: E: Congress Street W: Congress Street SW: I-90 Offramp
 City, State: Boston, MA
 Client: Nitsch/ B. Zimolka
 Site Code: TBA
 Count Date: Thursday, April 11, 2019
 Start Time: 7:00 AM
 End Time: 6:00 PM
 Class:



Single-Unit Trucks

| | East Service Road | | | | | | Congress Street | | | | | | I-93 Offramp | | | | | | I-90 Offramp | | | | | | Congress Street | | | | | | Total | | | | | | |
|-------------------|-------------------|------------|------|------|--------|-------|-----------------|------|-----------|------|--------|-------|--------------|------|------|-----------|--------|-------|----------------|------------|-----------|-----------|--------|-------|-----------------|-------|------|------|--------|-------|-------|---|---|---|---|---|----|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | | | | | | | |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 4 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 6 | 2 | 1 | 2 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 2 | 13 |
| Grand Total | 0 | 0 | 0 | 0 | 2 | 2 | 39 | 124 | 0 | 0 | 0 | 163 | 37 | 25 | 18 | 0 | 0 | 80 | 0 | 5 | 9 | 6 | 0 | 20 | 0 | 0 | 143 | 61 | 2 | 206 | 471 | | | | | | |
| Approach % | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | | 23.9 | 76.1 | 0.0 | 0.0 | 0.0 | | 46.3 | 31.3 | 22.5 | 0.0 | 0.0 | | 0.0 | 25.0 | 45.0 | 30.0 | 0.0 | | 0.0 | 0.0 | 69.4 | 29.6 | 1.0 | | | | | | | | |
| Total % | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 0.4 | 8.3 | 26.3 | 0.0 | 0.0 | 0.0 | 34.6 | 7.9 | 5.3 | 3.8 | 0.0 | 0.0 | 17.0 | 0.0 | 1.1 | 1.9 | 1.3 | 0.0 | 4.2 | 0.0 | 0.0 | 30.4 | 13.0 | 0.4 | 43.7 | | | | | | | |
| Exiting Leg Total | 136 | | | | | | 185 | | | | | | 0 | | | | | | 0 | | | | | | 150 | | | | | | 471 | | | | | | |

AM Peak Hour Analysis from 07:00 AM to 10:00 AM begins at:

| | East Service Road | | | | | | Congress Street | | | | | | I-93 Offramp | | | | | | I-90 Offramp | | | | | | Congress Street | | | | | | Total |
|------------------|-------------------|------------|-------|-------|--------|-------|-----------------|-------|-----------|-------|--------|-------|--------------|-------|-------|-----------|--------|-------|----------------|------------|-----------|-----------|--------|-------|-----------------|-------|-------|-------|--------|-------|-------|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 6 | 1 | 1 | 1 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 6 | 3 | 0 | 9 | 19 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 5 | 0 | 8 | 15 |
| 9:15 AM | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 4 | 0 | 0 | 0 | 6 | 1 | 1 | 1 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 5 | 2 | 0 | 7 | 18 |
| 9:30 AM | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 6 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 8 | 17 |
| Total Volume | 0 | 0 | 0 | 0 | 2 | 2 | 7 | 13 | 0 | 0 | 0 | 20 | 8 | 2 | 2 | 0 | 0 | 12 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 20 | 12 | 0 | 32 | 69 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | | 35.0 | 65.0 | 0.0 | 0.0 | 0.0 | | 66.7 | 16.7 | 16.7 | 0.0 | 0.0 | | 0.0 | 33.3 | 66.7 | 0.0 | 0.0 | | 0.0 | 0.0 | 62.5 | 37.5 | 0.0 | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.438 | 0.542 | 0.000 | 0.000 | 0.000 | 0.714 | 0.400 | 0.500 | 0.500 | 0.000 | 0.000 | 0.600 | 0.000 | 0.250 | 0.500 | 0.000 | 0.000 | 0.750 | 0.000 | 0.000 | 0.833 | 0.600 | 0.000 | 0.889 | 0.908 |
| Entering Leg | 0 | 0 | 0 | 0 | 2 | 2 | 7 | 13 | 0 | 0 | 0 | 20 | 8 | 2 | 2 | 0 | 0 | 12 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 20 | 12 | 0 | 32 | 69 |
| Exiting Leg | 25 | | | | | | 29 | | | | | | 0 | | | | | | 0 | | | | | | 15 | | | | | | 69 |
| Total | 27 | | | | | | 49 | | | | | | 12 | | | | | | 3 | | | | | | 47 | | | | | | 138 |

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

| | East Service Road | | | | | | Congress Street | | | | | | I-93 Offramp | | | | | | I-90 Offramp | | | | | | Congress Street | | | | | | Total |
|------------------|-------------------|------------|-------|-------|--------|-------|-----------------|-------|-----------|-------|--------|-------|--------------|-------|-------|-----------|--------|-------|----------------|------------|-----------|-----------|--------|-------|-----------------|-------|-------|-------|--------|-------|-------|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 3 | 1 | 1 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 7 | 13 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 7 | 13 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 4 | 3 | 0 | 7 | 17 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 4 | 2 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 7 | 14 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 13 | 0 | 0 | 0 | 18 | 7 | 2 | 1 | 0 | 0 | 10 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 13 | 14 | 1 | 28 | 57 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 27.8 | 72.2 | 0.0 | 0.0 | 0.0 | | 70.0 | 20.0 | 10.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | | 0.0 | 0.0 | 46.4 | 50.0 | 3.6 | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.417 | 0.464 | 0.000 | 0.000 | 0.000 | 0.643 | 0.875 | 0.500 | 0.250 | 0.000 | 0.000 | 0.833 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.250 | 0.000 | 0.000 | 0.650 | 0.583 | 0.250 | 1.000 | 0.838 |
| Entering Leg | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 13 | 0 | 0 | 0 | 18 | 7 | 2 | 1 | 0 | 0 | 10 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 13 | 14 | 1 | 28 | 57 |
| Exiting Leg | 21 | | | | | | 20 | | | | | | 0 | | | | | | 0 | | | | | | 16 | | | | | | 57 |
| Total | 21 | | | | | | 38 | | | | | | 10 | | | | | | 1 | | | | | | 44 | | | | | | 114 |

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

| | East Service Road | | | | | | Congress Street | | | | | | I-93 Offramp | | | | | | I-90 Offramp | | | | | | Congress Street | | | | | | Total |
|--------------|-------------------|------------|------|------|--------|-------|-----------------|------|-----------|------|--------|-------|--------------|------|------|-----------|--------|-------|----------------|------------|-----------|-----------|--------|-------|-----------------|-------|------|------|--------|-------|-------|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 5 | 2 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 3 | 12 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 6 | 13 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 1 | 0 | 6 | 9 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 1 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 9 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 13 | 0 | 0 | 0 | 15 | 3 | 3 | 1 | 0 | 0 | 7 | 0 | 3 | 1 | 1 | 0 | 5 | 0 | 0 | 15 | 1 | 0 | 16 | 43 |

PDI File #: 196872 A
 Location: N: East Service Road S: I-93 Offramp
 Location: E: Congress Street W: Congress Street SW: I-90 Offramp
 City, State: Boston, MA
 Client: Nitsch/ B. Zimolka
 Site Code: TBA
 Count Date: Thursday, April 11, 2019
 Start Time: 7:00 AM
 End Time: 6:00 PM
 Class:



Single-Unit Trucks

| | East Service Road | | | | | | Congress Street | | | | | | I-93 Offramp | | | | | | I-90 Offramp | | | | | | Congress Street | | | | | | Total |
|------------------|-------------------|------------|-------|-------|--------|-------|-----------------|-------|-----------|-------|--------|-------|--------------|-------|-------|-----------|--------|-------|----------------|------------|-----------|-----------|--------|-------|-----------------|-------|-------|-------|--------|-------|-------|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 13.3 | 86.7 | 0.0 | 0.0 | 0.0 | | 42.9 | 42.9 | 14.3 | 0.0 | 0.0 | | 0.0 | 60.0 | 20.0 | 20.0 | 0.0 | | 0.0 | 0.0 | 93.8 | 6.3 | 0.0 | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.813 | 0.000 | 0.000 | 0.000 | 0.750 | 0.375 | 0.375 | 0.250 | 0.000 | 0.000 | 0.583 | 0.000 | 0.375 | 0.250 | 0.250 | 0.000 | 0.625 | 0.000 | 0.000 | 0.625 | 0.250 | 0.000 | 0.667 | 0.827 |
| Entering Leg | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 13 | 0 | 0 | 0 | 15 | 3 | 3 | 1 | 0 | 0 | 7 | 0 | 3 | 1 | 1 | 0 | 5 | 0 | 0 | 15 | 1 | 0 | 16 | 43 |
| Exiting Leg | | | | | | 7 | | | | | | 21 | | | | | | 0 | | | | | | 0 | | | | | | 15 | 43 |
| Total | | | | | | 7 | | | | | | 36 | | | | | | 7 | | | | | | 5 | | | | | | 31 | 86 |

PDI File #: 196872 A
 Location: N: East Service Road S: I-93 Offramp
 Location: E: Congress Street W: Congress Street SW: I-90 Offramp
 City, State: Boston, MA
 Client: Nitsch/ B. Zimolka
 Site Code: TBA
 Count Date: Thursday, April 11, 2019
 Start Time: 7:00 AM
 End Time: 6:00 PM
 Class:



Articulated Trucks

| | East Service Road | | | | | | Congress Street | | | | | | I-93 Offramp | | | | | | I-90 Offramp | | | | | | Congress Street | | | | | | Total |
|----------|-------------------|------------|------|------|--------|-------|-----------------|------|-----------|------|--------|-------|--------------|------|------|-----------|--------|-------|----------------|------------|-----------|-----------|--------|-------|-----------------|-------|------|------|--------|-------|-------|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | | |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | | | |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | | | | |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 7 | | | |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | | | |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | | | | |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | | | |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | | | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 5 | | | |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | | | | |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 6 | | | | |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 5 | | | | |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | | | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 3 | 1 | 4 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 1 | 14 | | | | |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | | | | |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | | | | |
| 10:30 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 | 1 | 2 | | | | |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | | | | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 10 | | | | |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | | | |
| 11:15 AM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | | | | |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | | | | |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | | | | |
| Total | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 8 | | | | |
| 12:00 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 | | | | |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | | | | |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 5 | | | | |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | | | | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 5 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 12 | | | | |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | | | | |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 3 | | | | |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | | | | |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | | | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 8 | | | | |
| 2:00 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 | | | | |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 3 | | | | |
| 2:30 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 | | | | |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | | | | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 5 | | | | |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | | | | |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | | | | |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | | | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | | | |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | | | |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | | | | |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | | | | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 7 | | | | |

PDI File #: 196872 A
 Location: N: East Service Road S: I-93 Offramp
 Location: E: Congress Street W: Congress Street SW: I-90 Offramp
 City, State: Boston, MA
 Client: Nitsch/ B. Zimolka
 Site Code: TBA
 Count Date: Thursday, April 11, 2019
 Start Time: 7:00 AM
 End Time: 6:00 PM
 Class:



Articulated Trucks

| | East Service Road | | | | | | Congress Street | | | | | | I-93 Offramp | | | | | | I-90 Offramp | | | | | | Congress Street | | | | | | Total | | | | | | |
|--------------------|-------------------|------------|------|-------|--------|-------|-----------------|------|-----------|------|--------|-------|--------------|------|------|-----------|--------|-------|----------------|------------|-----------|-----------|--------|-------|-----------------|-------|------|------|--------|-------|-------|--|--|--|--|--|----|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | | | | | | | |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | | | | | | | |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | | | | | | | |
| Grand Total | 0 | 0 | 0 | 1 | 0 | 1 | 10 | 11 | 0 | 0 | 0 | 21 | 13 | 14 | 1 | 0 | 0 | 28 | 0 | 3 | 13 | 0 | 0 | 16 | 0 | 0 | 16 | 4 | 0 | 20 | | | | | | | |
| Approach % | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | | 47.6 | 52.4 | 0.0 | 0.0 | 0.0 | | 46.4 | 50.0 | 3.6 | 0.0 | 0.0 | | 0.0 | 18.8 | 81.3 | 0.0 | 0.0 | | 0.0 | 0.0 | 80.0 | 20.0 | 0.0 | | | | | | | | |
| Total % | 0.0 | 0.0 | 0.0 | 1.2 | 0.0 | 1.2 | 11.6 | 12.8 | 0.0 | 0.0 | 0.0 | 24.4 | 15.1 | 16.3 | 1.2 | 0.0 | 0.0 | 32.6 | 0.0 | 3.5 | 15.1 | 0.0 | 0.0 | 18.6 | 0.0 | 0.0 | 18.6 | 4.7 | 0.0 | 23.3 | | | | | | | |
| Exiting Leg Total | | | | | | | 41 | | | | | | 33 | | | | | | 0 | | | | | | 0 | | | | | | 12 | | | | | | 86 |

AM Peak Hour Analysis from 07:00 AM to 10:00 AM begins at:

| | East Service Road | | | | | | Congress Street | | | | | | I-93 Offramp | | | | | | I-90 Offramp | | | | | | Congress Street | | | | | | Total | | | | | | |
|------------------|-------------------|------------|-------|-------|--------|-------|-----------------|-------|-----------|-------|--------|-------|--------------|-------|-------|-----------|--------|-------|----------------|------------|-----------|-----------|--------|-------|-----------------|-------|-------|-------|--------|-------|-------|--|--|--|--|--|----|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | | | | | | | |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 1 | | | | | | | |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 3 | 1 | 4 | 0 | 0 | 0 | 5 | 0 | 1 | 5 | 0 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 1 | | | | | | | |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 33.3 | 66.7 | 0.0 | 0.0 | 0.0 | 100.0 | 20.0 | 80.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 16.7 | 83.3 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 100.0 | | | | | | | |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.250 | 0.500 | 0.000 | 0.000 | 0.000 | 0.375 | 0.250 | 0.333 | 0.000 | 0.000 | 0.000 | 0.313 | 0.000 | 0.250 | 0.417 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.250 | | | | | | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.500 | 0.000 | 0.000 | 0.000 | 0.375 | 0.250 | 0.333 | 0.000 | 0.000 | 0.000 | 0.313 | 0.000 | 0.250 | 0.417 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.250 | | | | | | | |
| Entering Leg | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 3 | 1 | 4 | 0 | 0 | 0 | 5 | 0 | 1 | 5 | 0 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 1 | | | | | | | |
| Exiting Leg | | | | | | | 10 | | | | | | 3 | | | | | | 0 | | | | | | 2 | | | | | | 15 | | | | | | |
| Total | | | | | | | 10 | | | | | | 6 | | | | | | 5 | | | | | | 6 | | | | | | 3 | | | | | | 30 |

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

| | East Service Road | | | | | | Congress Street | | | | | | I-93 Offramp | | | | | | I-90 Offramp | | | | | | Congress Street | | | | | | Total | | | | | |
|------------------|-------------------|------------|-------|-------|--------|-------|-----------------|-------|-----------|-------|--------|-------|--------------|-------|-------|-----------|--------|-------|----------------|------------|-----------|-----------|--------|-------|-----------------|-------|-------|-------|--------|-------|-------|--|--|--|--|--|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | | | | | | |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | | | | | | |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 2 | | | | | | |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | | | | | | |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 4 | 2 | 0 | 0 | 0 | 6 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 3 | 2 | 0 | 5 | | | | | | |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 66.7 | 33.3 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 60.0 | 40.0 | 0.0 | 100.0 | | | | | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.250 | 0.500 | 0.500 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.750 | 0.500 | 0.000 | 0.625 | | | | | | | |
| Entering Leg | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 4 | 2 | 0 | 0 | 0 | 6 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 3 | 2 | 0 | 5 | | | | | | |
| Exiting Leg | | | | | | | 7 | | | | | | 0 | | | | | | 0 | | | | | | 2 | | | | | | 14 | | | | | |
| Total | | | | | | | 7 | | | | | | 8 | | | | | | 2 | | | | | | 5 | | | | | | 28 | | | | | |

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

| | East Service Road | | | | | | Congress Street | | | | | | I-93 Offramp | | | | | | I-90 Offramp | | | | | | Congress Street | | | | | | Total |
|--------------|-------------------|------------|------|------|--------|-------|-----------------|------|-----------|------|--------|-------|--------------|------|------|-----------|--------|-------|----------------|------------|-----------|-----------|--------|-------|-----------------|-------|------|------|--------|-------|-------|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 2 | |

PDI File #: 196872 A
 Location: N: East Service Road S: I-93 Offramp
 Location: E: Congress Street W: Congress Street SW: I-90 Offramp
 City, State: Boston, MA
 Client: Nitsch/ B. Zimolka
 Site Code: TBA
 Count Date: Thursday, April 11, 2019
 Start Time: 7:00 AM
 End Time: 6:00 PM
 Class:



Articulated Trucks

| | East Service Road | | | | | | Congress Street | | | | | | I-93 Offramp | | | | | | I-90 Offramp | | | | | | Congress Street | | | | | | Total |
|------------------|-------------------|------------|-------|-------|--------|-------|-----------------|-------|-----------|-------|--------|-------|--------------|-------|-------|-----------|--------|-------|----------------|------------|-----------|-----------|--------|-------|-----------------|-------|-------|-------|--------|-------|-------|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 66.7 | 33.3 | 0.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.250 | 0.000 | 0.000 | 0.000 | 0.375 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.500 | |
| Entering Leg | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 2 | |
| Exiting Leg | | | | | | 5 | | | | | | 2 | | | | | 0 | | | | | | 0 | | | | | | 1 | | |
| Total | | | | | | 5 | | | | | | 5 | | | | | 2 | | | | | | 1 | | | | | | 3 | | |

PDI File #: 196872 A
 Location: N: East Service Road S: I-93 Offramp
 Location: E: Congress Street W: Congress Street SW: I-90 Offramp
 City, State: Boston, MA
 Client: Nitsch/ B. Zimolka
 Site Code: TBA
 Count Date: Thursday, April 11, 2019
 Start Time: 7:00 AM
 End Time: 6:00 PM
 Class:



Bicycles (on Roadway and Crosswalks)

| | East Service Road | | | | | | | | Congress Street | | | | | | | | I-93 Offramp | | | | | | | | I-90 Offramp | | | | | | | | Congress Street | | | | | | | | Total | | | | | | | | | | | | | | | | |
|--------------------------|-------------------|------------|------|------|--------|-------|-------|-------|-----------------|------|-----------|------|--------|-------|-------|-------|--------------|------|------|-----------|--------|-------|-------|-------|----------------|------------|-----------|-----------|--------|--------|--------|-------|-----------------|-------|------|------|--------|-------|-------|-------|-------|---|---|---|---|---|---|---|----|---|---|---|---|---|---|---|---|
| | from North | | | | | | | | from East | | | | | | | | from South | | | | | | | | from Southwest | | | | | | | | from West | | | | | | | | | | | | | | | | | | | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | CW-EB | CW-WB | Total | Right | Thru | Bear Left | Left | U-Turn | CW-SE | CW-NB | Total | Right | Thru | Left | Hard Left | U-Turn | CW-WB | CW-EB | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | CW-NWB | CW-SEB | Total | Hard Right | Right | Thru | Left | U-Turn | CW-NB | CW-SE | Total | | | | | | | | | | | | | | | | | |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | | | | | | | |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | | | | | | |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | | | | | | | |
| Total | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 8 | | | | | | | |
| Grand Total | 0 | 0 | 0 | 2 | 0 | 1 | 4 | 7 | 4 | 19 | 0 | 0 | 0 | 0 | 1 | 24 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 32 | 4 | 0 | 0 | 0 | 36 | | | | | | | | | 73 | | | | | | | | |
| Approach % | 0.0 | 0.0 | 0.0 | 28.6 | 0.0 | 14.3 | 57.1 | 16.7 | 79.2 | 0.0 | 0.0 | 0.0 | 0.0 | 4.2 | 75.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 88.9 | 11.1 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | |
| Total % | 0.0 | 0.0 | 0.0 | 2.7 | 0.0 | 1.4 | 5.5 | 9.6 | 5.5 | 26.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.4 | 32.9 | 4.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.4 | 5.5 | 0.0 | 0.0 | 1.4 | 0.0 | 0.0 | 0.0 | 1.4 | 2.7 | 0.0 | 0.0 | 43.8 | 5.5 | 0.0 | 0.0 | 0.0 | 49.3 | | | | | | | | | | | | | | | | | |
| Exiting Leg Total | | | | | | | | | 14 | | | | | | | | 38 | | | | | | | | 1 | | | | | | | | 1 | | | | | | | | 19 | | | | | | | | 73 | | | | | | | | |

AM Peak Hour Analysis from 07:00 AM to 10:00 AM begins at:

| | East Service Road | | | | | | | | Congress Street | | | | | | | | I-93 Offramp | | | | | | | | I-90 Offramp | | | | | | | | Congress Street | | | | | | | | Total |
|-------------------------|-------------------|------------|-------|-------|--------|-------|-------|-------|-----------------|-------|-----------|-------|--------|-------|-------|-------|--------------|-------|-------|-----------|--------|-------|-------|-------|----------------|------------|-----------|-----------|--------|--------|--------|-------|-----------------|-------|-------|-------|--------|-------|-------|-------|-------|
| | from North | | | | | | | | from East | | | | | | | | from South | | | | | | | | from Southwest | | | | | | | | from West | | | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | CW-EB | CW-WB | Total | Right | Thru | Bear Left | Left | U-Turn | CW-SE | CW-NB | Total | Right | Thru | Left | Hard Left | U-Turn | CW-WB | CW-EB | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | CW-NWB | CW-SEB | Total | Hard Right | Right | Thru | Left | U-Turn | CW-NB | CW-SE | Total | |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 | 5 |
| 8:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 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 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 4 | 4 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 2 | 0 | 0 | 0 | 11 | 13 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 81.8 | 18.2 | 0.0 | 0.0 | 0.0 | | | | | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.563 | 0.250 | 0.000 | 0.000 | 0.000 | 0.688 | 0.650 | | | |
| Entering Leg | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 2 | 0 | 0 | 0 | 11 | 13 | |
| Exiting Leg | | | | | | | | | 2 | | | | | | | | 2 | | | | | | | | 0 | | | | | | | | 2 | | | | | | | | |
| Total | 2 | | | | | | | | 11 | | | | | | | | 0 | | | | | | | | 0 | | | | | | | | 13 | | | | | | | | 26 |

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

| | East Service Road | | | | | | | | Congress Street | | | | | | | | I-93 Offramp | | | | | | | | I-90 Offramp | | | | | | | | Congress Street | | | | | | | | Total |
|-------------------------|-------------------|------------|-------|-------|--------|-------|-------|-------|-----------------|-------|-----------|-------|--------|-------|-------|-------|--------------|-------|-------|-----------|--------|-------|-------|-------|----------------|------------|-----------|-----------|--------|--------|--------|-------|-----------------|-------|-------|-------|--------|-------|-------|-------|-------|
| | from North | | | | | | | | from East | | | | | | | | from South | | | | | | | | from Southwest | | | | | | | | from West | | | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | CW-EB | CW-WB | Total | Right | Thru | Bear Left | Left | U-Turn | CW-SE | CW-NB | Total | Right | Thru | Left | Hard Left | U-Turn | CW-WB | CW-EB | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | CW-NWB | CW-SEB | Total | Hard Right | Right | Thru | Left | U-Turn | CW-NB | CW-SE | Total | |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 |
| 1:15 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 | 2 | 0 | 0 | 0 | 0 | 2 | 2 |
| 1:30 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 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 | 1 | 0 | 0 | 0 | 0 | 1 | 3 |
| 1:45 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Total Volume | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 | 10 | |
| % Approach Total | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 50.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.500 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.333 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.625 | |
| Entering Leg | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 | 10 |
| Exiting Leg | | | | | | | | | 2 | | | | | | | | 7 | | | | | | | | 0 | | | | | | | | 0 | | | | | | | | |
| Total | 4 | | | | | | | | 11 | | | | | | | | 0 | | | | | | | | 0 | | | | | | | | 5 | | | | | | | | 20 |

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

| | East Service Road | | | | | | | | Congress Street | | | | | | | | I-93 Offramp | | | | | | | | I-90 Offramp | | | | | | | | Congress Street | | | | | | | | Total |
|---------------------|-------------------|------------|------|------|--------|-------|-------|-------|-----------------|------|-----------|------|--------|-------|-------|-------|--------------|------|------|-----------|--------|-------|-------|-------|----------------|------------|-----------|-----------|--------|--------|--------|-------|-----------------|-------|------|------|--------|-------|-------|-------|-------|
| | from North | | | | | | | | from East | | | | | | | | from South | | | | | | | | from Southwest | | | | | | | | from West | | | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | CW-EB | CW-WB | Total | Right | Thru | Bear Left | Left | U-Turn | CW-SE | CW-NB | Total | Right | Thru | Left | Hard Left | U-Turn | CW-WB | CW-EB | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | CW-NWB | CW-SEB | Total | Hard Right | Right | Thru | Left | U-Turn | CW-NB | CW-SE | Total | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 3 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 10 |

PDI File #: 196872 A
 Location: N: East Service Road S: I-93 Offramp
 Location: E: Congress Street W: Congress Street SW: I-90 Offramp
 City, State: Boston, MA
 Client: Nitsch/ B. Zimolka
 Site Code: TBA
 Count Date: Thursday, April 11, 2019
 Start Time: 7:00 AM
 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)

| | East Service Road | | | | | | | | Congress Street | | | | | | | | I-93 Offramp | | | | | | | | I-90 Offramp | | | | | | | | Congress Street | | | | | | | | Total |
|------------------|-------------------|------------|-------|-------|--------|-------|-------|-------|-----------------|-------|-----------|-------|--------|-------|-------|-------|--------------|-------|-------|-----------|--------|-------|-------|-------|----------------|------------|-----------|-----------|--------|--------|--------|-------|-----------------|-------|-------|-------|--------|-------|-------|-------|-------|
| | from North | | | | | | | | from East | | | | | | | | from South | | | | | | | | from Southwest | | | | | | | | from West | | | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | CW-EB | CW-WB | Total | Right | Thru | Bear Left | Left | U-Turn | CW-SE | CW-NB | Total | Right | Thru | Left | Hard Left | U-Turn | CW-WB | CW-EB | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | CW-NWB | CW-SEB | Total | Hard Right | Right | Thru | Left | U-Turn | CW-NB | CW-SE | Total | |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 | 0.625 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.625 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.375 | 0.000 | 0.000 | 0.000 | 0.000 | 0.375 | 0.833 |
| Entering Leg | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 10 |
| Exiting Leg | | | | | | | 2 | 2 | | | | | | | | 3 | | | | | | | | 0 | | | | | | | | 0 | | | | | | | | 5 | 10 |
| Total | | | | | | | 4 | 4 | | | | | | | | 8 | | | | | | | | 0 | | | | | | | | 0 | | | | | | | | 8 | 20 |

PDI File #: 196872 A
 Location: N: East Service Road S: I-93 Offramp
 Location: E: Congress Street W: Congress Street SW: I-90 Offramp
 City, State: Boston, MA
 Client: Nitsch/ B. Zimolka
 Site Code: TBA
 Count Date: Thursday, April 11, 2019
 Start Time: 7:00 AM
 End Time: 6:00 PM
 Class:



Pedestrians

| | East Service Road | | | | | | | | | Congress Street | | | | | | | | | I-93 Offramp | | | | | | | | | I-90 Offramp | | | | | | | | | Congress Street | | | | | | | | | Total | | | |
|--------------------------|-------------------|------------|------|------|--------|-------|-------|-------|-------|-----------------|-----------|------|--------|-------|-------|-------|-------|------|--------------|-----------|--------|-------|-------|-------|------------|------------|-----------|----------------|--------|--------|--------|-------|------------|-------|------|------|-----------------|-------|-------|-------|------|------|------|------|---|-------|----|----|-----|
| | from North | | | | | | | | | from East | | | | | | | | | from South | | | | | | | | | from Southwest | | | | | | | | | from West | | | | | | | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | CW-EB | CW-WB | Total | Right | Thru | Bear Left | Left | U-Turn | CW-SE | CW-NB | Total | Right | Thru | Left | Hard Left | U-Turn | CW-WB | CW-EB | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | CW-NWB | CW-SEB | Total | Hard Right | Right | Thru | Left | U-Turn | CW-NB | CW-SE | Total | | | | | | | | | |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 17 | 60 | 77 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 5 | 11 | 89 | | | | | |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 35 | 52 | 87 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 4 | 12 | 100 | | | | | |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 31 | 28 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 2 | 10 | 69 | | | | | | | |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 26 | 23 | 49 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 2 | 10 | 63 | |
| Total | 0 | 0 | 0 | 0 | 0 | 109 | 163 | 272 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 30 | 13 | 43 | 321 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 558 | 554 | 1112 | 0 | 0 | 0 | 0 | 0 | 37 | 25 | 62 | 0 | 0 | 0 | 0 | 0 | 48 | 52 | 100 | 0 | 0 | 0 | 0 | 0 | 51 | 53 | 104 | 0 | 0 | 0 | 0 | 0 | 0 | 222 | 99 | 321 | 1699 | | | | | | | |
| Approach % | 0 | 0 | 0 | 0 | 0 | 50.2 | 49.8 | 0 | 0 | 0 | 0 | 0 | 59.7 | 40.3 | 0 | 0 | 0 | 0 | 0 | 48 | 52 | 0 | 0 | 0 | 0 | 0 | 49 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 69.2 | 30.8 | 0 | 0 | 0 | 0 | 0 | 13.1 | 5.83 | 18.9 | | | | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 32.8 | 32.6 | 65.5 | 0 | 0 | 0 | 0 | 0 | 2.18 | 1.47 | 3.65 | 0 | 0 | 0 | 0 | 0 | 2.83 | 3.06 | 5.89 | 0 | 0 | 0 | 0 | 0 | 3 | 3.12 | 6.12 | 0 | 0 | 0 | 0 | 0 | 0 | 13.1 | 5.83 | 18.9 | | | | | | | | |
| Exiting Leg Total | 1112 | | | | | | | | | 62 | | | | | | | | | 100 | | | | | | | | | 104 | | | | | | | | | 321 | | | | | | | | | 1699 | | | |

AM Peak Hour Analysis from 07:00 AM to 10:00 AM begins at:

| | East Service Road | | | | | | | | | Congress Street | | | | | | | | | I-93 Offramp | | | | | | | | | I-90 Offramp | | | | | | | | | Congress Street | | | | | | | | | Total |
|-------------------------|-------------------|------------|-------|-------|--------|-------|-------|-------|-------|-----------------|-----------|-------|--------|-------|-------|-------|-------|-------|--------------|-----------|--------|-------|-------|-------|------------|------------|-----------|----------------|--------|--------|--------|-------|------------|-------|-------|-------|-----------------|-------|-------|-------|-------|-------|----|----|--|-------|
| | from North | | | | | | | | | from East | | | | | | | | | from South | | | | | | | | | from Southwest | | | | | | | | | from West | | | | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | CW-EB | CW-WB | Total | Right | Thru | Bear Left | Left | U-Turn | CW-SE | CW-NB | Total | Right | Thru | Left | Hard Left | U-Turn | CW-WB | CW-EB | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | CW-NWB | CW-SEB | Total | Hard Right | Right | Thru | Left | U-Turn | CW-NB | CW-SE | Total | | | | | | |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 33 | 12 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 8 | 55 | | |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 26 | 15 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 1 | 3 | 44 | | | | |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 18 | 8 | 26 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 36 | | | | |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 14 | 5 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 36 | | | |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 91 | 40 | 131 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 12 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 3 | 16 | 171 | | | | |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 69.5 | 30.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 81.3 | 18.8 | | | | | | | | | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.689 | 0.667 | 0.728 | 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 | 0.375 | 0.375 | 0.375 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.417 | 0.417 | 0.417 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.464 | 0.750 | 0.500 | 0.777 | | | | |
| Entering Leg | 0 | 0 | 0 | 0 | 0 | 91 | 40 | 131 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 12 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 3 | 16 | 171 | | | | |
| Exiting Leg | 131 | | | | | | | | | 2 | | | | | | | | | 12 | | | | | | | | | 10 | | | | | | | | | 16 | | | | | | | | | |
| Total | 262 | | | | | | | | | 4 | | | | | | | | | 24 | | | | | | | | | 20 | | | | | | | | | 32 | | | | | | | | | 342 |

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

| | East Service Road | | | | | | | | | Congress Street | | | | | | | | | I-93 Offramp | | | | | | | | | I-90 Offramp | | | | | | | | | Congress Street | | | | | | | | | Total |
|-------------------------|-------------------|------------|-------|-------|--------|-------|-------|-------|-------|-----------------|-----------|-------|--------|-------|-------|-------|-------|-------|--------------|-----------|--------|-------|-------|-------|------------|------------|-----------|----------------|--------|--------|--------|-------|------------|-------|-------|-------|-----------------|-------|-------|-------|-------|-------|--|--|--|-------|
| | from North | | | | | | | | | from East | | | | | | | | | from South | | | | | | | | | from Southwest | | | | | | | | | from West | | | | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | CW-EB | CW-WB | Total | Right | Thru | Bear Left | Left | U-Turn | CW-SE | CW-NB | Total | Right | Thru | Left | Hard Left | U-Turn | CW-WB | CW-EB | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | CW-NWB | CW-SEB | Total | Hard Right | Right | Thru | Left | U-Turn | CW-NB | CW-SE | Total | | | | | | |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 14 | 19 | 33 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 4 | 10 | 57 | | | | |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 18 | 21 | 39 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 13 | 59 | | | | |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 16 | 15 | 31 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 3 | 16 | 48 | | | | | | | |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 19 | 8 | 27 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 4 | 19 | 57 | | | | |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 67 | 63 | 130 | 0 | 0 | 0 | 0 | 0 | 9 | 3 | 12 | 0 | 0 | 0 | 0 | 0 | 4 | 6 | 10 | 0 | 0 | 0 | 0 | 0 | 4 | 7 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 12 | 58 | 221 | | | | |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 51.5 | 48.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 75.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 40.0 | 60.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36.4 | 63.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 79.3 | 20.7 | | | | | | | | | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.882 | 0.750 | 0.833 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.450 | 0.750 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.375 | 0.625 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.350 | 0.550 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.767 | 0.750 | 0.763 | 0.936 | | | | |
| Entering Leg | 0 | 0 | 0 | 0 | 0 | 67 | 63 | 130 | 0 | 0 | 0 | 0 | 0 | 9 | 3 | 12 | 0 | 0 | 0 | 0 | 0 | 4 | 6 | 10 | 0 | 0 | 0 | 0 | 0 | 4 | 7 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 12 | 58 | 221 | | | | |
| Exiting Leg | 130 | | | | | | | | | 12 | | | | | | | | | 10 | | | | | | | | | 11 | | | | | | | | | 58 | | | | | | | | | |
| Total | 260 | | | | | | | | | 24 | | | | | | | | | 20 | | | | | | | | | 22 | | | | | | | | | 116 | | | | | | | | | 442 |

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

| | East Service Road | | | | | | | | | Congress Street | | | | | | | | | I-93 Offramp | | | | | | | | | I-90 Offramp | | | | | | | | | Congress Street | | | | | | | | | Total |
|---------------------|-------------------|------------|------|------|--------|-------|-------|-------|-------|-----------------|-----------|------|--------|-------|-------|-------|-------|------|--------------|-----------|--------|-------|-------|-------|------------|------------|-----------|----------------|--------|--------|--------|-------|------------|-------|------|------|-----------------|-------|-------|-------|----|-----|--|--|--|-------|
| | from North | | | | | | | | | from East | | | | | | | | | from South | | | | | | | | | from Southwest | | | | | | | | | from West | | | | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | CW-EB | CW-WB | Total | Right | Thru | Bear Left | Left | U-Turn | CW-SE | CW-NB | Total | Right | Thru | Left | Hard Left | U-Turn | CW-WB | CW-EB | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | CW-NWB | CW-SEB | Total | Hard Right | Right | Thru | Left | U-Turn | CW-NB | CW-SE | Total | | | | | | |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 17 | 60 | 77 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 5 | 11 | 89 | | | | |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 35 | 52 | 87 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 4 | 12 | 100 | | | | |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 31 | 28 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 2 | 10 | 69 | | | | | |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 26 | 23 | 49 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 2 | 10 | 63 | | | | | |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 109 | 163 | 272 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 13 | 43 | 321 | | | | |

PDI File #: 196872 A
 Location: N: East Service Road S: I-93 Offramp
 Location: E: Congress Street W: Congress Street SW: I-90 Offramp
 City, State: Boston, MA
 Client: Nitsch/ B. Zimolka
 Site Code: TBA
 Count Date: Thursday, April 11, 2019
 Start Time: 7:00 AM
 End Time: 6:00 PM
 Class:



Pedestrians

| | East Service Road | | | | | | | Congress Street | | | | | | I-93 Offramp | | | | | | I-90 Offramp | | | | | | Congress Street | | | | | | Total | | | | | | | | | |
|------------------|-------------------|------------|-------|-------|--------|-------|-------|-----------------|-------|-------|-----------|-------|--------|--------------|-------|-------|-------|-------|-------|----------------|--------|-------|-------|-------|------------|-----------------|-----------|-----------|--------|--------|--------|-------|-------|------------|-------|-------|-------|--------|-------|-------|-------|
| | from North | | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | | | | | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | CW-EB | CW-WB | Total | Right | Thru | Bear Left | Left | U-Turn | CW-SE | CW-NB | Total | Right | Thru | Left | Hard Left | U-Turn | CW-WB | CW-EB | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | CW-NWB | CW-SEB | | Total | Hard Right | Right | Thru | Left | U-Turn | CW-NB | CW-SE | Total |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 40.1 | 59.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33.3 | 66.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 69.8 | 30.2 | | | | | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.779 | 0.679 | 0.782 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.500 | 0.750 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.250 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.938 | 0.650 | 0.896 | 0.803 |
| Entering Leg | 0 | 0 | 0 | 0 | 0 | 109 | 163 | 272 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 30 | 13 | 43 | 321 |
| Exiting Leg | | | | | | | | 272 | | | | | | | | 3 | | | | | | | | 2 | | | | | | | | 1 | | | | | | | | 43 | 321 |
| Total | | | | | | | | 544 | | | | | | | | 6 | | | | | | | | 4 | | | | | | | | 2 | | | | | | | | 86 | 642 |

PDI File #: 196872 B
 Location: N: B Street S: I-90 Offramp
 Location: E: Congress Street W: Congress Street SW: I-93 Onramp
 City, State: Boston, MA
 Client: Nitsch/ B. Zimolka
 Site Code: TBA
 Count Date: Thursday, April 11, 2019
 Start Time: 7:00 AM
 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 | | | | | | Congress Street | | | | | | I-90 Offramp | | | | | | I-93 Onramp | | | | | | Congress Street | | | | | | Total |
|--------------|------------|------------|----------|-----------|----------|------------|-----------------|------------|------------|----------|----------|------------|--------------|------------|------------|-----------|----------|------------|----------------|------------|-----------|-----------|----------|----------|-----------------|----------|------------|------------|----------|------------|-------------|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | |
| 7:00 AM | 1 | 16 | 0 | 4 | 0 | 21 | 14 | 15 | 73 | 0 | 0 | 102 | 101 | 29 | 49 | 0 | 0 | 179 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 42 | 44 | 2 | 118 | 420 |
| 7:15 AM | 7 | 25 | 0 | 7 | 0 | 39 | 19 | 19 | 106 | 0 | 0 | 144 | 88 | 44 | 60 | 0 | 0 | 192 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 42 | 45 | 0 | 111 | 486 |
| 7:30 AM | 4 | 18 | 0 | 7 | 0 | 29 | 25 | 16 | 120 | 0 | 2 | 163 | 105 | 40 | 62 | 0 | 0 | 207 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 34 | 34 | 0 | 87 | 486 |
| 7:45 AM | 5 | 16 | 0 | 5 | 0 | 26 | 23 | 19 | 98 | 0 | 0 | 140 | 90 | 44 | 61 | 0 | 0 | 195 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 35 | 42 | 0 | 101 | 462 |
| Total | 17 | 75 | 0 | 23 | 0 | 115 | 81 | 69 | 397 | 0 | 2 | 549 | 384 | 157 | 232 | 0 | 0 | 773 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 0 | 153 | 165 | 2 | 417 | 1854 |
| 8:00 AM | 10 | 24 | 0 | 8 | 0 | 42 | 23 | 12 | 117 | 0 | 0 | 152 | 102 | 54 | 68 | 0 | 0 | 224 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 46 | 58 | 0 | 131 | 549 |
| 8:15 AM | 6 | 37 | 0 | 6 | 0 | 49 | 28 | 14 | 96 | 0 | 0 | 138 | 110 | 68 | 65 | 0 | 0 | 243 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 40 | 70 | 0 | 139 | 569 |
| 8:30 AM | 6 | 37 | 0 | 6 | 0 | 49 | 25 | 23 | 113 | 0 | 1 | 162 | 83 | 50 | 67 | 0 | 0 | 200 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 43 | 76 | 0 | 153 | 564 |
| 8:45 AM | 18 | 31 | 0 | 9 | 0 | 58 | 20 | 11 | 96 | 0 | 3 | 130 | 111 | 48 | 67 | 0 | 0 | 226 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 41 | 70 | 0 | 138 | 552 |
| Total | 40 | 129 | 0 | 29 | 0 | 198 | 96 | 60 | 422 | 0 | 4 | 582 | 406 | 220 | 267 | 0 | 0 | 893 | 0 | 0 | 0 | 0 | 0 | 0 | 117 | 0 | 170 | 274 | 0 | 561 | 2234 |
| 9:00 AM | 9 | 20 | 0 | 8 | 0 | 37 | 38 | 21 | 87 | 0 | 0 | 146 | 102 | 62 | 58 | 1 | 0 | 223 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 36 | 56 | 0 | 123 | 529 |
| 9:15 AM | 16 | 32 | 0 | 6 | 0 | 54 | 29 | 21 | 92 | 0 | 1 | 143 | 82 | 60 | 66 | 1 | 0 | 209 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 48 | 52 | 0 | 115 | 521 |
| 9:30 AM | 11 | 24 | 0 | 8 | 0 | 43 | 26 | 28 | 76 | 0 | 1 | 131 | 70 | 76 | 69 | 0 | 0 | 215 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 48 | 48 | 0 | 120 | 509 |
| 9:45 AM | 15 | 22 | 0 | 5 | 0 | 42 | 23 | 34 | 72 | 0 | 1 | 130 | 103 | 31 | 63 | 0 | 0 | 197 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 39 | 39 | 0 | 106 | 475 |
| Total | 51 | 98 | 0 | 27 | 0 | 176 | 116 | 104 | 327 | 0 | 3 | 550 | 357 | 229 | 256 | 2 | 0 | 844 | 0 | 0 | 0 | 0 | 0 | 0 | 98 | 0 | 171 | 195 | 0 | 464 | 2034 |
| 10:00 AM | 6 | 27 | 0 | 3 | 0 | 36 | 26 | 27 | 75 | 0 | 2 | 130 | 81 | 34 | 48 | 0 | 0 | 163 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 39 | 28 | 0 | 83 | 412 |
| 10:15 AM | 6 | 33 | 0 | 5 | 0 | 44 | 28 | 21 | 59 | 0 | 1 | 109 | 80 | 36 | 53 | 0 | 0 | 169 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 49 | 26 | 0 | 91 | 413 |
| 10:30 AM | 6 | 19 | 0 | 9 | 0 | 34 | 24 | 22 | 53 | 0 | 0 | 99 | 69 | 27 | 42 | 1 | 0 | 139 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 33 | 17 | 2 | 66 | 338 |
| 10:45 AM | 11 | 15 | 0 | 5 | 0 | 31 | 20 | 28 | 55 | 0 | 0 | 103 | 77 | 39 | 48 | 0 | 0 | 164 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 44 | 17 | 0 | 73 | 371 |
| Total | 29 | 94 | 0 | 22 | 0 | 145 | 98 | 98 | 242 | 0 | 3 | 441 | 307 | 136 | 191 | 1 | 0 | 635 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 0 | 165 | 88 | 2 | 313 | 1534 |
| 11:00 AM | 7 | 20 | 0 | 7 | 0 | 34 | 26 | 22 | 75 | 0 | 0 | 123 | 73 | 30 | 35 | 1 | 0 | 139 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 42 | 20 | 0 | 85 | 381 |
| 11:15 AM | 11 | 13 | 0 | 3 | 0 | 27 | 33 | 19 | 78 | 0 | 2 | 132 | 82 | 36 | 38 | 0 | 0 | 156 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 41 | 21 | 0 | 80 | 395 |
| 11:30 AM | 13 | 15 | 0 | 2 | 0 | 30 | 25 | 29 | 75 | 0 | 3 | 132 | 71 | 21 | 44 | 1 | 0 | 137 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 50 | 16 | 2 | 93 | 392 |
| 11:45 AM | 13 | 28 | 0 | 5 | 0 | 46 | 26 | 25 | 76 | 0 | 0 | 127 | 83 | 31 | 42 | 0 | 0 | 156 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 43 | 16 | 0 | 91 | 420 |
| Total | 44 | 76 | 0 | 17 | 0 | 137 | 110 | 95 | 304 | 0 | 5 | 514 | 309 | 118 | 159 | 2 | 0 | 588 | 0 | 0 | 0 | 0 | 0 | 0 | 98 | 0 | 176 | 73 | 2 | 349 | 1588 |
| 12:00 PM | 17 | 23 | 0 | 7 | 0 | 47 | 30 | 28 | 85 | 0 | 2 | 145 | 71 | 26 | 31 | 3 | 0 | 131 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 42 | 21 | 0 | 96 | 419 |
| 12:15 PM | 10 | 34 | 0 | 7 | 0 | 51 | 17 | 33 | 80 | 0 | 0 | 130 | 78 | 30 | 30 | 1 | 0 | 139 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 37 | 19 | 0 | 84 | 404 |
| 12:30 PM | 16 | 31 | 0 | 3 | 0 | 50 | 16 | 22 | 70 | 0 | 1 | 109 | 59 | 28 | 29 | 0 | 0 | 116 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 38 | 15 | 0 | 87 | 362 |
| 12:45 PM | 12 | 40 | 0 | 4 | 0 | 56 | 22 | 24 | 103 | 0 | 0 | 149 | 69 | 31 | 35 | 0 | 0 | 135 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 35 | 7 | 0 | 64 | 404 |
| Total | 55 | 128 | 0 | 21 | 0 | 204 | 85 | 107 | 338 | 0 | 3 | 533 | 277 | 115 | 125 | 4 | 0 | 521 | 0 | 0 | 0 | 0 | 0 | 0 | 117 | 0 | 152 | 62 | 0 | 331 | 1589 |
| 1:00 PM | 12 | 32 | 0 | 8 | 0 | 52 | 16 | 29 | 86 | 0 | 1 | 132 | 62 | 22 | 29 | 0 | 0 | 113 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 38 | 16 | 0 | 91 | 388 |
| 1:15 PM | 11 | 31 | 0 | 3 | 0 | 45 | 19 | 20 | 103 | 0 | 1 | 143 | 52 | 27 | 30 | 0 | 0 | 109 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 35 | 10 | 0 | 73 | 370 |
| 1:30 PM | 7 | 41 | 0 | 4 | 0 | 52 | 20 | 31 | 100 | 0 | 0 | 151 | 95 | 39 | 49 | 0 | 0 | 183 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 0 | 41 | 17 | 0 | 112 | 498 |
| 1:45 PM | 7 | 76 | 0 | 8 | 0 | 91 | 25 | 21 | 129 | 0 | 0 | 175 | 82 | 30 | 39 | 0 | 0 | 151 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 0 | 47 | 13 | 0 | 107 | 524 |
| Total | 37 | 180 | 0 | 23 | 0 | 240 | 80 | 101 | 418 | 0 | 2 | 601 | 291 | 118 | 147 | 0 | 0 | 556 | 0 | 0 | 0 | 0 | 0 | 0 | 166 | 0 | 161 | 56 | 0 | 383 | 1780 |
| 2:00 PM | 18 | 56 | 0 | 9 | 0 | 83 | 17 | 40 | 119 | 0 | 2 | 178 | 82 | 26 | 36 | 0 | 0 | 144 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 57 | 8 | 2 | 115 | 520 |
| 2:15 PM | 11 | 47 | 0 | 8 | 0 | 66 | 20 | 26 | 139 | 0 | 0 | 185 | 91 | 23 | 38 | 0 | 0 | 152 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 0 | 40 | 15 | 0 | 109 | 512 |
| 2:30 PM | 12 | 47 | 0 | 7 | 0 | 66 | 19 | 22 | 108 | 0 | 0 | 149 | 70 | 31 | 35 | 0 | 0 | 136 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 47 | 9 | 0 | 104 | 455 |
| 2:45 PM | 19 | 51 | 0 | 10 | 0 | 80 | 24 | 24 | 96 | 0 | 3 | 147 | 95 | 33 | 38 | 0 | 0 | 166 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 55 | 12 | 0 | 108 | 501 |
| Total | 60 | 201 | 0 | 34 | 0 | 295 | 80 | 112 | 462 | 0 | 5 | 659 | 338 | 113 | 147 | 0 | 0 | 598 | 0 | 0 | 0 | 0 | 0 | 0 | 191 | 0 | 199 | 44 | 2 | 436 | 1988 |
| 3:00 PM | 13 | 47 | 0 | 8 | 0 | 68 | 27 | 18 | 88 | 0 | 3 | 136 | 99 | 28 | 47 | 18 | 0 | 192 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 0 | 49 | 11 | 0 | 135 | 531 |
| 3:15 PM | 18 | 43 | 0 | 8 | 0 | 69 | 18 | 31 | 86 | 0 | 1 | 136 | 76 | 19 | 46 | 5 | 0 | 146 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 0 | 45 | 16 | 0 | 119 | 470 |
| 3:30 PM | 11 | 38 | 0 | 3 | 0 | 52 | 18 | 27 | 91 | 0 | 1 | 137 | 102 | 26 | 33 | 2 | 0 | 163 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 0 | 47 | 13 | 0 | 106 | 458 |
| 3:45 PM | 8 | 29 | 0 | 4 | 0 | 41 | 14 | 32 | 103 | 0 | 3 | 152 | 110 | 25 | 44 | 0 | 0 | 179 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 0 | 40 | 11 | 0 | 97 | 469 |
| Total | 50 | 157 | 0 | 23 | 0 | 230 | 77 | 108 | 368 | 0 | 8 | 561 | 387 | 98 | 170 | 25 | 0 | 680 | 0 | 0 | 0 | 0 | 0 | 0 | 225 | 0 | 181 | 51 | 0 | 457 | 1928 |
| 4:00 PM | 12 | 40 | 0 | 6 | 0 | 58 | 24 | 21 | 88 | 0 | 0 | 133 | 97 | 31 | 58 | 0 | 0 | 186 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 0 | 49 | 10 | 0 | 113 | 490 |
| 4:15 PM | 10 | 46 | 0 | 2 | 0 | 58 | 18 | 25 | 97 | 0 | | | | | | | | | | | | | | | | | | | | | |

PDI File #: 196872 B
 Location: N: B Street S: I-90 Offramp
 Location: E: Congress Street W: Congress Street SW: I-93 Onramp
 City, State: Boston, MA
 Client: Nitsch/ B. Zimolka
 Site Code: TBA
 Count Date: Thursday, April 11, 2019
 Start Time: 7:00 AM
 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 | | | | | | Congress Street | | | | | | I-90 Offramp | | | | | | I-93 Onramp | | | | | | Congress Street | | | | | | Total |
|-------------------|------------|------------|------|------|--------|-------|-----------------|------|-----------|------|--------|-------|--------------|------|------|-----------|--------|-------|----------------|------------|-----------|-----------|--------|-------|-----------------|-------|------|------|--------|-------|-------|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | |
| 5:00 PM | 13 | 68 | 0 | 6 | 0 | 87 | 20 | 33 | 160 | 0 | 0 | 213 | 89 | 33 | 59 | 0 | 0 | 181 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 0 | 43 | 14 | 0 | 119 | 600 |
| 5:15 PM | 20 | 71 | 0 | 7 | 0 | 98 | 27 | 26 | 159 | 0 | 1 | 213 | 95 | 25 | 52 | 0 | 0 | 172 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 0 | 45 | 16 | 0 | 140 | 623 |
| 5:30 PM | 14 | 46 | 0 | 6 | 0 | 66 | 30 | 44 | 116 | 0 | 3 | 193 | 98 | 41 | 47 | 1 | 0 | 187 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 0 | 93 | 21 | 0 | 183 | 629 |
| 5:45 PM | 18 | 54 | 0 | 8 | 0 | 80 | 37 | 32 | 99 | 0 | 1 | 169 | 114 | 39 | 76 | 1 | 0 | 230 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 0 | 54 | 14 | 0 | 119 | 598 |
| Total | 65 | 239 | 0 | 27 | 0 | 331 | 114 | 135 | 534 | 0 | 5 | 788 | 396 | 138 | 234 | 2 | 0 | 770 | 0 | 0 | 0 | 0 | 0 | 0 | 261 | 0 | 235 | 65 | 0 | 561 | 2450 |
| Grand Total | 494 | 1574 | 0 | 263 | 1 | 2332 | 1018 | 1078 | 4215 | 0 | 41 | 6352 | 3851 | 1576 | 2103 | 38 | 0 | 7568 | 0 | 0 | 0 | 0 | 0 | 0 | 1622 | 0 | 1967 | 1106 | 9 | 4704 | 20956 |
| Approach % | 21.2 | 67.5 | 0.0 | 11.3 | 0.0 | | 16.0 | 17.0 | 66.4 | 0.0 | 0.6 | | 50.9 | 20.8 | 27.8 | 0.5 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34.5 | 0.0 | 41.8 | 23.5 | 0.2 | | |
| Total % | 2.4 | 7.5 | 0.0 | 1.3 | 0.0 | 11.1 | 4.9 | 5.1 | 20.1 | 0.0 | 0.2 | 30.3 | 18.4 | 7.5 | 10.0 | 0.2 | 0.0 | 36.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 | 0.0 | 9.4 | 5.3 | 0.0 | 22.4 | |
| Exiting Leg Total | | | | | | 3701 | | | | | | 6122 | | | | | | 0 | | | | | | 7449 | | | | | | 3684 | 20956 |
| Cars | 435 | 1438 | 0 | 227 | 1 | 2101 | 940 | 990 | 3590 | 0 | 40 | 5560 | 3449 | 1528 | 2012 | 34 | 0 | 7023 | 0 | 0 | 0 | 0 | 0 | 0 | 1558 | 0 | 1800 | 1043 | 9 | 4410 | 19094 |
| % Cars | 88.1 | 91.4 | 0.0 | 86.3 | 100.0 | 90.1 | 92.3 | 91.8 | 85.2 | 0.0 | 97.6 | 87.5 | 89.6 | 97.0 | 95.7 | 89.5 | 0.0 | 92.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 96.1 | 0.0 | 91.5 | 94.3 | 100.0 | 0.0 | 91.1 |
| Exiting Leg Total | | | | | | 3512 | | | | | | 5516 | | | | | | 0 | | | | | | 6620 | | | | | | 3446 | 19094 |
| Heavy Vehicles | 59 | 136 | 0 | 36 | 0 | 231 | 78 | 88 | 625 | 0 | 1 | 792 | 402 | 48 | 91 | 4 | 0 | 545 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 0 | 167 | 63 | 0 | 294 | 1862 |
| % Heavy Vehicles | 11.9 | 8.6 | 0.0 | 13.7 | 0.0 | 9.9 | 7.7 | 8.2 | 14.8 | 0.0 | 2.4 | 12.5 | 10.4 | 3.0 | 4.3 | 10.5 | 0.0 | 7.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.9 | 0.0 | 8.5 | 5.7 | 0.0 | 6.3 | 8.9 |
| Exiting Leg Total | | | | | | 189 | | | | | | 606 | | | | | | 0 | | | | | | 829 | | | | | | 238 | 1862 |

AM Peak Hour Analysis from 07:00 AM to 10:00 AM begins at:

| | B Street | | | | | | Congress Street | | | | | | I-90 Offramp | | | | | | I-93 Onramp | | | | | | Congress Street | | | | | | Total |
|--------------------|------------|------------|-------|-------|--------|-------|-----------------|-------|-----------|-------|--------|-------|--------------|-------|-------|-----------|--------|-------|----------------|------------|-----------|-----------|--------|-------|-----------------|-------|-------|-------|--------|-------|-------|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | |
| 8:00 AM | 10 | 24 | 0 | 8 | 0 | 42 | 23 | 12 | 117 | 0 | 0 | 152 | 102 | 54 | 68 | 0 | 0 | 224 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 46 | 58 | 0 | 131 | 549 |
| 8:15 AM | 6 | 37 | 0 | 6 | 0 | 49 | 28 | 14 | 96 | 0 | 0 | 138 | 110 | 68 | 65 | 0 | 0 | 243 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 40 | 70 | 0 | 139 | 569 |
| 8:30 AM | 6 | 37 | 0 | 6 | 0 | 49 | 25 | 23 | 113 | 0 | 1 | 162 | 83 | 50 | 67 | 0 | 0 | 200 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 43 | 76 | 0 | 153 | 564 |
| 8:45 AM | 18 | 31 | 0 | 9 | 0 | 58 | 20 | 11 | 96 | 0 | 3 | 130 | 111 | 48 | 67 | 0 | 0 | 226 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 41 | 70 | 0 | 138 | 552 |
| Total Volume | 40 | 129 | 0 | 29 | 0 | 198 | 96 | 60 | 422 | 0 | 4 | 582 | 406 | 220 | 267 | 0 | 0 | 893 | 0 | 0 | 0 | 0 | 0 | 0 | 117 | 0 | 170 | 274 | 0 | 561 | 2234 |
| % Approach Total | 20.2 | 65.2 | 0.0 | 14.6 | 0.0 | | 16.5 | 10.3 | 72.5 | 0.0 | 0.7 | | 45.5 | 24.6 | 29.9 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.9 | 0.0 | 30.3 | 48.8 | 0.0 | | |
| PHF | 0.556 | 0.872 | 0.000 | 0.806 | 0.000 | 0.853 | 0.857 | 0.652 | 0.902 | 0.000 | 0.333 | 0.898 | 0.914 | 0.809 | 0.982 | 0.000 | 0.000 | 0.919 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.860 | 0.000 | 0.924 | 0.901 | 0.000 | 0.917 | 0.982 |
| Cars | 30 | 121 | 0 | 25 | 0 | 176 | 84 | 53 | 338 | 0 | 4 | 479 | 368 | 213 | 260 | 0 | 0 | 841 | 0 | 0 | 0 | 0 | 0 | 0 | 108 | 0 | 157 | 262 | 0 | 527 | 2023 |
| Cars % | 75.0 | 93.8 | 0.0 | 86.2 | 0.0 | 88.9 | 87.5 | 88.3 | 80.1 | 0.0 | 100.0 | 82.3 | 90.6 | 96.8 | 97.4 | 0.0 | 0.0 | 94.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 92.3 | 0.0 | 92.4 | 95.6 | 0.0 | 93.9 | 90.6 |
| Heavy Vehicles | 10 | 8 | 0 | 4 | 0 | 22 | 12 | 7 | 84 | 0 | 0 | 103 | 38 | 7 | 7 | 0 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 13 | 12 | 0 | 34 | 211 |
| Heavy Vehicles % | 25.0 | 6.2 | 0.0 | 13.8 | 0.0 | 11.1 | 12.5 | 11.7 | 19.9 | 0.0 | 0.0 | 17.7 | 9.4 | 3.2 | 2.6 | 0.0 | 0.0 | 5.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 | 0.0 | 7.6 | 4.4 | 0.0 | 6.1 | 9.4 |
| Cars Enter Leg | 30 | 121 | 0 | 25 | 0 | 176 | 84 | 53 | 338 | 0 | 4 | 479 | 368 | 213 | 260 | 0 | 0 | 841 | 0 | 0 | 0 | 0 | 0 | 0 | 108 | 0 | 157 | 262 | 0 | 527 | 2023 |
| Heavy Enter Leg | 10 | 8 | 0 | 4 | 0 | 22 | 12 | 7 | 84 | 0 | 0 | 103 | 38 | 7 | 7 | 0 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 13 | 12 | 0 | 34 | 211 |
| Total Entering Leg | 40 | 129 | 0 | 29 | 0 | 198 | 96 | 60 | 422 | 0 | 4 | 582 | 406 | 220 | 267 | 0 | 0 | 893 | 0 | 0 | 0 | 0 | 0 | 0 | 117 | 0 | 170 | 274 | 0 | 561 | 2234 |
| Cars Exiting Leg | | | | | | 559 | | | | | | 554 | | | | | | 0 | | | | | | 567 | | | | | | 343 | 2023 |
| Heavy Exiting Leg | | | | | | 31 | | | | | | 55 | | | | | | 0 | | | | | | 101 | | | | | | 24 | 211 |
| Total Exiting Leg | | | | | | 590 | | | | | | 609 | | | | | | 0 | | | | | | 668 | | | | | | 367 | 2234 |

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

| | B Street | | | | | | Congress Street | | | | | | I-90 Offramp | | | | | | I-93 Onramp | | | | | | Congress Street | | | | | | Total |
|------------------|------------|------------|-------|-------|--------|-------|-----------------|-------|-----------|-------|--------|-------|--------------|-------|-------|-----------|--------|-------|----------------|------------|-----------|-----------|--------|-------|-----------------|-------|-------|-------|--------|-------|-------|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | |
| 1:30 PM | 7 | 41 | 0 | 4 | 0 | 52 | 20 | 31 | 100 | 0 | 0 | 151 | 95 | 39 | 49 | 0 | 0 | 183 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 0 | 41 | 17 | 0 | 112 | 498 |
| 1:45 PM | 7 | 76 | 0 | 8 | 0 | 91 | 25 | 21 | 129 | 0 | 0 | 175 | 82 | 30 | 39 | 0 | 0 | 151 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 0 | 47 | 13 | 0 | 107 | 524 |
| 2:00 PM | 18 | 56 | 0 | 9 | 0 | 83 | 17 | 40 | 119 | 0 | 2 | 178 | 82 | 26 | 36 | 0 | 0 | 144 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 57 | 8 | 2 | 115 | 520 |
| 2:15 PM | 11 | 47 | 0 | 8 | 0 | 66 | 20 | 26 | 139 | 0 | 0 | 185 | 91 | 23 | 38 | 0 | 0 | 152 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 0 | 40 | 15 | 0 | 109 | 512 |
| Total Volume | 43 | 220 | 0 | 29 | 0 | 292 | 82 | 118 | 487 | 0 | 2 | 689 | 350 | 118 | 162 | 0 | 0 | 630 | 0 | 0 | 0 | 0 | 0 | 0 | 203 | 0 | 185 | 53 | 2 | 443 | 2054 |
| % Approach Total | 14.7 | 75.3 | 0.0 | 9.9 | 0.0 | | 11.9 | 17.1 | 70.7 | 0.0 | 0.3 | | 55.6 | 18.7 | 25.7 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 45.8 | 0.0 | 41.8 | 12.0 | 0.5 | | |
| PHF | 0.597 | 0.724 | 0.000 | 0.806 | 0.000 | 0.802 | 0.820 | 0.738 | 0.876 | 0.000 | 0.250 | 0.931 | 0.921 | 0.756 | 0.827 | 0.000 | 0.000 | 0.861 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.940 | 0.000 | 0.811 | 0.779 | 0.250 | 0.963 | 0.980 |
| Cars | 42 | 206 | 0 | 25 | 0 | 273 | 76 | 110 | 416 | 0 | 2 | 604 | 306 | 114 | 154 | 0 | 0 | 574 | 0 | 0 | 0 | 0 | 0 | 0 | 190 | 0 | 172 | 51 | 2 | 415 | 1866 |
| Cars % | 97.7 | 93.6 | 0.0 | 86.2 | 0.0 | 93.5 | 92.7 | 93.2 | 85.4 | 0.0 | 100.0 | 87.7 | 87.4 | 96.6 | 95.1 | 0.0 | 0.0 | 91.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 93.6 | 0.0 | 93.0 | 96.2 | 100.0 | 93.7 | 90.8 |
| Heavy Vehicles | 1 | 14 | 0 | 4 | 0 | 19 | 6 | 8 | 71 | 0 | 0 | 85 | 44 | 4 | 8 | 0 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 13 | 2 | 0 | 28 | 188 |

PDI File #: 196872 B
 Location: N: B Street S: I-90 Offramp
 Location: E: Congress Street W: Congress Street SW: I-93 Onramp
 City, State: Boston, MA
 Client: Nitsch/ B. Zimolka
 Site Code: TBA
 Count Date: Thursday, April 11, 2019
 Start Time: 7:00 AM
 End Time: 6:00 PM
 Class:



Cars and Heavy Vehicles (Combined)

| | B Street | | | | | | Congress Street | | | | | | I-90 Offramp | | | | | | I-93 Onramp | | | | | | Congress Street | | | | | | Total |
|--------------------|------------|------------|------|------|--------|-------|-----------------|------|-----------|------|--------|-------|--------------|------|------|-----------|--------|-------|----------------|------------|-----------|-----------|--------|-------|-----------------|-------|------|------|--------|-------|-------|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | |
| Heavy Vehicles % | 2.3 | 6.4 | 0.0 | 13.8 | 0.0 | 6.5 | 7.3 | 6.8 | 14.6 | 0.0 | 0.0 | 12.3 | 12.6 | 3.4 | 4.9 | 0.0 | 0.0 | 8.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.4 | 0.0 | 7.0 | 3.8 | 0.0 | 6.3 | 9.2 |
| Cars Enter Leg | 42 | 206 | 0 | 25 | 0 | 273 | 76 | 110 | 416 | 0 | 2 | 604 | 306 | 114 | 154 | 0 | 0 | 574 | 0 | 0 | 0 | 0 | 0 | 0 | 190 | 0 | 172 | 51 | 2 | 415 | 1866 |
| Heavy Enter Leg | 1 | 14 | 0 | 4 | 0 | 19 | 6 | 8 | 71 | 0 | 0 | 85 | 44 | 4 | 8 | 0 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 13 | 2 | 0 | 28 | 188 |
| Total Entering Leg | 43 | 220 | 0 | 29 | 0 | 292 | 82 | 118 | 487 | 0 | 2 | 689 | 350 | 118 | 162 | 0 | 0 | 630 | 0 | 0 | 0 | 0 | 0 | 0 | 203 | 0 | 185 | 53 | 2 | 443 | 2054 |
| Cars Exiting Leg | | | | | | 241 | | | | | | 505 | | | | | | 0 | | | | | | 812 | 308 | 1866 | | | | | |
| Heavy Exiting Leg | | | | | | 12 | | | | | | 61 | | | | | | 0 | | | | | | 98 | 17 | 188 | | | | | |
| Total Exiting Leg | | | | | | 253 | | | | | | 566 | | | | | | 0 | | | | | | 910 | 325 | 2054 | | | | | |

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

| | B Street | | | | | | Congress Street | | | | | | I-90 Offramp | | | | | | I-93 Onramp | | | | | | Congress Street | | | | | | Total |
|--------------------|------------|------------|-------|-------|--------|-------|-----------------|-------|-----------|-------|--------|-------|--------------|-------|-------|-----------|--------|-------|----------------|------------|-----------|-----------|--------|-------|-----------------|-------|-------|-------|--------|-------|-------|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | |
| 5:00 PM | 13 | 68 | 0 | 6 | 0 | 87 | 20 | 33 | 160 | 0 | 0 | 213 | 89 | 33 | 59 | 0 | 0 | 181 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 0 | 43 | 14 | 0 | 119 | 600 |
| 5:15 PM | 20 | 71 | 0 | 7 | 0 | 98 | 27 | 26 | 159 | 0 | 1 | 213 | 95 | 25 | 52 | 0 | 0 | 172 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 0 | 45 | 16 | 0 | 140 | 623 |
| 5:30 PM | 14 | 46 | 0 | 6 | 0 | 66 | 30 | 44 | 116 | 0 | 3 | 193 | 98 | 41 | 47 | 1 | 0 | 187 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 0 | 93 | 21 | 0 | 183 | 629 |
| 5:45 PM | 18 | 54 | 0 | 8 | 0 | 80 | 37 | 32 | 99 | 0 | 1 | 169 | 114 | 39 | 76 | 1 | 0 | 230 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 0 | 54 | 14 | 0 | 119 | 598 |
| Total Volume | 65 | 239 | 0 | 27 | 0 | 331 | 114 | 135 | 534 | 0 | 5 | 788 | 396 | 138 | 234 | 2 | 0 | 770 | 0 | 0 | 0 | 0 | 0 | 0 | 261 | 0 | 235 | 65 | 0 | 561 | 2450 |
| % Approach Total | 19.6 | 72.2 | 0.0 | 8.2 | 0.0 | 14.5 | 17.1 | 67.8 | 0.0 | 0.6 | 51.4 | 17.9 | 30.4 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 46.5 | 0.0 | 41.9 | 11.6 | 0.0 | | | | | | |
| PHF | 0.813 | 0.842 | 0.000 | 0.844 | 0.000 | 0.844 | 0.770 | 0.767 | 0.834 | 0.000 | 0.417 | 0.925 | 0.868 | 0.841 | 0.770 | 0.500 | 0.000 | 0.837 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.826 | 0.000 | 0.632 | 0.774 | 0.000 | 0.766 | 0.974 |
| Cars | 63 | 232 | 0 | 22 | 0 | 317 | 109 | 133 | 526 | 0 | 5 | 773 | 374 | 136 | 223 | 2 | 0 | 735 | 0 | 0 | 0 | 0 | 0 | 0 | 260 | 0 | 226 | 62 | 0 | 548 | 2373 |
| Cars % | 96.9 | 97.1 | 0.0 | 81.5 | 0.0 | 95.8 | 95.6 | 98.5 | 98.5 | 0.0 | 100.0 | 98.1 | 94.4 | 98.6 | 95.3 | 100.0 | 0.0 | 95.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 99.6 | 0.0 | 96.2 | 95.4 | 0.0 | 97.7 | 96.9 |
| Heavy Vehicles | 2 | 7 | 0 | 5 | 0 | 14 | 5 | 2 | 8 | 0 | 0 | 15 | 22 | 2 | 11 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 9 | 3 | 0 | 13 | 77 |
| Heavy Vehicles % | 3.1 | 2.9 | 0.0 | 18.5 | 0.0 | 4.2 | 4.4 | 1.5 | 1.5 | 0.0 | 0.0 | 1.9 | 5.6 | 1.4 | 4.7 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 3.8 | 4.6 | 0.0 | 2.3 | 3.1 |
| Cars Enter Leg | 63 | 232 | 0 | 22 | 0 | 317 | 109 | 133 | 526 | 0 | 5 | 773 | 374 | 136 | 223 | 2 | 0 | 735 | 0 | 0 | 0 | 0 | 0 | 0 | 260 | 0 | 226 | 62 | 0 | 548 | 2373 |
| Heavy Enter Leg | 2 | 7 | 0 | 5 | 0 | 14 | 5 | 2 | 8 | 0 | 0 | 15 | 22 | 2 | 11 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 9 | 3 | 0 | 13 | 77 |
| Total Entering Leg | 65 | 239 | 0 | 27 | 0 | 331 | 114 | 135 | 534 | 0 | 5 | 788 | 396 | 138 | 234 | 2 | 0 | 770 | 0 | 0 | 0 | 0 | 0 | 0 | 261 | 0 | 235 | 65 | 0 | 561 | 2450 |
| Cars Exiting Leg | | | | | | 307 | | | | | | 627 | | | | | | 0 | | | | | | 1020 | 419 | 2373 | | | | | |
| Heavy Exiting Leg | | | | | | 10 | | | | | | 36 | | | | | | 0 | | | | | | 16 | 15 | 77 | | | | | |
| Total Exiting Leg | | | | | | 317 | | | | | | 663 | | | | | | 0 | | | | | | 1036 | 434 | 2450 | | | | | |

PDI File #: 196872 B
 Location: N: B Street S: I-90 Offramp
 Location: E: Congress Street W: Congress Street SW: I-93 Onramp
 City, State: Boston, MA
 Client: Nitsch/ B. Zimolka
 Site Code: TBA
 Count Date: Thursday, April 11, 2019
 Start Time: 7:00 AM
 End Time: 6:00 PM
 Class:



Cars

| | B Street | | | | | | Congress Street | | | | | | I-90 Offramp | | | | | | I-93 Onramp | | | | | | Congress Street | | | | | | Total |
|--------------|------------|------------|----------|-----------|----------|------------|-----------------|------------|------------|----------|----------|------------|--------------|------------|------------|-----------|----------|------------|----------------|------------|-----------|-----------|----------|----------|-----------------|----------|------------|------------|----------|------------|-------------|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | |
| 7:00 AM | 1 | 12 | 0 | 3 | 0 | 16 | 12 | 10 | 70 | 0 | 0 | 92 | 88 | 27 | 46 | 0 | 0 | 161 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 36 | 40 | 2 | 107 | 376 |
| 7:15 AM | 5 | 20 | 0 | 6 | 0 | 31 | 17 | 18 | 100 | 0 | 0 | 135 | 80 | 42 | 57 | 0 | 0 | 179 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 36 | 43 | 0 | 103 | 448 |
| 7:30 AM | 4 | 15 | 0 | 5 | 0 | 24 | 19 | 13 | 105 | 0 | 2 | 139 | 97 | 39 | 60 | 0 | 0 | 196 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 27 | 31 | 0 | 72 | 431 |
| 7:45 AM | 3 | 16 | 0 | 5 | 0 | 24 | 20 | 17 | 77 | 0 | 0 | 114 | 83 | 42 | 58 | 0 | 0 | 183 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 33 | 40 | 0 | 94 | 415 |
| Total | 13 | 63 | 0 | 19 | 0 | 95 | 68 | 58 | 352 | 0 | 2 | 480 | 348 | 150 | 221 | 0 | 0 | 719 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 0 | 132 | 154 | 2 | 376 | 1670 |
| 8:00 AM | 7 | 22 | 0 | 7 | 0 | 36 | 21 | 9 | 98 | 0 | 0 | 128 | 95 | 52 | 64 | 0 | 0 | 211 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 40 | 56 | 0 | 121 | 496 |
| 8:15 AM | 5 | 35 | 0 | 3 | 0 | 43 | 23 | 13 | 78 | 0 | 0 | 114 | 96 | 68 | 64 | 0 | 0 | 228 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 37 | 67 | 0 | 132 | 517 |
| 8:30 AM | 5 | 35 | 0 | 6 | 0 | 46 | 22 | 21 | 91 | 0 | 1 | 135 | 76 | 48 | 66 | 0 | 0 | 190 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 42 | 72 | 0 | 146 | 517 |
| 8:45 AM | 13 | 29 | 0 | 9 | 0 | 51 | 18 | 10 | 71 | 0 | 3 | 102 | 101 | 45 | 66 | 0 | 0 | 212 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 38 | 67 | 0 | 128 | 493 |
| Total | 30 | 121 | 0 | 25 | 0 | 176 | 84 | 53 | 338 | 0 | 4 | 479 | 368 | 213 | 260 | 0 | 0 | 841 | 0 | 0 | 0 | 0 | 0 | 0 | 108 | 0 | 157 | 262 | 0 | 527 | 2023 |
| 9:00 AM | 9 | 17 | 0 | 7 | 0 | 33 | 36 | 19 | 72 | 0 | 0 | 127 | 92 | 59 | 56 | 1 | 0 | 208 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 28 | 51 | 0 | 108 | 476 |
| 9:15 AM | 13 | 32 | 0 | 4 | 0 | 49 | 25 | 19 | 81 | 0 | 0 | 125 | 72 | 59 | 64 | 1 | 0 | 196 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 40 | 51 | 0 | 105 | 475 |
| 9:30 AM | 9 | 19 | 0 | 8 | 0 | 36 | 22 | 24 | 59 | 0 | 1 | 106 | 66 | 76 | 66 | 0 | 0 | 208 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 43 | 46 | 0 | 112 | 462 |
| 9:45 AM | 11 | 18 | 0 | 5 | 0 | 34 | 22 | 31 | 55 | 0 | 1 | 109 | 85 | 30 | 59 | 0 | 0 | 174 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 38 | 37 | 0 | 101 | 418 |
| Total | 42 | 86 | 0 | 24 | 0 | 152 | 105 | 93 | 267 | 0 | 2 | 467 | 315 | 224 | 245 | 2 | 0 | 786 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 0 | 149 | 185 | 0 | 426 | 1831 |
| 10:00 AM | 4 | 24 | 0 | 3 | 0 | 31 | 23 | 26 | 58 | 0 | 2 | 109 | 71 | 33 | 46 | 0 | 0 | 150 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 36 | 27 | 0 | 78 | 368 |
| 10:15 AM | 5 | 26 | 0 | 5 | 0 | 36 | 27 | 19 | 52 | 0 | 1 | 99 | 69 | 35 | 50 | 0 | 0 | 154 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 43 | 23 | 0 | 82 | 371 |
| 10:30 AM | 6 | 16 | 0 | 8 | 0 | 30 | 23 | 20 | 40 | 0 | 0 | 83 | 62 | 25 | 41 | 1 | 0 | 129 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 28 | 16 | 2 | 58 | 300 |
| 10:45 AM | 11 | 11 | 0 | 5 | 0 | 27 | 20 | 24 | 41 | 0 | 0 | 85 | 66 | 38 | 47 | 0 | 0 | 151 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 35 | 15 | 0 | 61 | 324 |
| Total | 26 | 77 | 0 | 21 | 0 | 124 | 93 | 89 | 191 | 0 | 3 | 376 | 268 | 131 | 184 | 1 | 0 | 584 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 0 | 142 | 81 | 2 | 279 | 1363 |
| 11:00 AM | 7 | 19 | 0 | 6 | 0 | 32 | 23 | 20 | 63 | 0 | 0 | 106 | 67 | 27 | 34 | 1 | 0 | 129 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 36 | 20 | 0 | 78 | 345 |
| 11:15 AM | 10 | 11 | 0 | 3 | 0 | 24 | 33 | 16 | 59 | 0 | 2 | 110 | 74 | 33 | 36 | 0 | 0 | 143 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 41 | 20 | 0 | 75 | 352 |
| 11:30 AM | 13 | 13 | 0 | 2 | 0 | 28 | 22 | 26 | 58 | 0 | 3 | 109 | 57 | 20 | 41 | 1 | 0 | 119 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 44 | 15 | 2 | 86 | 342 |
| 11:45 AM | 12 | 24 | 0 | 3 | 0 | 39 | 22 | 23 | 53 | 0 | 0 | 98 | 74 | 30 | 37 | 0 | 0 | 141 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 39 | 13 | 0 | 83 | 361 |
| Total | 42 | 67 | 0 | 14 | 0 | 123 | 100 | 85 | 233 | 0 | 5 | 423 | 272 | 110 | 148 | 2 | 0 | 532 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 0 | 160 | 68 | 2 | 322 | 1400 |
| 12:00 PM | 15 | 21 | 0 | 5 | 0 | 41 | 29 | 27 | 69 | 0 | 2 | 127 | 58 | 26 | 30 | 3 | 0 | 117 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 38 | 20 | 0 | 89 | 374 |
| 12:15 PM | 6 | 27 | 0 | 6 | 0 | 39 | 16 | 33 | 59 | 0 | 0 | 108 | 66 | 29 | 29 | 1 | 0 | 125 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 34 | 16 | 0 | 77 | 349 |
| 12:30 PM | 13 | 26 | 0 | 2 | 0 | 41 | 13 | 21 | 49 | 0 | 1 | 84 | 48 | 28 | 28 | 0 | 0 | 104 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 35 | 14 | 0 | 81 | 310 |
| 12:45 PM | 12 | 30 | 0 | 4 | 0 | 46 | 21 | 19 | 79 | 0 | 0 | 119 | 56 | 30 | 35 | 0 | 0 | 121 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 32 | 6 | 0 | 59 | 345 |
| Total | 46 | 104 | 0 | 17 | 0 | 167 | 79 | 100 | 256 | 0 | 3 | 438 | 228 | 113 | 122 | 4 | 0 | 467 | 0 | 0 | 0 | 0 | 0 | 0 | 111 | 0 | 139 | 56 | 0 | 306 | 1378 |
| 1:00 PM | 9 | 26 | 0 | 6 | 0 | 41 | 14 | 26 | 62 | 0 | 1 | 103 | 49 | 21 | 27 | 0 | 0 | 97 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 32 | 15 | 0 | 81 | 322 |
| 1:15 PM | 9 | 28 | 0 | 3 | 0 | 40 | 19 | 20 | 81 | 0 | 1 | 121 | 45 | 26 | 29 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 31 | 10 | 0 | 67 | 328 |
| 1:30 PM | 6 | 39 | 0 | 1 | 0 | 46 | 18 | 31 | 78 | 0 | 0 | 127 | 84 | 38 | 47 | 0 | 0 | 169 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 0 | 39 | 15 | 0 | 101 | 443 |
| 1:45 PM | 7 | 72 | 0 | 8 | 0 | 87 | 22 | 18 | 114 | 0 | 0 | 154 | 70 | 28 | 38 | 0 | 0 | 136 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 0 | 46 | 13 | 0 | 105 | 482 |
| Total | 31 | 165 | 0 | 18 | 0 | 214 | 73 | 95 | 335 | 0 | 2 | 505 | 248 | 113 | 141 | 0 | 0 | 502 | 0 | 0 | 0 | 0 | 0 | 0 | 153 | 0 | 148 | 53 | 0 | 354 | 1575 |
| 2:00 PM | 18 | 52 | 0 | 9 | 0 | 79 | 17 | 38 | 104 | 0 | 2 | 161 | 72 | 25 | 33 | 0 | 0 | 130 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 0 | 53 | 8 | 2 | 109 | 479 |
| 2:15 PM | 11 | 43 | 0 | 7 | 0 | 61 | 19 | 23 | 120 | 0 | 0 | 162 | 80 | 23 | 36 | 0 | 0 | 139 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 0 | 34 | 15 | 0 | 100 | 462 |
| 2:30 PM | 10 | 42 | 0 | 6 | 0 | 58 | 19 | 21 | 90 | 0 | 0 | 130 | 59 | 31 | 33 | 0 | 0 | 123 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 0 | 40 | 9 | 0 | 94 | 405 |
| 2:45 PM | 15 | 48 | 0 | 10 | 0 | 73 | 22 | 23 | 77 | 0 | 3 | 125 | 82 | 33 | 35 | 0 | 0 | 150 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 53 | 11 | 0 | 105 | 453 |
| Total | 54 | 185 | 0 | 32 | 0 | 271 | 77 | 105 | 391 | 0 | 5 | 578 | 293 | 112 | 137 | 0 | 0 | 542 | 0 | 0 | 0 | 0 | 0 | 0 | 183 | 0 | 180 | 43 | 2 | 408 | 1799 |
| 3:00 PM | 10 | 47 | 0 | 7 | 0 | 64 | 26 | 15 | 73 | 0 | 3 | 117 | 88 | 26 | 45 | 14 | 0 | 173 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | 0 | 45 | 10 | 0 | 129 | 483 |
| 3:15 PM | 17 | 38 | 0 | 8 | 0 | 63 | 17 | 27 | 73 | 0 | 1 | 118 | 71 | 19 | 44 | 5 | 0 | 139 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 0 | 42 | 16 | 0 | 116 | 436 |
| 3:30 PM | 11 | 38 | 0 | 2 | 0 | 51 | 17 | 24 | 78 | 0 | 1 | 120 | 98 | 26 | 32 | 2 | 0 | 158 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 0 | 43 | 12 | 0 | 100 | 429 |
| 3:45 PM | 8 | 27 | 0 | 3 | 0 | 38 | 14 | 31 | 96 | 0 | 3 | 144 | 104 | 23 | 42 | 0 | 0 | 169 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 0 | 39 | 11 | 0 | 96 | 447 |
| Total | 46 | 150 | 0 | 20 | 0 | 216 | 74 | 97 | 320 | 0 | 8 | 499 | 361 | 94 | 163 | 21 | 0 | 639 | 0 | 0 | 0 | 0 | 0 | 0 | 223 | 0 | 169 | 49 | 0 | 441 | 1795 |
| 4:00 PM | 11 | 38 | 0 | 5 | 0 | 54 | 23 | 20 | 77 | 0 | 0 | 120 | 88 | 31 | 55 | 0 | 0 | 174 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 0 | 47 | 9 | 0 | 110 | 458 |
| 4:15 PM | 10 | 44 | 0 | 2 | 0 | 56 | 16 | 22 | 93 | 0 | 0 | 131 | 99 | 35 | 45 | 0 | 0 | 179 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 0 | 5 | | | | |

PDI File #: 196872 B
 Location: N: B Street S: I-90 Offramp
 Location: E: Congress Street W: Congress Street SW: I-93 Onramp
 City, State: Boston, MA
 Client: Nitsch/ B. Zimolka
 Site Code: TBA
 Count Date: Thursday, April 11, 2019
 Start Time: 7:00 AM
 End Time: 6:00 PM
 Class:



Cars

| | B Street | | | | | | Congress Street | | | | | | I-90 Offramp | | | | | | I-93 Onramp | | | | | | Congress Street | | | | | | Total |
|-------------------|------------|------------|----------|-----------|----------|------------|-----------------|------------|------------|----------|----------|------------|--------------|------------|------------|-----------|----------|------------|----------------|------------|-----------|-----------|----------|----------|-----------------|----------|------------|-----------|----------|------------|-------------|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | |
| 5:00 PM | 13 | 67 | 0 | 3 | 0 | 83 | 19 | 32 | 158 | 0 | 0 | 209 | 81 | 31 | 56 | 0 | 0 | 168 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 0 | 43 | 14 | 0 | 118 | 578 |
| 5:15 PM | 19 | 70 | 0 | 6 | 0 | 95 | 26 | 26 | 157 | 0 | 1 | 210 | 89 | 25 | 48 | 0 | 0 | 162 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 0 | 42 | 16 | 0 | 137 | 604 |
| 5:30 PM | 14 | 44 | 0 | 5 | 0 | 63 | 29 | 44 | 115 | 0 | 3 | 191 | 96 | 41 | 44 | 1 | 0 | 182 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 0 | 89 | 19 | 0 | 177 | 613 |
| 5:45 PM | 17 | 51 | 0 | 8 | 0 | 76 | 35 | 31 | 96 | 0 | 1 | 163 | 108 | 39 | 75 | 1 | 0 | 223 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 0 | 52 | 13 | 0 | 116 | 578 |
| Total | 63 | 232 | 0 | 22 | 0 | 317 | 109 | 133 | 526 | 0 | 5 | 773 | 374 | 136 | 223 | 2 | 0 | 735 | 0 | 0 | 0 | 0 | 0 | 0 | 260 | 0 | 226 | 62 | 0 | 548 | 2373 |
| Grand Total | 435 | 1438 | 0 | 227 | 1 | 2101 | 940 | 990 | 3590 | 0 | 40 | 5560 | 3449 | 1528 | 2012 | 34 | 0 | 7023 | 0 | 0 | 0 | 0 | 0 | 0 | 1558 | 0 | 1800 | 1043 | 9 | 4410 | 19094 |
| Approach % | 20.7 | 68.4 | 0.0 | 10.8 | 0.0 | | 16.9 | 17.8 | 64.6 | 0.0 | 0.7 | | 49.1 | 21.8 | 28.6 | 0.5 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35.3 | 0.0 | 40.8 | 23.7 | 0.2 | | |
| Total % | 2.3 | 7.5 | 0.0 | 1.2 | 0.0 | 11.0 | 4.9 | 5.2 | 18.8 | 0.0 | 0.2 | 29.1 | 18.1 | 8.0 | 10.5 | 0.2 | 0.0 | 36.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.2 | 0.0 | 9.4 | 5.5 | 0.0 | 23.1 | |
| Exiting Leg Total | 3512 | | | | | | 5516 | | | | | | 0 | | | | | | 6620 | | | | | | 3446 | | | | | | 19094 |

AM Peak Hour Analysis from 07:00 AM to 10:00 AM begins at:

| | B Street | | | | | | Congress Street | | | | | | I-90 Offramp | | | | | | I-93 Onramp | | | | | | Congress Street | | | | | | Total |
|------------------|------------|------------|-------|-------|--------|-------|-----------------|-------|-----------|-------|--------|-------|--------------|-------|-------|-----------|--------|-------|----------------|------------|-----------|-----------|--------|-------|-----------------|-------|-------|-------|--------|-------|-------------|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | |
| 8:00 AM | 7 | 22 | 0 | 7 | 0 | 36 | 21 | 9 | 98 | 0 | 0 | 128 | 95 | 52 | 64 | 0 | 0 | 211 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 40 | 56 | 0 | 121 | 496 |
| 8:15 AM | 5 | 35 | 0 | 3 | 0 | 43 | 23 | 13 | 78 | 0 | 0 | 114 | 96 | 68 | 64 | 0 | 0 | 228 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 37 | 67 | 0 | 132 | 517 |
| 8:30 AM | 5 | 35 | 0 | 6 | 0 | 46 | 22 | 21 | 91 | 0 | 1 | 135 | 76 | 48 | 66 | 0 | 0 | 190 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 42 | 72 | 0 | 146 | 517 |
| 8:45 AM | 13 | 29 | 0 | 9 | 0 | 51 | 18 | 10 | 71 | 0 | 3 | 102 | 101 | 45 | 66 | 0 | 0 | 212 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 38 | 67 | 0 | 128 | 493 |
| Total Volume | 30 | 121 | 0 | 25 | 0 | 176 | 84 | 53 | 338 | 0 | 4 | 479 | 368 | 213 | 260 | 0 | 0 | 841 | 0 | 0 | 0 | 0 | 0 | 0 | 108 | 0 | 157 | 262 | 0 | 527 | 2023 |
| % Approach Total | 17.0 | 68.8 | 0.0 | 14.2 | 0.0 | | 17.5 | 11.1 | 70.6 | 0.0 | 0.8 | | 43.8 | 25.3 | 30.9 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.5 | 0.0 | 29.8 | 49.7 | 0.0 | | |
| PHF | 0.577 | 0.864 | 0.000 | 0.694 | 0.000 | 0.863 | 0.913 | 0.631 | 0.862 | 0.000 | 0.333 | 0.887 | 0.911 | 0.783 | 0.985 | 0.000 | 0.000 | 0.922 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.844 | 0.000 | 0.935 | 0.910 | 0.000 | 0.902 | 0.978 |
| Entering Leg | 30 | 121 | 0 | 25 | 0 | 176 | 84 | 53 | 338 | 0 | 4 | 479 | 368 | 213 | 260 | 0 | 0 | 841 | 0 | 0 | 0 | 0 | 0 | 0 | 108 | 0 | 157 | 262 | 0 | 527 | 2023 |
| Exiting Leg | 559 | | | | | | 554 | | | | | | 0 | | | | | | 567 | | | | | | 343 | | | | | | 2023 |
| Total | 735 | | | | | | 1033 | | | | | | 841 | | | | | | 567 | | | | | | 870 | | | | | | 4046 |

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

| | B Street | | | | | | Congress Street | | | | | | I-90 Offramp | | | | | | I-93 Onramp | | | | | | Congress Street | | | | | | Total |
|------------------|------------|------------|-------|-------|--------|-------|-----------------|-------|-----------|-------|--------|-------|--------------|-------|-------|-----------|--------|-------|----------------|------------|-----------|-----------|--------|-------|-----------------|-------|-------|-------|--------|-------|-------------|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | |
| 1:30 PM | 6 | 39 | 0 | 1 | 0 | 46 | 18 | 31 | 78 | 0 | 0 | 127 | 84 | 38 | 47 | 0 | 0 | 169 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 0 | 39 | 15 | 0 | 101 | 443 |
| 1:45 PM | 7 | 72 | 0 | 8 | 0 | 87 | 22 | 18 | 114 | 0 | 0 | 154 | 70 | 28 | 38 | 0 | 0 | 136 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 0 | 46 | 13 | 0 | 105 | 482 |
| 2:00 PM | 18 | 52 | 0 | 9 | 0 | 79 | 17 | 38 | 104 | 0 | 2 | 161 | 72 | 25 | 33 | 0 | 0 | 130 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 0 | 53 | 8 | 2 | 109 | 479 |
| 2:15 PM | 11 | 43 | 0 | 7 | 0 | 61 | 19 | 23 | 120 | 0 | 0 | 162 | 80 | 23 | 36 | 0 | 0 | 139 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 0 | 34 | 15 | 0 | 100 | 462 |
| Total Volume | 42 | 206 | 0 | 25 | 0 | 273 | 76 | 110 | 416 | 0 | 2 | 604 | 306 | 114 | 154 | 0 | 0 | 574 | 0 | 0 | 0 | 0 | 0 | 0 | 190 | 0 | 172 | 51 | 2 | 415 | 1866 |
| % Approach Total | 15.4 | 75.5 | 0.0 | 9.2 | 0.0 | | 12.6 | 18.2 | 68.9 | 0.0 | 0.3 | | 53.3 | 19.9 | 26.8 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 45.8 | 0.0 | 41.4 | 12.3 | 0.5 | | |
| PHF | 0.583 | 0.715 | 0.000 | 0.694 | 0.000 | 0.784 | 0.864 | 0.724 | 0.867 | 0.000 | 0.250 | 0.932 | 0.911 | 0.750 | 0.819 | 0.000 | 0.000 | 0.849 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.931 | 0.000 | 0.811 | 0.850 | 0.250 | 0.952 | 0.968 |
| Entering Leg | 42 | 206 | 0 | 25 | 0 | 273 | 76 | 110 | 416 | 0 | 2 | 604 | 306 | 114 | 154 | 0 | 0 | 574 | 0 | 0 | 0 | 0 | 0 | 0 | 190 | 0 | 172 | 51 | 2 | 415 | 1866 |
| Exiting Leg | 241 | | | | | | 505 | | | | | | 0 | | | | | | 812 | | | | | | 308 | | | | | | 1866 |
| Total | 514 | | | | | | 1109 | | | | | | 574 | | | | | | 812 | | | | | | 723 | | | | | | 3732 |

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

| | B Street | | | | | | Congress Street | | | | | | I-90 Offramp | | | | | | I-93 Onramp | | | | | | Congress Street | | | | | | Total |
|--------------|------------|------------|------|------|--------|-------|-----------------|------|-----------|------|--------|-------|--------------|------|------|-----------|--------|-------|----------------|------------|-----------|-----------|--------|-------|-----------------|-------|------|------|--------|-------|-------|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | |
| 5:00 PM | 13 | 67 | 0 | 3 | 0 | 83 | 19 | 32 | 158 | 0 | 0 | 209 | 81 | 31 | 56 | 0 | 0 | 168 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 0 | 43 | 14 | 0 | 118 | 578 |
| 5:15 PM | 19 | 70 | 0 | 6 | 0 | 95 | 26 | 26 | 157 | 0 | 1 | 210 | 89 | 25 | 48 | 0 | 0 | 162 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 0 | 42 | 16 | 0 | 137 | 604 |
| 5:30 PM | 14 | 44 | 0 | 5 | 0 | 63 | 29 | 44 | 115 | 0 | 3 | 191 | 96 | 41 | 44 | 1 | 0 | 182 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 0 | 89 | 19 | 0 | 177 | 613 |
| 5:45 PM | 17 | 51 | 0 | 8 | 0 | 76 | 35 | 31 | 96 | 0 | 1 | 163 | 108 | 39 | 75 | 1 | 0 | 223 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 0 | 52 | 13 | 0 | 116 | 578 |
| Total Volume | 63 | 232 | 0 | 22 | 0 | 317 | 109 | 133 | 526 | 0 | 5 | 773 | 374 | 136 | 223 | 2 | 0 | 735 | 0 | 0 | 0 | 0 | 0 | 0 | 260 | 0 | 226 | 62 | 0 | 548 | 2373 |

PDI File #: 196872 B
 Location: N: B Street S: I-90 Offramp
 Location: E: Congress Street W: Congress Street SW: I-93 Onramp
 City, State: Boston, MA
 Client: Nitsch/ B. Zimolka
 Site Code: TBA
 Count Date: Thursday, April 11, 2019
 Start Time: 7:00 AM
 End Time: 6:00 PM
 Class:



Cars

| | B Street | | | | | | Congress Street | | | | | | I-90 Offramp | | | | | | I-93 Onramp | | | | | | Congress Street | | | | | | Total | |
|------------------|------------|------------|-------|-------|--------|-------|-----------------|-------|-----------|-------|--------|-------|--------------|-------|-------|-----------|--------|-------|----------------|------------|-----------|-----------|--------|-------|-----------------|-------|-------|-------|--------|-------|-------|------|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | | |
| % Approach Total | 19.9 | 73.2 | 0.0 | 6.9 | 0.0 | | 14.1 | 17.2 | 68.0 | 0.0 | 0.6 | | 50.9 | 18.5 | 30.3 | 0.3 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 47.4 | 0.0 | 41.2 | 11.3 | 0.0 | | | |
| PHF | 0.829 | 0.829 | 0.000 | 0.688 | 0.000 | 0.834 | 0.779 | 0.756 | 0.832 | 0.000 | 0.417 | 0.920 | 0.866 | 0.829 | 0.743 | 0.500 | 0.000 | 0.824 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.823 | 0.000 | 0.635 | 0.816 | 0.000 | 0.774 | 0.968 | |
| Entering Leg | 63 | 232 | 0 | 22 | 0 | 317 | 109 | 133 | 526 | 0 | 5 | 773 | 374 | 136 | 223 | 2 | 0 | 735 | 0 | 0 | 0 | 0 | 0 | 0 | 260 | 0 | 226 | 62 | 0 | 548 | 2373 | |
| Exiting Leg | | | | | | 307 | | | | | | 627 | | | | | | 0 | | | | | | | | | | | | 419 | 2373 | |
| Total | | | | | | 624 | | | | | | 1400 | | | | | | 735 | | | | | | | | | | | | 1020 | 967 | 4746 |

PDI File #: 196872 B
 Location: N: B Street S: I-90 Offramp
 Location: E: Congress Street W: Congress Street SW: I-93 Onramp
 City, State: Boston, MA
 Client: Nitsch/ B. Zimolka
 Site Code: TBA
 Count Date: Thursday, April 11, 2019
 Start Time: 7:00 AM
 End Time: 6:00 PM
 Class:



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

| | B Street | | | | | | Congress Street | | | | | | I-90 Offramp | | | | | | I-93 Onramp | | | | | | Congress Street | | | | | | Total |
|----------|------------|------------|------|------|--------|-------|-----------------|------|-----------|------|--------|-------|--------------|------|------|-----------|--------|-------|----------------|------------|-----------|-----------|--------|-------|-----------------|-------|------|------|--------|-------|-------|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | |
| 7:00 AM | 0 | 4 | 0 | 1 | 0 | 5 | 2 | 5 | 3 | 0 | 0 | 10 | 13 | 2 | 3 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 4 | 0 | 11 | 44 |
| 7:15 AM | 2 | 5 | 0 | 1 | 0 | 8 | 2 | 1 | 6 | 0 | 0 | 9 | 8 | 2 | 3 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 8 | 38 |
| 7:30 AM | 0 | 3 | 0 | 2 | 0 | 5 | 6 | 3 | 15 | 0 | 0 | 24 | 8 | 1 | 2 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 7 | 3 | 0 | 15 | 55 |
| 7:45 AM | 2 | 0 | 0 | 0 | 0 | 2 | 3 | 2 | 21 | 0 | 0 | 26 | 7 | 2 | 3 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 2 | 0 | 7 | 47 |
| Total | 4 | 12 | 0 | 4 | 0 | 20 | 13 | 11 | 45 | 0 | 0 | 69 | 36 | 7 | 11 | 0 | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 21 | 11 | 0 | 41 | 184 |
| 8:00 AM | 3 | 2 | 0 | 1 | 0 | 6 | 2 | 3 | 19 | 0 | 0 | 24 | 7 | 2 | 4 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 6 | 2 | 0 | 10 | 53 |
| 8:15 AM | 1 | 2 | 0 | 3 | 0 | 6 | 5 | 1 | 18 | 0 | 0 | 24 | 14 | 0 | 1 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 3 | 0 | 7 | 52 |
| 8:30 AM | 1 | 2 | 0 | 0 | 0 | 3 | 3 | 2 | 22 | 0 | 0 | 27 | 7 | 2 | 1 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 4 | 0 | 7 | 47 |
| 8:45 AM | 5 | 2 | 0 | 0 | 0 | 7 | 2 | 1 | 25 | 0 | 0 | 28 | 10 | 3 | 1 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 3 | 3 | 0 | 10 | 59 |
| Total | 10 | 8 | 0 | 4 | 0 | 22 | 12 | 7 | 84 | 0 | 0 | 103 | 38 | 7 | 7 | 0 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 13 | 12 | 0 | 34 | 211 |
| 9:00 AM | 0 | 3 | 0 | 1 | 0 | 4 | 2 | 2 | 15 | 0 | 0 | 19 | 10 | 3 | 2 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 8 | 5 | 0 | 15 | 53 |
| 9:15 AM | 3 | 0 | 0 | 2 | 0 | 5 | 4 | 2 | 11 | 0 | 1 | 18 | 10 | 1 | 2 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 8 | 1 | 0 | 10 | 46 |
| 9:30 AM | 2 | 5 | 0 | 0 | 0 | 7 | 4 | 4 | 17 | 0 | 0 | 25 | 4 | 0 | 3 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 2 | 0 | 8 | 47 |
| 9:45 AM | 4 | 4 | 0 | 0 | 0 | 8 | 1 | 3 | 17 | 0 | 0 | 21 | 18 | 1 | 4 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 5 | 57 |
| Total | 9 | 12 | 0 | 3 | 0 | 24 | 11 | 11 | 60 | 0 | 1 | 83 | 42 | 5 | 11 | 0 | 0 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 22 | 10 | 0 | 38 | 203 |
| 10:00 AM | 2 | 3 | 0 | 0 | 0 | 5 | 3 | 1 | 17 | 0 | 0 | 21 | 10 | 1 | 2 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 1 | 0 | 5 | 44 |
| 10:15 AM | 1 | 7 | 0 | 0 | 0 | 8 | 1 | 2 | 7 | 0 | 0 | 10 | 11 | 1 | 3 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 3 | 0 | 9 | 42 |
| 10:30 AM | 0 | 3 | 0 | 1 | 0 | 4 | 1 | 2 | 13 | 0 | 0 | 16 | 7 | 2 | 1 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 1 | 0 | 8 | 38 |
| 10:45 AM | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 4 | 14 | 0 | 0 | 18 | 11 | 1 | 1 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 9 | 2 | 0 | 12 | 47 |
| Total | 3 | 17 | 0 | 1 | 0 | 21 | 5 | 9 | 51 | 0 | 0 | 65 | 39 | 5 | 7 | 0 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 23 | 7 | 0 | 34 | 171 |
| 11:00 AM | 0 | 1 | 0 | 1 | 0 | 2 | 3 | 2 | 12 | 0 | 0 | 17 | 6 | 3 | 1 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 0 | 7 | 36 |
| 11:15 AM | 1 | 2 | 0 | 0 | 0 | 3 | 0 | 3 | 19 | 0 | 0 | 22 | 8 | 3 | 2 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 5 | 43 |
| 11:30 AM | 0 | 2 | 0 | 0 | 0 | 2 | 3 | 3 | 17 | 0 | 0 | 23 | 14 | 1 | 3 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 7 | 50 |
| 11:45 AM | 1 | 4 | 0 | 2 | 0 | 7 | 4 | 2 | 23 | 0 | 0 | 29 | 9 | 1 | 5 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 3 | 0 | 8 | 59 |
| Total | 2 | 9 | 0 | 3 | 0 | 14 | 10 | 10 | 71 | 0 | 0 | 91 | 37 | 8 | 11 | 0 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 16 | 5 | 0 | 27 | 188 |
| 12:00 PM | 2 | 2 | 0 | 2 | 0 | 6 | 1 | 1 | 16 | 0 | 0 | 18 | 13 | 0 | 1 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 1 | 0 | 7 | 45 |
| 12:15 PM | 4 | 7 | 0 | 1 | 0 | 12 | 1 | 0 | 21 | 0 | 0 | 22 | 12 | 1 | 1 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 3 | 0 | 7 | 55 |
| 12:30 PM | 3 | 5 | 0 | 1 | 0 | 9 | 3 | 1 | 21 | 0 | 0 | 25 | 11 | 0 | 1 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 1 | 0 | 6 | 52 |
| 12:45 PM | 0 | 10 | 0 | 0 | 0 | 10 | 1 | 5 | 24 | 0 | 0 | 30 | 13 | 1 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 1 | 0 | 5 | 59 |
| Total | 9 | 24 | 0 | 4 | 0 | 37 | 6 | 7 | 82 | 0 | 0 | 95 | 49 | 2 | 3 | 0 | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 13 | 6 | 0 | 25 | 211 |
| 1:00 PM | 3 | 6 | 0 | 2 | 0 | 11 | 2 | 3 | 24 | 0 | 0 | 29 | 13 | 1 | 2 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 6 | 1 | 0 | 10 | 66 |
| 1:15 PM | 2 | 3 | 0 | 0 | 0 | 5 | 0 | 0 | 22 | 0 | 0 | 22 | 7 | 1 | 1 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 0 | 6 | 42 |
| 1:30 PM | 1 | 2 | 0 | 3 | 0 | 6 | 2 | 0 | 22 | 0 | 0 | 24 | 11 | 1 | 2 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 2 | 2 | 0 | 11 | 55 |
| 1:45 PM | 0 | 4 | 0 | 0 | 0 | 4 | 3 | 3 | 15 | 0 | 0 | 21 | 12 | 2 | 1 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 42 |
| Total | 6 | 15 | 0 | 5 | 0 | 26 | 7 | 6 | 83 | 0 | 0 | 96 | 43 | 5 | 6 | 0 | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 13 | 3 | 0 | 29 | 205 |
| 2:00 PM | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 2 | 15 | 0 | 0 | 17 | 10 | 1 | 3 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 0 | 6 | 41 |
| 2:15 PM | 0 | 4 | 0 | 1 | 0 | 5 | 1 | 3 | 19 | 0 | 0 | 23 | 11 | 0 | 2 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 6 | 0 | 0 | 9 | 50 |
| 2:30 PM | 2 | 5 | 0 | 1 | 0 | 8 | 0 | 1 | 18 | 0 | 0 | 19 | 11 | 0 | 2 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 7 | 0 | 0 | 10 | 50 |
| 2:45 PM | 4 | 3 | 0 | 0 | 0 | 7 | 2 | 1 | 19 | 0 | 0 | 22 | 13 | 0 | 3 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 48 |
| Total | 6 | 16 | 0 | 2 | 0 | 24 | 3 | 7 | 71 | 0 | 0 | 81 | 45 | 1 | 10 | 0 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 19 | 1 | 0 | 28 | 189 |
| 3:00 PM | 3 | 0 | 0 | 1 | 0 | 4 | 1 | 3 | 15 | 0 | 0 | 19 | 11 | 2 | 2 | 4 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 1 | 0 | 6 | 48 |
| 3:15 PM | 1 | 5 | 0 | 0 | 0 | 6 | 1 | 4 | 13 | 0 | 0 | 18 | 5 | 0 | 2 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 34 |
| 3:30 PM | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 3 | 13 | 0 | 0 | 17 | 4 | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 1 | 0 | 6 | 29 |
| 3:45 PM | 0 | 2 | 0 | 1 | 0 | 3 | 0 | 1 | 7 | 0 | 0 | 8 | 6 | 2 | 2 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 22 |
| Total | 4 | 7 | 0 | 3 | 0 | 14 | 3 | 11 | 48 | 0 | 0 | 62 | 26 | 4 | 7 | 4 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 12 | 2 | 0 | 16 | 133 |
| 4:00 PM | 1 | 2 | 0 | 1 | 0 | 4 | 1 | 1 | 11 | 0 | 0 | 13 | 9 | 0 | 3 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 32 |
| 4:15 PM | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 3 | 4 | 0 | 0 | 9 | 5 | 0 | 1 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 18 |
| 4:30 PM | 3 | 2 | 0 | 1 | 0 | 6 | 0 | 1 | 5 | 0 | 0 | 6 | 7 | 1 | 3 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 4 | 27 |
| 4:45 PM | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 2 | 2 | 0 | 0 | 4 | 4 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 13 |
| Total | 4 | 9 | 0 | 2 | 0 | 15 | 3 | 7 | 22 | 0 | 0 | 32 | 25 | 2 | 7 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 3 | 0 | 9 | 90 |

PDI File #: 196872 B
 Location: N: B Street S: I-90 Offramp
 Location: E: Congress Street W: Congress Street SW: I-93 Onramp
 City, State: Boston, MA
 Client: Nitsch/ B. Zimolka
 Site Code: TBA
 Count Date: Thursday, April 11, 2019
 Start Time: 7:00 AM
 End Time: 6:00 PM
 Class:



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

| | B Street | | | | | | Congress Street | | | | | | I-90 Offramp | | | | | | I-93 Onramp | | | | | | Congress Street | | | | | | Total |
|--------------------|------------|------------|----------|----------|----------|-----------|-----------------|----------|-----------|----------|----------|-----------|--------------|----------|-----------|-----------|----------|-----------|----------------|------------|-----------|-----------|----------|----------|-----------------|----------|----------|----------|----------|-----------|-----------|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | |
| 5:00 PM | 0 | 1 | 0 | 3 | 0 | 4 | 1 | 1 | 2 | 0 | 0 | 4 | 8 | 2 | 3 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 22 |
| 5:15 PM | 1 | 1 | 0 | 1 | 0 | 3 | 1 | 0 | 2 | 0 | 0 | 3 | 6 | 0 | 4 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 19 |
| 5:30 PM | 0 | 2 | 0 | 1 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 2 | 2 | 0 | 3 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 6 | 16 |
| 5:45 PM | 1 | 3 | 0 | 0 | 0 | 4 | 2 | 1 | 3 | 0 | 0 | 6 | 6 | 0 | 1 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 20 |
| Total | 2 | 7 | 0 | 5 | 0 | 14 | 5 | 2 | 8 | 0 | 0 | 15 | 22 | 2 | 11 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 9 | 3 | 0 | 13 | 77 |
| Grand Total | 59 | 136 | 0 | 36 | 0 | 231 | 78 | 88 | 625 | 0 | 1 | 792 | 402 | 48 | 91 | 4 | 0 | 545 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 0 | 167 | 63 | 0 | 294 | 1862 |
| Approach % | 25.5 | 58.9 | 0.0 | 15.6 | 0.0 | | 9.8 | 11.1 | 78.9 | 0.0 | 0.1 | | 73.8 | 8.8 | 16.7 | 0.7 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21.8 | 0.0 | 56.8 | 21.4 | 0.0 | | |
| Total % | 3.2 | 7.3 | 0.0 | 1.9 | 0.0 | 12.4 | 4.2 | 4.7 | 33.6 | 0.0 | 0.1 | 42.5 | 21.6 | 2.6 | 4.9 | 0.2 | 0.0 | 29.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.4 | 0.0 | 9.0 | 3.4 | 0.0 | 15.8 | |
| Exiting Leg Total | 189 | | | | | | 606 | | | | | | 0 | | | | | | 829 | | | | | | 238 | | | | | | 1862 |
| Buses | 9 | 4 | 0 | 4 | 0 | 17 | 5 | 24 | 39 | 0 | 0 | 68 | 165 | 13 | 30 | 1 | 0 | 209 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 17 | 18 | 0 | 58 | 352 |
| % Buses | 15.3 | 2.9 | 0.0 | 11.1 | 0.0 | 7.4 | 6.4 | 27.3 | 6.2 | 0.0 | 0.0 | 8.6 | 41.0 | 27.1 | 33.0 | 25.0 | 0.0 | 38.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35.9 | 0.0 | 10.2 | 28.6 | 0.0 | 19.7 | 18.9 |
| Exiting Leg Total | 36 | | | | | | 186 | | | | | | 0 | | | | | | 67 | | | | | | 63 | | | | | | 352 |
| Single-Unit Trucks | 42 | 91 | 0 | 25 | 0 | 158 | 64 | 59 | 172 | 0 | 1 | 296 | 160 | 28 | 55 | 3 | 0 | 246 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 122 | 40 | 0 | 192 | 892 |
| % Single-Unit | 71.2 | 66.9 | 0.0 | 69.4 | 0.0 | 68.4 | 82.1 | 67.0 | 27.5 | 0.0 | 100.0 | 37.4 | 39.8 | 58.3 | 60.4 | 75.0 | 0.0 | 45.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 46.9 | 0.0 | 73.1 | 63.5 | 0.0 | 65.3 | 47.9 |
| Exiting Leg Total | 132 | | | | | | 308 | | | | | | 0 | | | | | | 296 | | | | | | 156 | | | | | | 892 |
| Articulated Trucks | 8 | 41 | 0 | 7 | 0 | 56 | 9 | 5 | 414 | 0 | 0 | 428 | 77 | 7 | 6 | 0 | 0 | 90 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 28 | 5 | 0 | 44 | 618 |
| % Articulated | 13.6 | 30.1 | 0.0 | 19.4 | 0.0 | 24.2 | 11.5 | 5.7 | 66.2 | 0.0 | 0.0 | 54.0 | 19.2 | 14.6 | 6.6 | 0.0 | 0.0 | 16.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17.2 | 0.0 | 16.8 | 7.9 | 0.0 | 15.0 | 33.2 |
| Exiting Leg Total | 21 | | | | | | 112 | | | | | | 0 | | | | | | 466 | | | | | | 19 | | | | | | 618 |

AM Peak Hour Analysis from 07:00 AM to 10:00 AM begins at:

| | B Street | | | | | | Congress Street | | | | | | I-90 Offramp | | | | | | I-93 Onramp | | | | | | Congress Street | | | | | | Total |
|--------------------|------------|------------|-------|-------|--------|-------|-----------------|-------|-----------|-------|--------|-------|--------------|-------|-------|-----------|--------|-------|----------------|------------|-----------|-----------|--------|-------|-----------------|-------|-------|-------|--------|-------|-------|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | |
| 8:00 AM | 3 | 2 | 0 | 1 | 0 | 6 | 2 | 3 | 19 | 0 | 0 | 24 | 7 | 2 | 4 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 6 | 2 | 0 | 10 | 53 |
| 8:15 AM | 1 | 2 | 0 | 3 | 0 | 6 | 5 | 1 | 18 | 0 | 0 | 24 | 14 | 0 | 1 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 3 | 0 | 7 | 52 |
| 8:30 AM | 1 | 2 | 0 | 0 | 0 | 3 | 3 | 2 | 22 | 0 | 0 | 27 | 7 | 2 | 1 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 4 | 0 | 7 | 47 |
| 8:45 AM | 5 | 2 | 0 | 0 | 0 | 7 | 2 | 1 | 25 | 0 | 0 | 28 | 10 | 3 | 1 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 3 | 3 | 0 | 10 | 59 |
| Total Volume | 10 | 8 | 0 | 4 | 0 | 22 | 12 | 7 | 84 | 0 | 0 | 103 | 38 | 7 | 7 | 0 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 13 | 12 | 0 | 34 | 211 |
| % Approach | 45.5 | 36.4 | 0.0 | 18.2 | 0.0 | | 11.7 | 6.8 | 81.6 | 0.0 | 0.0 | | 73.1 | 13.5 | 13.5 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26.5 | 0.0 | 38.2 | 35.3 | 0.0 | | |
| PHF | 0.500 | 1.000 | 0.000 | 0.333 | 0.000 | 0.786 | 0.600 | 0.583 | 0.840 | 0.000 | 0.000 | 0.920 | 0.679 | 0.583 | 0.438 | 0.000 | 0.000 | 0.867 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.563 | 0.000 | 0.542 | 0.750 | 0.000 | 0.850 | 0.894 |
| Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 6 | 14 | 2 | 1 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 5 | 0 | 12 | 35 |
| Buses % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28.6 | 4.8 | 0.0 | 0.0 | 5.8 | 36.8 | 28.6 | 14.3 | 0.0 | 0.0 | 32.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 66.7 | 0.0 | 7.7 | 41.7 | 0.0 | 35.3 | 16.6 |
| Single-Unit Trucks | 9 | 5 | 0 | 3 | 0 | 17 | 10 | 5 | 19 | 0 | 0 | 34 | 16 | 3 | 5 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 10 | 5 | 0 | 18 | 93 |
| Single-Unit % | 90.0 | 62.5 | 0.0 | 75.0 | 0.0 | 77.3 | 83.3 | 71.4 | 22.6 | 0.0 | 0.0 | 33.0 | 42.1 | 42.9 | 71.4 | 0.0 | 0.0 | 46.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33.3 | 0.0 | 76.9 | 41.7 | 0.0 | 52.9 | 44.1 |
| Articulated Trucks | 1 | 3 | 0 | 1 | 0 | 5 | 2 | 0 | 61 | 0 | 0 | 63 | 8 | 2 | 1 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 4 | 83 |
| Articulated % | 10.0 | 37.5 | 0.0 | 25.0 | 0.0 | 22.7 | 16.7 | 0.0 | 72.6 | 0.0 | 0.0 | 61.2 | 21.1 | 28.6 | 14.3 | 0.0 | 0.0 | 21.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15.4 | 16.7 | 0.0 | 11.8 | 39.3 |
| Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 6 | 14 | 2 | 1 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 5 | 0 | 12 | 35 |
| Single-Unit Trucks | 9 | 5 | 0 | 3 | 0 | 17 | 10 | 5 | 19 | 0 | 0 | 34 | 16 | 3 | 5 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 10 | 5 | 0 | 18 | 93 |
| Articulated Trucks | 1 | 3 | 0 | 1 | 0 | 5 | 2 | 0 | 61 | 0 | 0 | 63 | 8 | 2 | 1 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 4 | 83 |
| Total Entering Leg | 10 | 8 | 0 | 4 | 0 | 22 | 12 | 7 | 84 | 0 | 0 | 103 | 38 | 7 | 7 | 0 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 13 | 12 | 0 | 34 | 211 |
| Buses | 7 | | | | | | 15 | | | | | | 0 | | | | | | 10 | | | | | | 35 | | | | | | |
| Single-Unit Trucks | 18 | | | | | | 29 | | | | | | 0 | | | | | | 27 | | | | | | 93 | | | | | | |
| Articulated Trucks | 6 | | | | | | 11 | | | | | | 0 | | | | | | 64 | | | | | | 83 | | | | | | |
| Total Exiting Leg | 31 | | | | | | 55 | | | | | | 0 | | | | | | 101 | | | | | | 211 | | | | | | |

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

| 12:15 PM | B Street | | | | | | Congress Street | | | | | | I-90 Offramp | | | | | | I-93 Onramp | | | | | | Congress Street | | | | | |
|----------|------------|--|--|--|--|--|-----------------|--|--|--|--|--|--------------|--|--|--|--|--|----------------|--|--|--|--|--|-----------------|--|--|--|--|--|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | |

PDI File #: 196872 B
 Location: N: B Street S: I-90 Offramp
 Location: E: Congress Street W: Congress Street SW: I-93 Onramp
 City, State: Boston, MA
 Client: Nitsch/ B. Zimolka
 Site Code: TBA
 Count Date: Thursday, April 11, 2019
 Start Time: 7:00 AM
 End Time: 6:00 PM
 Class:



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

| | B Street | | | | | | Congress Street | | | | | | I-90 Offramp | | | | | | I-93 Onramp | | | | | | Congress Street | | | | | | Total | |
|--------------------|------------|------------|-------|-------|--------|-------|-----------------|-------|-----------|-------|--------|-------|--------------|-------|-------|-----------|--------|-------|----------------|------------|-----------|-----------|--------|-------|-----------------|-------|-------|-------|--------|-------|-------|-----|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | | |
| 12:15 PM | 4 | 7 | 0 | 1 | 0 | 12 | 1 | 0 | 21 | 0 | 0 | 22 | 12 | 1 | 1 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 3 | 0 | 7 | 55 | |
| 12:30 PM | 3 | 5 | 0 | 1 | 0 | 9 | 3 | 1 | 21 | 0 | 0 | 25 | 11 | 0 | 1 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 1 | 0 | 6 | 52 | |
| 12:45 PM | 0 | 10 | 0 | 0 | 0 | 10 | 1 | 5 | 24 | 0 | 0 | 30 | 13 | 1 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 1 | 0 | 5 | 59 | |
| 1:00 PM | 3 | 6 | 0 | 2 | 0 | 11 | 2 | 3 | 24 | 0 | 0 | 29 | 13 | 1 | 2 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 6 | 1 | 0 | 10 | 66 | |
| Total Volume | 10 | 28 | 0 | 4 | 0 | 42 | 7 | 9 | 90 | 0 | 0 | 106 | 49 | 3 | 4 | 0 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 15 | 6 | 0 | 28 | 232 | |
| % Approach Total | 23.8 | 66.7 | 0.0 | 9.5 | 0.0 | | 6.6 | 8.5 | 84.9 | 0.0 | 0.0 | | 87.5 | 5.4 | 7.1 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25.0 | 0.0 | 53.6 | 21.4 | 0.0 | | | |
| PHF | 0.625 | 0.700 | 0.000 | 0.500 | 0.000 | 0.875 | 0.583 | 0.450 | 0.938 | 0.000 | 0.000 | 0.883 | 0.942 | 0.750 | 0.500 | 0.000 | 0.000 | 0.875 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.583 | 0.000 | 0.625 | 0.500 | 0.000 | 0.700 | 0.879 | |
| Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 13 | 1 | 1 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 19 | |
| Buses % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22.2 | 1.1 | 0.0 | 0.0 | 2.8 | 26.5 | 33.3 | 25.0 | 0.0 | 0.0 | 26.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 3.6 | 8.2 | |
| Single-Unit Trucks | 10 | 20 | 0 | 3 | 0 | 33 | 6 | 6 | 15 | 0 | 0 | 27 | 22 | 2 | 3 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 10 | 5 | 0 | 20 | 107 | |
| Single-Unit % | 100.0 | 71.4 | 0.0 | 75.0 | 0.0 | 78.6 | 85.7 | 66.7 | 16.7 | 0.0 | 0.0 | 25.5 | 44.9 | 66.7 | 75.0 | 0.0 | 0.0 | 48.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 71.4 | 0.0 | 66.7 | 83.3 | 0.0 | 71.4 | 46.1 | |
| Articulated Trucks | 0 | 8 | 0 | 1 | 0 | 9 | 1 | 1 | 74 | 0 | 0 | 76 | 14 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 1 | 0 | 7 | 106 | |
| Articulated % | 0.0 | 28.6 | 0.0 | 25.0 | 0.0 | 21.4 | 14.3 | 11.1 | 82.2 | 0.0 | 0.0 | 71.7 | 28.6 | 0.0 | 0.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14.3 | 0.0 | 33.3 | 16.7 | 0.0 | 25.0 | 45.7 | |
| Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 13 | 1 | 1 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 19 | |
| Single-Unit Trucks | 10 | 20 | 0 | 3 | 0 | 33 | 6 | 6 | 15 | 0 | 0 | 27 | 22 | 2 | 3 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 10 | 5 | 0 | 20 | 107 | |
| Articulated Trucks | 0 | 8 | 0 | 1 | 0 | 9 | 1 | 1 | 74 | 0 | 0 | 76 | 14 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 1 | 0 | 7 | 106 | |
| Total Entering Leg | 10 | 28 | 0 | 4 | 0 | 42 | 7 | 9 | 90 | 0 | 0 | 106 | 49 | 3 | 4 | 0 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 15 | 6 | 0 | 28 | 232 | |
| Buses | | | | | | 1 | | | | | | 13 | | | | | | 0 | | | | | | | 2 | | | | | | 3 | 19 |
| Single-Unit Trucks | | | | | | 13 | | | | | | 35 | | | | | | 0 | | | | | | | 40 | | | | | | 19 | 107 |
| Articulated Trucks | | | | | | 2 | | | | | | 20 | | | | | | 0 | | | | | | | 83 | | | | | | 1 | 106 |
| Total Exiting Leg | | | | | | 16 | | | | | | 68 | | | | | | 0 | | | | | | | 125 | | | | | | 23 | 232 |

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

| | B Street | | | | | | Congress Street | | | | | | I-90 Offramp | | | | | | I-93 Onramp | | | | | | Congress Street | | | | | | Total | |
|--------------------|------------|------------|-------|-------|--------|-------|-----------------|-------|-----------|-------|--------|-------|--------------|-------|-------|-----------|--------|-------|----------------|------------|-----------|-----------|--------|-------|-----------------|-------|-------|-------|--------|-------|-------|-----|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | | |
| 2:15 PM | 0 | 4 | 0 | 1 | 0 | 5 | 1 | 3 | 19 | 0 | 0 | 23 | 11 | 0 | 2 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 6 | 0 | 0 | 9 | 50 | |
| 2:30 PM | 2 | 5 | 0 | 1 | 0 | 8 | 0 | 1 | 18 | 0 | 0 | 19 | 11 | 0 | 2 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 7 | 0 | 0 | 10 | 50 | |
| 2:45 PM | 4 | 3 | 0 | 0 | 0 | 7 | 2 | 1 | 19 | 0 | 0 | 22 | 13 | 0 | 3 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 48 | |
| 3:00 PM | 3 | 0 | 0 | 1 | 0 | 4 | 1 | 3 | 15 | 0 | 0 | 19 | 11 | 2 | 2 | 4 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 1 | 0 | 6 | 48 | |
| Total Volume | 9 | 12 | 0 | 3 | 0 | 24 | 4 | 8 | 71 | 0 | 0 | 83 | 46 | 2 | 9 | 4 | 0 | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 19 | 2 | 0 | 28 | 196 | |
| % Approach Total | 37.5 | 50.0 | 0.0 | 12.5 | 0.0 | | 4.8 | 9.6 | 85.5 | 0.0 | 0.0 | | 75.4 | 3.3 | 14.8 | 6.6 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25.0 | 0.0 | 67.9 | 7.1 | 0.0 | | | |
| PHF | 0.563 | 0.600 | 0.000 | 0.750 | 0.000 | 0.750 | 0.500 | 0.667 | 0.934 | 0.000 | 0.000 | 0.902 | 0.885 | 0.250 | 0.750 | 0.250 | 0.000 | 0.803 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.583 | 0.000 | 0.679 | 0.500 | 0.000 | 0.700 | 0.980 | |
| Buses | 4 | 1 | 0 | 1 | 0 | 6 | 0 | 3 | 4 | 0 | 0 | 7 | 19 | 1 | 4 | 1 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 5 | 43 | |
| Buses % | 44.4 | 8.3 | 0.0 | 33.3 | 0.0 | 25.0 | 0.0 | 37.5 | 5.6 | 0.0 | 0.0 | 8.4 | 41.3 | 50.0 | 44.4 | 25.0 | 0.0 | 41.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28.6 | 0.0 | 15.8 | 0.0 | 0.0 | 17.9 | 21.9 | |
| Single-Unit Trucks | 4 | 7 | 0 | 1 | 0 | 12 | 4 | 5 | 18 | 0 | 0 | 27 | 23 | 1 | 4 | 3 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 15 | 0 | 0 | 20 | 90 | |
| Single-Unit % | 44.4 | 58.3 | 0.0 | 33.3 | 0.0 | 50.0 | 100.0 | 62.5 | 25.4 | 0.0 | 0.0 | 32.5 | 50.0 | 50.0 | 44.4 | 75.0 | 0.0 | 50.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 71.4 | 0.0 | 78.9 | 0.0 | 0.0 | 71.4 | 45.9 | |
| Articulated Trucks | 1 | 4 | 0 | 1 | 0 | 6 | 0 | 0 | 49 | 0 | 0 | 49 | 4 | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 63 | |
| Articulated % | 11.1 | 33.3 | 0.0 | 33.3 | 0.0 | 25.0 | 0.0 | 0.0 | 69.0 | 0.0 | 0.0 | 59.0 | 8.7 | 0.0 | 11.1 | 0.0 | 0.0 | 8.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.3 | 100.0 | 0.0 | 10.7 | 32.1 | |
| Buses | 4 | 1 | 0 | 1 | 0 | 6 | 0 | 3 | 4 | 0 | 0 | 7 | 19 | 1 | 4 | 1 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 5 | 43 | |
| Single-Unit Trucks | 4 | 7 | 0 | 1 | 0 | 12 | 4 | 5 | 18 | 0 | 0 | 27 | 23 | 1 | 4 | 3 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 15 | 0 | 0 | 20 | 90 | |
| Articulated Trucks | 1 | 4 | 0 | 1 | 0 | 6 | 0 | 0 | 49 | 0 | 0 | 49 | 4 | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 63 | |
| Total Entering Leg | 9 | 12 | 0 | 3 | 0 | 24 | 4 | 8 | 71 | 0 | 0 | 83 | 46 | 2 | 9 | 4 | 0 | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 19 | 2 | 0 | 28 | 196 | |
| Buses | | | | | | 1 | | | | | | 23 | | | | | | 0 | | | | | | | 8 | | | | | | 11 | 43 |
| Single-Unit Trucks | | | | | | 5 | | | | | | 39 | | | | | | 0 | | | | | | | 33 | | | | | | 13 | 90 |
| Articulated Trucks | | | | | | 2 | | | | | | 6 | | | | | | 0 | | | | | | | 53 | | | | | | 2 | 63 |
| Total Exiting Leg | | | | | | 8 | | | | | | 68 | | | | | | 0 | | | | | | | 94 | | | | | | 26 | 196 |

PDI File #: 196872 B
 Location: N: B Street S: I-90 Offramp
 Location: E: Congress Street W: Congress Street SW: I-93 Onramp
 City, State: Boston, MA
 Client: Nitsch/ B. Zimolka
 Site Code: TBA
 Count Date: Thursday, April 11, 2019
 Start Time: 7:00 AM
 End Time: 6:00 PM
 Class:



Buses

| | B Street | | | | | | Congress Street | | | | | | I-93 Offramp | | | | | | I-93 Onramp | | | | | | Congress Street | | | | | | Total |
|--------------|------------|------------|----------|----------|----------|----------|-----------------|----------|-----------|----------|----------|-----------|--------------|----------|----------|-----------|----------|-----------|----------------|------------|-----------|-----------|----------|----------|-----------------|----------|----------|----------|----------|-----------|-----------|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 8 |
| 7:15 AM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 7 |
| 7:30 AM | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 0 | 4 | 3 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 4 | 13 |
| 7:45 AM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 3 | 4 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 4 | 13 |
| Total | 2 | 1 | 0 | 0 | 0 | 3 | 1 | 3 | 6 | 0 | 0 | 10 | 12 | 4 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 2 | 4 | 0 | 12 | 41 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 1 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 3 | 9 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 3 | 9 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 3 | 10 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 3 | 7 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 6 | 14 | 2 | 1 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 5 | 0 | 12 | 35 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 5 | 1 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 9 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 4 | 1 | 1 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 11 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 4 | 2 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 8 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 8 | 0 | 2 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 14 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 7 | 0 | 0 | 10 | 19 | 2 | 4 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 0 | 0 | 7 | 42 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 4 | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 8 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 7 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 0 | 0 | 6 | 14 | 0 | 1 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 2 | 0 | 5 | 26 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 6 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 14 | 1 | 2 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 21 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 6 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 7 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 14 | 1 | 1 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 21 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 6 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 15 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 19 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 2:15 PM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 4 | 9 |
| 2:45 PM | 2 | 1 | 0 | 0 | 0 | 3 | 0 | 1 | 2 | 0 | 0 | 3 | 6 | 0 | 1 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| Total | 2 | 1 | 0 | 1 | 0 | 4 | 0 | 1 | 3 | 0 | 0 | 4 | 18 | 1 | 4 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 4 | 35 |
| 3:00 PM | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 3 | 5 | 1 | 0 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 13 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 5 | 2 | 0 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 3 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 10 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Total | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 7 | 5 | 0 | 0 | 12 | 13 | 1 | 4 | 1 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 37 |
| 4:00 PM | 1 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 2 | 5 | 0 | 2 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 13 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 3 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 4:30 PM | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 2 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 11 | |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 7 |
| Total | 3 | 2 | 0 | 0 | 0 | 5 | 0 | 3 | 3 | 0 | 0 | 6 | 18 | 1 | 5 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 38 |

PDI File #: 196872 B
 Location: N: B Street S: I-90 Offramp
 Location: E: Congress Street W: Congress Street SW: I-93 Onramp
 City, State: Boston, MA
 Client: Nitsch/ B. Zimolka
 Site Code: TBA
 Count Date: Thursday, April 11, 2019
 Start Time: 7:00 AM
 End Time: 6:00 PM
 Class:



Buses

| | B Street | | | | | | Congress Street | | | | | | I-90 Offramp | | | | | | I-93 Onramp | | | | | | Congress Street | | | | | | Total | | | | | | |
|--------------------------|------------|------------|------|------|--------|-------|-----------------|------|-----------|------|--------|-------|--------------|------|------|-----------|--------|-------|----------------|------------|-----------|-----------|--------|-------|-----------------|-------|------|------|--------|-------|-------|-----|------|------|-----|------|-----|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | | | | | | | |
| 5:00 PM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:15 PM | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 3 | 4 | 0 | 4 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 13 |
| 5:30 PM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 2 | 8 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 3 | 5 | 0 | 1 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 2 | 11 |
| Total | 0 | 0 | 0 | 3 | 0 | 3 | 2 | 0 | 5 | 0 | 0 | 7 | 14 | 0 | 8 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 5 | 0 | 0 | 2 | 3 | 0 | 5 | 37 |
| Grand Total | 9 | 4 | 0 | 4 | 0 | 17 | 5 | 24 | 39 | 0 | 0 | 68 | 165 | 13 | 30 | 1 | 0 | 209 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 17 | 18 | 0 | 58 | 0 | 0 | 17 | 18 | 0 | 58 | 352 |
| Approach % | 52.9 | 23.5 | 0.0 | 23.5 | 0.0 | | 7.4 | 35.3 | 57.4 | 0.0 | 0.0 | | 78.9 | 6.2 | 14.4 | 0.5 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 39.7 | 0.0 | 29.3 | 31.0 | 0.0 | | 0.0 | 0.0 | 29.3 | 31.0 | 0.0 | | |
| Total % | 2.6 | 1.1 | 0.0 | 1.1 | 0.0 | 4.8 | 1.4 | 6.8 | 11.1 | 0.0 | 0.0 | 19.3 | 46.9 | 3.7 | 8.5 | 0.3 | 0.0 | 59.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.5 | 0.0 | 4.8 | 5.1 | 0.0 | 16.5 | 0.0 | 0.0 | 4.8 | 5.1 | 0.0 | 16.5 | |
| Exiting Leg Total | 36 | | | | | | 186 | | | | | | 0 | | | | | | 67 | | | | | | 63 | | | | | | 352 | | | | | | |

AM Peak Hour Analysis from 07:00 AM to 10:00 AM begins at:

| | B Street | | | | | | Congress Street | | | | | | I-90 Offramp | | | | | | I-93 Onramp | | | | | | Congress Street | | | | | | Total |
|-------------------------|------------|------------|-------|-------|--------|-------|-----------------|-------|-----------|-------|--------|-------|--------------|-------|-------|-----------|--------|-------|----------------|------------|-----------|-----------|--------|-------|-----------------|-------|-------|-------|--------|-------|-------|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | |
| 7:30 AM | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 0 | 4 | 3 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 4 | 13 |
| 7:45 AM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 3 | 4 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 4 | 13 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 1 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 3 | 9 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 3 | 9 |
| Total Volume | 1 | 1 | 0 | 0 | 0 | 2 | 1 | 2 | 7 | 0 | 0 | 10 | 14 | 3 | 1 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 2 | 5 | 0 | 14 | 44 |
| % Approach Total | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | | 10.0 | 20.0 | 70.0 | 0.0 | 0.0 | | 77.8 | 16.7 | 5.6 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 50.0 | 0.0 | 14.3 | 35.7 | 0.0 | | |
| PHF | 0.250 | 0.250 | 0.000 | 0.000 | 0.000 | 0.500 | 0.250 | 0.500 | 0.583 | 0.000 | 0.000 | 0.625 | 0.875 | 0.750 | 0.250 | 0.000 | 0.000 | 0.900 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.583 | 0.000 | 0.500 | 0.625 | 0.000 | 0.875 | 0.846 |
| Entering Leg | 1 | 1 | 0 | 0 | 0 | 2 | 1 | 2 | 7 | 0 | 0 | 10 | 14 | 3 | 1 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 2 | 5 | 0 | 14 | 44 |
| Exiting Leg | 9 | | | | | | 16 | | | | | | 0 | | | | | | 15 | | | | | | 4 | | | | | | 44 |
| Total | 11 | | | | | | 26 | | | | | | 18 | | | | | | 15 | | | | | | 18 | | | | | | 88 |

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

| | B Street | | | | | | Congress Street | | | | | | I-90 Offramp | | | | | | I-93 Onramp | | | | | | Congress Street | | | | | | Total |
|-------------------------|------------|------------|-------|-------|--------|-------|-----------------|-------|-----------|-------|--------|-------|--------------|-------|-------|-----------|--------|-------|----------------|------------|-----------|-----------|--------|-------|-----------------|-------|-------|-------|--------|-------|-------|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 4 | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 8 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 7 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 0 | 0 | 6 | 14 | 0 | 1 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 2 | 0 | 5 | 26 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 16.7 | 50.0 | 33.3 | 0.0 | 0.0 | | 93.3 | 0.0 | 6.7 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 20.0 | 0.0 | 40.0 | 40.0 | 0.0 | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.750 | 0.500 | 0.000 | 0.000 | 0.750 | 0.875 | 0.000 | 0.250 | 0.000 | 0.000 | 0.750 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.250 | 0.500 | 0.000 | 0.417 | 0.813 |
| Entering Leg | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 0 | 0 | 6 | 14 | 0 | 1 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 2 | 0 | 5 | 26 |
| Exiting Leg | 3 | | | | | | 16 | | | | | | 0 | | | | | | 3 | | | | | | 4 | | | | | | 26 |
| Total | 3 | | | | | | 22 | | | | | | 15 | | | | | | 3 | | | | | | 9 | | | | | | 52 |

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

| | B Street | | | | | | Congress Street | | | | | | I-90 Offramp | | | | | | I-93 Onramp | | | | | | Congress Street | | | | | | Total |
|---------------------|------------|------------|------|------|--------|-------|-----------------|------|-----------|------|--------|-------|--------------|------|------|-----------|--------|-------|----------------|------------|-----------|-----------|--------|-------|-----------------|-------|------|------|--------|-------|-------|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | |
| 2:45 PM | 2 | 1 | 0 | 0 | 0 | 3 | 0 | 1 | 2 | 0 | 0 | 3 | 6 | 0 | 1 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 3:00 PM | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 3 | 5 | 1 | 0 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 13 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 5 | 2 | 0 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 3 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 10 |
| Total Volume | 4 | 1 | 0 | 0 | 0 | 5 | 0 | 7 | 7 | 0 | 0 | 14 | 16 | 1 | 4 | 1 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 45 |

PDI File #: 196872 B
 Location: N: B Street S: I-90 Offramp
 Location: E: Congress Street W: Congress Street SW: I-93 Onramp
 City, State: Boston, MA
 Client: Nitsch/ B. Zimolka
 Site Code: TBA
 Count Date: Thursday, April 11, 2019
 Start Time: 7:00 AM
 End Time: 6:00 PM
 Class:



Buses

| | B Street | | | | | | Congress Street | | | | | | I-90 Offramp | | | | | | I-93 Onramp | | | | | | Congress Street | | | | | | Total |
|------------------|------------|------------|-------|-------|--------|-------|-----------------|-------|-----------|-------|--------|-------|--------------|-------|-------|-----------|--------|-------|----------------|------------|-----------|-----------|--------|-------|-----------------|-------|-------|-------|--------|-------|-------|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | |
| % Approach Total | 80.0 | 20.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | | 72.7 | 4.5 | 18.2 | 4.5 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 75.0 | 25.0 | 0.0 | | |
| PHF | 0.500 | 0.250 | 0.000 | 0.000 | 0.000 | 0.417 | 0.000 | 0.875 | 0.583 | 0.000 | 0.000 | 0.700 | 0.667 | 0.250 | 0.500 | 0.250 | 0.000 | 0.786 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.375 | 0.250 | 0.000 | 0.333 | 0.865 |
| Entering Leg | 4 | 1 | 0 | 0 | 0 | 5 | 0 | 7 | 7 | 0 | 0 | 14 | 16 | 1 | 4 | 1 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 45 |
| Exiting Leg | | | | | | 2 | | | | | | 19 | | | | | | 0 | | | | | | | | | | | | 15 | 45 |
| Total | | | | | | 7 | | | | | | 33 | | | | | | 22 | | | | | | | | | | | | 19 | 90 |

PDI File #: 196872 B
 Location: N: B Street S: I-90 Offramp
 Location: E: Congress Street W: Congress Street SW: I-93 Onramp
 City, State: Boston, MA
 Client: Nitsch/ B. Zimolka
 Site Code: TBA
 Count Date: Thursday, April 11, 2019
 Start Time: 7:00 AM
 End Time: 6:00 PM
 Class:



Single-Unit Trucks

| | B Street | | | | | | Congress Street | | | | | | I-90 Offramp | | | | | | I-93 Onramp | | | | | | Congress Street | | | | | | Total | |
|----------|------------|------------|------|------|--------|-------|-----------------|------|-----------|------|--------|-------|--------------|------|------|-----------|--------|-------|----------------|------------|-----------|-----------|--------|-------|-----------------|-------|------|------|--------|-------|-------|-----|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | | |
| 7:00 AM | 0 | 3 | 0 | 0 | 0 | 3 | 2 | 2 | 3 | 0 | 0 | 7 | 6 | 0 | 3 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 0 | 8 | 27 | |
| 7:15 AM | 1 | 5 | 0 | 1 | 0 | 7 | 2 | 1 | 3 | 0 | 0 | 6 | 4 | 0 | 3 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 6 | 26 | |
| 7:30 AM | 0 | 2 | 0 | 2 | 0 | 4 | 5 | 1 | 4 | 0 | 0 | 10 | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 8 | 24 | |
| 7:45 AM | 1 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 7 | 0 | 0 | 12 | 0 | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 19 | |
| Total | 2 | 10 | 0 | 3 | 0 | 15 | 12 | 6 | 17 | 0 | 0 | 35 | 11 | 1 | 10 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 7 | 0 | 24 | 96 | |
| 8:00 AM | 2 | 2 | 0 | 0 | 0 | 4 | 1 | 2 | 6 | 0 | 0 | 9 | 2 | 1 | 3 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 5 | 24 | |
| 8:15 AM | 1 | 2 | 0 | 3 | 0 | 6 | 5 | 1 | 3 | 0 | 0 | 9 | 7 | 0 | 1 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 27 |
| 8:30 AM | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 2 | 0 | 0 | 6 | 1 | 1 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 4 | 14 | |
| 8:45 AM | 5 | 1 | 0 | 0 | 0 | 6 | 2 | 0 | 8 | 0 | 0 | 10 | 6 | 1 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 5 | 28 |
| Total | 9 | 5 | 0 | 3 | 0 | 17 | 10 | 5 | 19 | 0 | 0 | 34 | 16 | 3 | 5 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 10 | 5 | 0 | 18 | 93 |
| 9:00 AM | 0 | 3 | 0 | 1 | 0 | 4 | 2 | 2 | 4 | 0 | 0 | 8 | 5 | 2 | 1 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 7 | 5 | 0 | 13 | 33 |
| 9:15 AM | 2 | 0 | 0 | 2 | 0 | 4 | 4 | 1 | 4 | 0 | 1 | 10 | 4 | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 7 | 26 | |
| 9:30 AM | 2 | 3 | 0 | 0 | 0 | 5 | 3 | 3 | 9 | 0 | 0 | 15 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 6 | 28 | |
| 9:45 AM | 2 | 2 | 0 | 0 | 0 | 4 | 1 | 3 | 4 | 0 | 0 | 8 | 6 | 0 | 2 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 | 22 |
| Total | 6 | 8 | 0 | 3 | 0 | 17 | 10 | 9 | 21 | 0 | 1 | 41 | 15 | 2 | 6 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 17 | 10 | 0 | 28 | 109 |
| 10:00 AM | 2 | 3 | 0 | 0 | 0 | 5 | 2 | 1 | 9 | 0 | 0 | 12 | 2 | 1 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 4 | 25 |
| 10:15 AM | 1 | 6 | 0 | 0 | 0 | 7 | 1 | 1 | 4 | 0 | 0 | 6 | 3 | 1 | 3 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 5 | 25 |
| 10:30 AM | 0 | 2 | 0 | 1 | 0 | 3 | 1 | 1 | 4 | 0 | 0 | 6 | 3 | 2 | 1 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 1 | 0 | 6 | 21 |
| 10:45 AM | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 3 | 2 | 0 | 0 | 5 | 5 | 1 | 1 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 9 | 24 |
| Total | 3 | 14 | 0 | 1 | 0 | 18 | 4 | 6 | 19 | 0 | 0 | 29 | 13 | 5 | 6 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 17 | 5 | 0 | 24 | 95 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 7 | 0 | 0 | 10 | 2 | 2 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 0 | 6 | 21 |
| 11:15 AM | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 2 | 7 | 0 | 0 | 9 | 5 | 3 | 1 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 4 | 24 |
| 11:30 AM | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 3 | 3 | 0 | 0 | 8 | 7 | 1 | 2 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 5 | 25 |
| 11:45 AM | 1 | 3 | 0 | 1 | 0 | 5 | 1 | 2 | 5 | 0 | 0 | 8 | 4 | 0 | 4 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 5 | 26 |
| Total | 2 | 6 | 0 | 1 | 0 | 9 | 5 | 8 | 22 | 0 | 0 | 35 | 18 | 6 | 8 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 12 | 4 | 0 | 20 | 96 |
| 12:00 PM | 2 | 1 | 0 | 2 | 0 | 5 | 1 | 1 | 3 | 0 | 0 | 5 | 5 | 0 | 1 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 1 | 0 | 6 | 22 |
| 12:15 PM | 4 | 7 | 0 | 0 | 0 | 11 | 1 | 0 | 5 | 0 | 0 | 6 | 8 | 1 | 1 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 3 | 0 | 7 | 34 |
| 12:30 PM | 3 | 4 | 0 | 1 | 0 | 8 | 3 | 1 | 2 | 0 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 3 | 20 |
| 12:45 PM | 0 | 7 | 0 | 0 | 0 | 7 | 1 | 3 | 2 | 0 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 19 |
| Total | 9 | 19 | 0 | 3 | 0 | 31 | 6 | 5 | 12 | 0 | 0 | 23 | 20 | 1 | 2 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 9 | 5 | 0 | 18 | 95 |
| 1:00 PM | 3 | 2 | 0 | 2 | 0 | 7 | 1 | 2 | 6 | 0 | 0 | 9 | 7 | 1 | 2 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 1 | 0 | 8 | 34 |
| 1:15 PM | 2 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 4 | 0 | 0 | 4 | 1 | 1 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 4 | 14 |
| 1:30 PM | 1 | 2 | 0 | 3 | 0 | 6 | 2 | 0 | 8 | 0 | 0 | 10 | 6 | 1 | 2 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 1 | 0 | 7 | 32 |
| 1:45 PM | 0 | 3 | 0 | 0 | 0 | 3 | 2 | 3 | 3 | 0 | 0 | 8 | 5 | 2 | 1 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 20 |
| Total | 6 | 8 | 0 | 5 | 0 | 19 | 5 | 5 | 21 | 0 | 0 | 31 | 19 | 5 | 6 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 9 | 2 | 0 | 20 | 100 |
| 2:00 PM | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 2 | 3 | 0 | 0 | 5 | 5 | 0 | 3 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 4 | 19 |
| 2:15 PM | 0 | 3 | 0 | 0 | 0 | 3 | 1 | 3 | 3 | 0 | 0 | 7 | 6 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 5 | 0 | 0 | 8 | 24 |
| 2:30 PM | 1 | 3 | 0 | 1 | 0 | 5 | 0 | 1 | 7 | 0 | 0 | 8 | 6 | 0 | 1 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 0 | 6 | 26 |
| 2:45 PM | 2 | 1 | 0 | 0 | 0 | 3 | 2 | 0 | 5 | 0 | 0 | 7 | 7 | 0 | 2 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 21 |
| Total | 3 | 9 | 0 | 1 | 0 | 13 | 3 | 6 | 18 | 0 | 0 | 27 | 24 | 0 | 6 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 15 | 0 | 0 | 20 | 90 |
| 3:00 PM | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 3 | 0 | 0 | 5 | 4 | 1 | 1 | 3 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 4 | 19 |
| 3:15 PM | 0 | 3 | 0 | 0 | 0 | 3 | 1 | 2 | 4 | 0 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 15 |
| 3:30 PM | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 4 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 3 | 11 |
| 3:45 PM | 0 | 2 | 0 | 1 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 2 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 10 |
| Total | 1 | 5 | 0 | 2 | 0 | 8 | 3 | 4 | 12 | 0 | 0 | 19 | 10 | 3 | 2 | 3 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 8 | 0 | 0 | 10 | 55 |
| 4:00 PM | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 4 | 0 | 0 | 6 | 3 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 12 |
| 4:15 PM | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 1 | 2 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 4:30 PM | 0 | 2 | 0 | 1 | 0 | 3 | 0 | 1 | 2 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 10 | |
| 4:45 PM | 0 | 2 | 0 | 0 | 0 | 2 | 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 | 3 |
| Total | 0 | 6 | 0 | 2 | 0 | 8 | 3 | 4 | 8 | 0 | 0 | 15 | 6 | 1 | 1 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 34 |

PDI File #: 196872 B
 Location: N: B Street S: I-90 Offramp
 Location: E: Congress Street W: Congress Street SW: I-93 Onramp
 City, State: Boston, MA
 Client: Nitsch/ B. Zimolka
 Site Code: TBA
 Count Date: Thursday, April 11, 2019
 Start Time: 7:00 AM
 End Time: 6:00 PM
 Class:



Single-Unit Trucks

| | B Street | | | | | | Congress Street | | | | | | I-90 Offramp | | | | | | I-93 Onramp | | | | | | Congress Street | | | | | | Total | | | | | | |
|--------------------|------------|------------|----------|-----------|----------|------------|-----------------|-----------|------------|----------|----------|------------|--------------|-----------|-----------|-----------|----------|------------|----------------|------------|-----------|-----------|----------|----------|-----------------|----------|------------|-----------|----------|------------|------------|---|---|---|---|---|----|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | | | | | | | |
| 5:00 PM | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 3 | 5 | 1 | 3 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 4 | | | | | | |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 6 | | | | | | |
| 5:45 PM | 1 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 6 | | | | | | |
| Total | 1 | 1 | 0 | 1 | 0 | 3 | 3 | 1 | 3 | 0 | 0 | 7 | 8 | 1 | 3 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 29 | | | | | | |
| Grand Total | 42 | 91 | 0 | 25 | 0 | 158 | 64 | 59 | 172 | 0 | 1 | 296 | 160 | 28 | 55 | 3 | 0 | 246 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 122 | 40 | 0 | 192 | 892 | | | | | | |
| Approach % | 26.6 | 57.6 | 0.0 | 15.8 | 0.0 | | 21.6 | 19.9 | 58.1 | 0.0 | 0.3 | | 65.0 | 11.4 | 22.4 | 1.2 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 15.6 | 0.0 | 63.5 | 20.8 | 0.0 | | | | | | | | |
| Total % | 4.7 | 10.2 | 0.0 | 2.8 | 0.0 | 17.7 | 7.2 | 6.6 | 19.3 | 0.0 | 0.1 | 33.2 | 17.9 | 3.1 | 6.2 | 0.3 | 0.0 | 27.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.4 | 0.0 | 13.7 | 4.5 | 0.0 | 21.5 | | | | | | | |
| Exiting Leg Total | 132 | | | | | | 308 | | | | | | 0 | | | | | | 296 | | | | | | 156 | | | | | | 892 | | | | | | |

AM Peak Hour Analysis from 07:00 AM to 10:00 AM begins at:

| | B Street | | | | | | Congress Street | | | | | | I-90 Offramp | | | | | | I-93 Onramp | | | | | | Congress Street | | | | | | Total |
|------------------|------------|------------|-------|-------|--------|-------|-----------------|-------|-----------|-------|--------|-------|--------------|-------|-------|-----------|--------|-------|----------------|------------|-----------|-----------|--------|-------|-----------------|-------|-------|-------|--------|-------|------------|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | |
| 8:45 AM | 5 | 1 | 0 | 0 | 0 | 6 | 2 | 0 | 8 | 0 | 0 | 10 | 6 | 1 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 5 | 28 |
| 9:00 AM | 0 | 3 | 0 | 1 | 0 | 4 | 2 | 2 | 4 | 0 | 0 | 8 | 5 | 2 | 1 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 7 | 5 | 0 | 13 | 33 |
| 9:15 AM | 2 | 0 | 0 | 2 | 0 | 4 | 4 | 1 | 4 | 0 | 1 | 10 | 4 | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 7 | 26 |
| 9:30 AM | 2 | 3 | 0 | 0 | 0 | 5 | 3 | 3 | 9 | 0 | 0 | 15 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 6 | 28 |
| Total Volume | 9 | 7 | 0 | 3 | 0 | 19 | 11 | 6 | 25 | 0 | 1 | 43 | 15 | 3 | 4 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 19 | 9 | 0 | 31 | 115 |
| % Approach Total | 47.4 | 36.8 | 0.0 | 15.8 | 0.0 | | 25.6 | 14.0 | 58.1 | 0.0 | 2.3 | | 68.2 | 13.6 | 18.2 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 9.7 | 0.0 | 61.3 | 29.0 | 0.0 | | |
| PHF | 0.450 | 0.583 | 0.000 | 0.375 | 0.000 | 0.792 | 0.688 | 0.500 | 0.694 | 0.000 | 0.250 | 0.717 | 0.625 | 0.375 | 0.500 | 0.000 | 0.000 | 0.688 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.375 | 0.000 | 0.679 | 0.450 | 0.000 | 0.596 | 0.871 |
| Entering Leg | 9 | 7 | 0 | 3 | 0 | 19 | 11 | 6 | 25 | 0 | 1 | 43 | 15 | 3 | 4 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 19 | 9 | 0 | 31 | 115 |
| Exiting Leg | 23 | | | | | | 38 | | | | | | 0 | | | | | | 35 | | | | | | 19 | | | | | | 115 |
| Total | 42 | | | | | | 81 | | | | | | 22 | | | | | | 35 | | | | | | 50 | | | | | | 230 |

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

| | B Street | | | | | | Congress Street | | | | | | I-90 Offramp | | | | | | I-93 Onramp | | | | | | Congress Street | | | | | | Total |
|------------------|------------|------------|-------|-------|--------|-------|-----------------|-------|-----------|-------|--------|-------|--------------|-------|-------|-----------|--------|-------|----------------|------------|-----------|-----------|--------|-------|-----------------|-------|-------|-------|--------|-------|------------|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | |
| 11:30 AM | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 3 | 3 | 0 | 0 | 8 | 7 | 1 | 2 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 5 | 25 |
| 11:45 AM | 1 | 3 | 0 | 1 | 0 | 5 | 1 | 2 | 5 | 0 | 0 | 8 | 4 | 0 | 4 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 5 | 26 |
| 12:00 PM | 2 | 1 | 0 | 2 | 0 | 5 | 1 | 1 | 3 | 0 | 0 | 5 | 5 | 0 | 1 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 1 | 0 | 6 | 22 |
| 12:15 PM | 4 | 7 | 0 | 0 | 0 | 11 | 1 | 0 | 5 | 0 | 0 | 6 | 8 | 1 | 1 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 3 | 0 | 7 | 34 |
| Total Volume | 7 | 13 | 0 | 3 | 0 | 23 | 5 | 6 | 16 | 0 | 0 | 27 | 24 | 2 | 8 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 13 | 7 | 0 | 23 | 107 |
| % Approach Total | 30.4 | 56.5 | 0.0 | 13.0 | 0.0 | | 18.5 | 22.2 | 59.3 | 0.0 | 0.0 | | 70.6 | 5.9 | 23.5 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 13.0 | 0.0 | 56.5 | 30.4 | 0.0 | | |
| PHF | 0.438 | 0.464 | 0.000 | 0.375 | 0.000 | 0.523 | 0.625 | 0.500 | 0.800 | 0.000 | 0.000 | 0.844 | 0.750 | 0.500 | 0.500 | 0.000 | 0.000 | 0.850 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.375 | 0.000 | 0.813 | 0.583 | 0.000 | 0.821 | 0.787 |
| Entering Leg | 7 | 13 | 0 | 3 | 0 | 23 | 5 | 6 | 16 | 0 | 0 | 27 | 24 | 2 | 8 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 13 | 7 | 0 | 23 | 107 |
| Exiting Leg | 14 | | | | | | 40 | | | | | | 0 | | | | | | 32 | | | | | | 21 | | | | | | 107 |
| Total | 37 | | | | | | 67 | | | | | | 34 | | | | | | 32 | | | | | | 44 | | | | | | 214 |

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

| | B Street | | | | | | Congress Street | | | | | | I-90 Offramp | | | | | | I-93 Onramp | | | | | | Congress Street | | | | | | Total |
|--------------|------------|------------|------|------|--------|-------|-----------------|------|-----------|------|--------|-------|--------------|------|------|-----------|--------|-------|----------------|------------|-----------|-----------|--------|-------|-----------------|-------|------|------|--------|-------|-------|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | |
| 2:00 PM | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 2 | 3 | 0 | 0 | 5 | 5 | 0 | 3 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 4 | 19 |
| 2:15 PM | 0 | 3 | 0 | 0 | 0 | 3 | 1 | 3 | 3 | 0 | 0 | 7 | 6 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 5 | 0 | 0 | 8 | 24 |
| 2:30 PM | 1 | 3 | 0 | 1 | 0 | 5 | 0 | 1 | 7 | 0 | 0 | 8 | 6 | 0 | 1 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 0 | 6 | 26 |
| 2:45 PM | 2 | 1 | 0 | 0 | 0 | 3 | 2 | 0 | 5 | 0 | 0 | 7 | 7 | 0 | 2 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 21 |
| Total Volume | 3 | 9 | 0 | 1 | 0 | 13 | 3 | 6 | 18 | 0 | 0 | 27 | 24 | 0 | 6 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 15 | 0 | 0 | 20 | 90 |

PDI File #: 196872 B
 Location: N: B Street S: I-90 Offramp
 Location: E: Congress Street W: Congress Street SW: I-93 Onramp
 City, State: Boston, MA
 Client: Nitsch/ B. Zimolka
 Site Code: TBA
 Count Date: Thursday, April 11, 2019
 Start Time: 7:00 AM
 End Time: 6:00 PM
 Class:



Single-Unit Trucks

| | B Street | | | | | | Congress Street | | | | | | I-90 Offramp | | | | | | I-93 Onramp | | | | | | Congress Street | | | | | | Total |
|------------------|------------|------------|-------|-------|--------|-------|-----------------|-------|-----------|-------|--------|-------|--------------|-------|-------|-----------|--------|-------|----------------|------------|-----------|-----------|--------|-------|-----------------|-------|-------|-------|--------|-------|-------|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | |
| % Approach Total | 23.1 | 69.2 | 0.0 | 7.7 | 0.0 | | 11.1 | 22.2 | 66.7 | 0.0 | 0.0 | | 80.0 | 0.0 | 20.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 25.0 | 0.0 | 75.0 | 0.0 | 0.0 | | |
| PHF | 0.375 | 0.750 | 0.000 | 0.250 | 0.000 | 0.650 | 0.375 | 0.500 | 0.643 | 0.000 | 0.000 | 0.844 | 0.857 | 0.000 | 0.500 | 0.000 | 0.000 | 0.833 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.417 | 0.000 | 0.750 | 0.000 | 0.000 | 0.625 | 0.865 |
| Entering Leg | 3 | 9 | 0 | 1 | 0 | 13 | 3 | 6 | 18 | 0 | 0 | 27 | 24 | 0 | 6 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 15 | 0 | 0 | 20 | 90 |
| Exiting Leg | | | | | | 3 | | | | | | 40 | | | | | | 0 | | | | | | | 15 | 15 | 90 | | | | |
| Total | | | | | | 16 | | | | | | 67 | | | | | | 30 | | | | | | | 32 | 32 | 180 | | | | |

PDI File #: 196872 B
 Location: N: B Street S: I-90 Offramp
 Location: E: Congress Street W: Congress Street SW: I-93 Onramp
 City, State: Boston, MA
 Client: Nitsch/ B. Zimolka
 Site Code: TBA
 Count Date: Thursday, April 11, 2019
 Start Time: 7:00 AM
 End Time: 6:00 PM
 Class:



Articulated Trucks

| | B Street | | | | | | Congress Street | | | | | | I-90 Offramp | | | | | | I-93 Onramp | | | | | | Congress Street | | | | | | Total | | | |
|----------|------------|------------|------|------|--------|-------|-----------------|------|-----------|------|--------|-------|--------------|------|------|-----------|--------|-------|----------------|------------|-----------|-----------|--------|-------|-----------------|-------|------|------|--------|-------|-------|----|----|---|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | | | | |
| 7:00 AM | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 9 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 0 | 0 | 10 | 4 | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 3 | 18 | |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15 | |
| Total | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 22 | 0 | 0 | 24 | 13 | 2 | 1 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 5 | 47 | | |
| 8:00 AM | 1 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 13 | 0 | 0 | 14 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 20 | | |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 13 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | |
| 8:30 AM | 0 | 2 | 0 | 0 | 0 | 2 | 1 | 0 | 18 | 0 | 0 | 19 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | |
| 8:45 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 17 | 0 | 0 | 17 | 2 | 1 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 24 | | |
| Total | 1 | 3 | 0 | 1 | 0 | 5 | 2 | 0 | 61 | 0 | 0 | 63 | 8 | 2 | 1 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 4 | 83 | | |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | |
| 9:15 AM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 9 | | |
| 9:30 AM | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 11 | | |
| 9:45 AM | 2 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 11 | 0 | 0 | 11 | 4 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 21 | | |
| Total | 3 | 4 | 0 | 0 | 0 | 7 | 0 | 0 | 32 | 0 | 0 | 32 | 8 | 1 | 1 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 52 | | |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 12 | | |
| 10:15 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 9 | |
| 10:30 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 8 | 0 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 13 | | |
| 10:45 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 12 | 0 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 16 | | |
| Total | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 30 | 0 | 0 | 30 | 12 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 5 | 50 | | |
| 11:00 AM | 0 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 5 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 10 | | |
| 11:15 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 11 | 0 | 0 | 12 | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 16 | | |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 14 | 0 | 0 | 15 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 18 | | |
| 11:45 AM | 0 | 1 | 0 | 1 | 0 | 2 | 3 | 0 | 18 | 0 | 0 | 21 | 2 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 27 | | |
| Total | 0 | 3 | 0 | 2 | 0 | 5 | 5 | 1 | 48 | 0 | 0 | 54 | 5 | 1 | 1 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 5 | 71 | | |
| 12:00 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 12 | 0 | 0 | 12 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | |
| 12:15 PM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 16 | 0 | 0 | 16 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | |
| 12:30 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 18 | 0 | 0 | 18 | 5 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 3 | 27 | | |
| 12:45 PM | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 1 | 22 | 0 | 0 | 23 | 5 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 33 | | |
| Total | 0 | 5 | 0 | 1 | 0 | 6 | 0 | 1 | 68 | 0 | 0 | 69 | 15 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 1 | 0 | 5 | 95 | | |
| 1:00 PM | 0 | 4 | 0 | 0 | 0 | 4 | 1 | 0 | 18 | 0 | 0 | 19 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 28 | | |
| 1:15 PM | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 17 | 0 | 0 | 17 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 23 | | |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 17 | | |
| 1:45 PM | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 12 | 0 | 0 | 13 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 18 | | |
| Total | 0 | 7 | 0 | 0 | 0 | 7 | 2 | 0 | 61 | 0 | 0 | 63 | 9 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 0 | 0 | 7 | 86 | | |
| 2:00 PM | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 12 | 0 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 17 | | |
| 2:15 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 16 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 18 | | |
| 2:30 PM | 1 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 10 | 0 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | |
| 2:45 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 14 | 14 | |
| Total | 1 | 6 | 0 | 0 | 0 | 7 | 0 | 0 | 50 | 0 | 0 | 50 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 4 | 64 | | |
| 3:00 PM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 11 | 0 | 0 | 11 | 2 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 16 | |
| 3:15 PM | 1 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 10 | | |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | |
| Total | 1 | 2 | 0 | 1 | 0 | 4 | 0 | 0 | 31 | 0 | 0 | 31 | 3 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 41 | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 7 | | |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | | |
| 4:30 PM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 6 | | |
| 4:45 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | |
| Total | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 11 | 0 | 0 | 11 | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 18 | |

PDI File #: 196872 B
 Location: N: B Street S: I-90 Offramp
 Location: E: Congress Street W: Congress Street SW: I-93 Onramp
 City, State: Boston, MA
 Client: Nitsch/ B. Zimolka
 Site Code: TBA
 Count Date: Thursday, April 11, 2019
 Start Time: 7:00 AM
 End Time: 6:00 PM
 Class:



Articulated Trucks

| | B Street | | | | | | Congress Street | | | | | | I-90 Offramp | | | | | | I-93 Onramp | | | | | | Congress Street | | | | | | Total |
|--------------------|------------|------------|----------|----------|----------|-----------|-----------------|----------|------------|----------|----------|------------|--------------|----------|----------|-----------|----------|-----------|----------------|------------|-----------|-----------|----------|----------|-----------------|----------|-----------|----------|----------|-----------|------------|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | |
| 5:00 PM | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 4 |
| 5:15 PM | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:30 PM | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 PM | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Total | 1 | 6 | 0 | 1 | 0 | 8 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 11 |
| Grand Total | 8 | 41 | 0 | 7 | 0 | 56 | 9 | 5 | 414 | 0 | 0 | 428 | 77 | 7 | 6 | 0 | 0 | 90 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 28 | 5 | 0 | 44 | 618 |
| Approach % | 14.3 | 73.2 | 0.0 | 12.5 | 0.0 | | 2.1 | 1.2 | 96.7 | 0.0 | 0.0 | | 85.6 | 7.8 | 6.7 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 25.0 | 0.0 | 63.6 | 11.4 | 0.0 | | |
| Total % | 1.3 | 6.6 | 0.0 | 1.1 | 0.0 | 9.1 | 1.5 | 0.8 | 67.0 | 0.0 | 0.0 | 69.3 | 12.5 | 1.1 | 1.0 | 0.0 | 0.0 | 14.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 | 0.0 | 4.5 | 0.8 | 0.0 | 7.1 | |
| Exiting Leg Total | 21 | | | | | | 112 | | | | | | 0 | | | | | | 466 | | | | | | 19 | 618 | | | | | |

AM Peak Hour Analysis from 07:00 AM to 10:00 AM begins at:

| | B Street | | | | | | Congress Street | | | | | | I-90 Offramp | | | | | | I-93 Onramp | | | | | | Congress Street | | | | | | Total |
|------------------|------------|------------|-------|-------|--------|-------|-----------------|-------|-----------|-------|--------|-------|--------------|-------|-------|-----------|--------|-------|----------------|------------|-----------|-----------|--------|-------|-----------------|------------|-------|-------|--------|-------|-------|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | |
| 8:00 AM | 1 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 13 | 0 | 0 | 14 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 20 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 13 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 8:30 AM | 0 | 2 | 0 | 0 | 0 | 2 | 1 | 0 | 18 | 0 | 0 | 19 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 8:45 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 17 | 0 | 0 | 17 | 2 | 1 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 24 |
| Total Volume | 1 | 3 | 0 | 1 | 0 | 5 | 2 | 0 | 61 | 0 | 0 | 63 | 8 | 2 | 1 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 4 | 83 |
| % Approach Total | 20.0 | 60.0 | 0.0 | 20.0 | 0.0 | | 3.2 | 0.0 | 96.8 | 0.0 | 0.0 | | 72.7 | 18.2 | 9.1 | 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 | 0.250 | 0.375 | 0.000 | 0.250 | 0.000 | 0.625 | 0.500 | 0.000 | 0.847 | 0.000 | 0.000 | 0.829 | 0.667 | 0.500 | 0.250 | 0.000 | 0.000 | 0.688 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 | 0.500 | 0.865 |
| Entering Leg | 1 | 3 | 0 | 1 | 0 | 5 | 2 | 0 | 61 | 0 | 0 | 63 | 8 | 2 | 1 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 4 | 83 |
| Exiting Leg | 6 | | | | | | 11 | | | | | | 0 | | | | | | 64 | | | | | | 2 | 83 | | | | | |
| Total | 11 | | | | | | 74 | | | | | | 11 | | | | | | 64 | | | | | | 6 | 166 | | | | | |

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

| | B Street | | | | | | Congress Street | | | | | | I-90 Offramp | | | | | | I-93 Onramp | | | | | | Congress Street | | | | | | Total |
|------------------|------------|------------|-------|-------|--------|-------|-----------------|-------|-----------|-------|--------|-------|--------------|-------|-------|-----------|--------|-------|----------------|------------|-----------|-----------|--------|-------|-----------------|------------|-------|-------|--------|-------|-------|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | |
| 12:30 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 18 | 0 | 0 | 18 | 5 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 3 | 27 |
| 12:45 PM | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 1 | 22 | 0 | 0 | 23 | 5 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 33 |
| 1:00 PM | 0 | 4 | 0 | 0 | 0 | 4 | 1 | 0 | 18 | 0 | 0 | 19 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 28 |
| 1:15 PM | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 17 | 0 | 0 | 17 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 23 |
| Total Volume | 0 | 10 | 0 | 0 | 0 | 10 | 1 | 1 | 75 | 0 | 0 | 77 | 15 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 6 | 1 | 0 | 9 | 111 |
| % Approach Total | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | | 1.3 | 1.3 | 97.4 | 0.0 | 0.0 | | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 22.2 | 0.0 | 66.7 | 11.1 | 0.0 | | |
| PHF | 0.000 | 0.625 | 0.000 | 0.000 | 0.000 | 0.625 | 0.250 | 0.250 | 0.852 | 0.000 | 0.000 | 0.837 | 0.750 | 0.000 | 0.000 | 0.000 | 0.000 | 0.750 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.750 | 0.250 | 0.000 | 0.750 | 0.841 |
| Entering Leg | 0 | 10 | 0 | 0 | 0 | 10 | 1 | 1 | 75 | 0 | 0 | 77 | 15 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 6 | 1 | 0 | 9 | 111 |
| Exiting Leg | 2 | | | | | | 21 | | | | | | 0 | | | | | | 87 | | | | | | 1 | 111 | | | | | |
| Total | 12 | | | | | | 98 | | | | | | 15 | | | | | | 87 | | | | | | 10 | 222 | | | | | |

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

| | B Street | | | | | | Congress Street | | | | | | I-90 Offramp | | | | | | I-93 Onramp | | | | | | Congress Street | | | | | | Total |
|--------------|------------|------------|------|------|--------|-------|-----------------|------|-----------|------|--------|-------|--------------|------|------|-----------|--------|-------|----------------|------------|-----------|-----------|--------|-------|-----------------|-------|------|------|--------|-------|-------|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | |
| 2:00 PM | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 12 | 0 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 17 |
| 2:15 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 16 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 18 |
| 2:30 PM | 1 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 10 | 0 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 2:45 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 14 |
| Total Volume | 1 | 6 | 0 | 0 | 0 | 7 | 0 | 0 | 50 | 0 | 0 | 50 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 4 | 64 |

PDI File #: 196872 B
 Location: N: B Street S: I-90 Offramp
 Location: E: Congress Street W: Congress Street SW: I-93 Onramp
 City, State: Boston, MA
 Client: Nitsch/ B. Zimolka
 Site Code: TBA
 Count Date: Thursday, April 11, 2019
 Start Time: 7:00 AM
 End Time: 6:00 PM
 Class:



Articulated Trucks

| | B Street | | | | | | Congress Street | | | | | | I-90 Offramp | | | | | | I-93 Onramp | | | | | | Congress Street | | | | | | Total |
|------------------|------------|------------|-------|-------|--------|-------|-----------------|-------|-----------|-------|--------|-------|--------------|-------|-------|-----------|--------|-------|----------------|------------|-----------|-----------|--------|-------|-----------------|-------|-------|-------|--------|-------|-------|
| | from North | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | Total | Right | Thru | Bear Left | Left | U-Turn | Total | Right | Thru | Left | Hard Left | U-Turn | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | Total | Hard Right | Right | Thru | Left | U-Turn | Total | |
| % Approach Total | 14.3 | 85.7 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 25.0 | 0.0 | 50.0 | 25.0 | 0.0 | | |
| PHF | 0.250 | 0.750 | 0.000 | 0.000 | 0.000 | 0.583 | 0.000 | 0.000 | 0.781 | 0.000 | 0.000 | 0.781 | 0.375 | 0.000 | 0.000 | 0.000 | 0.000 | 0.375 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.500 | 0.250 | 0.000 | 0.500 | 0.889 |
| Entering Leg | 1 | 6 | 0 | 0 | 0 | 7 | 0 | 0 | 50 | 0 | 0 | 50 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 4 | 64 |
| Exiting Leg | | | | | | 1 | | | | | | 5 | | | | | | 0 | | | | | | 57 | | | | | | 1 | 64 |
| Total | | | | | | 8 | | | | | | 55 | | | | | | 3 | | | | | | 57 | | | | | | 5 | 128 |

PDI File #: 196872 B
 Location: N: B Street S: I-90 Offramp
 Location: E: Congress Street W: Congress Street SW: I-93 Onramp
 City, State: Boston, MA
 Client: Nitsch/ B. Zimolka
 Site Code: TBA
 Count Date: Thursday, April 11, 2019
 Start Time: 7:00 AM
 End Time: 6:00 PM
 Class:



Bicycles (on Roadway and Crosswalks)

| | B Street | | | | | | | | Congress Street | | | | | | | | I-90 Offramp | | | | | | | | I-93 Onramp | | | | | | | | Congress Street | | | | | | | | Total | | | | | | | | | | | | | | | | |
|--------------------------|------------|------------|------|------|--------|-------|-------|-------|-----------------|------|-----------|------|--------|-------|-------|-------|--------------|------|------|-----------|--------|-------|-------|-------|----------------|------------|-----------|-----------|--------|--------|--------|-------|-----------------|-------|------|------|--------|-------|-------|-------|-------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | from North | | | | | | | | from East | | | | | | | | from South | | | | | | | | from Southwest | | | | | | | | from West | | | | | | | | | | | | | | | | | | | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | CW-EB | CW-WB | Total | Right | Thru | Bear Left | Left | U-Turn | CW-SE | CW-NB | Total | Right | Thru | Left | Hard Left | U-Turn | CW-WB | CW-EB | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | CW-NWB | CW-SEB | Total | Hard Right | Right | Thru | Left | U-Turn | CW-NB | CW-SE | Total | | | | | | | | | | | | | | | | | |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | | | | | | | | |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | | | | | | | | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 3 | 8 | | | | | | | | | | | | | | | |
| Grand Total | 7 | 0 | 0 | 2 | 0 | 9 | 3 | 21 | 5 | 14 | 0 | 0 | 0 | 3 | 3 | 25 | 1 | 2 | 0 | 0 | 0 | 8 | 6 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 2 | 0 | 9 | 11 | 0 | 6 | 1 | 29 | 97 | | | | | | | | | | | | | | | | |
| Approach % | 33.3 | 0.0 | 0.0 | 9.5 | 0.0 | 42.9 | 14.3 | | 20.0 | 56.0 | 0.0 | 0.0 | 0.0 | 12.0 | 12.0 | | 5.9 | 11.8 | 0.0 | 0.0 | 0.0 | 47.1 | 35.3 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | | 6.9 | 0.0 | 31.0 | 37.9 | 0.0 | 20.7 | 3.4 | | | | | | | | | | | | | | | | | | |
| Total % | 7.2 | 0.0 | 0.0 | 2.1 | 0.0 | 9.3 | 3.1 | 21.6 | 5.2 | 14.4 | 0.0 | 0.0 | 0.0 | 3.1 | 3.1 | 25.8 | 1.0 | 2.1 | 0.0 | 0.0 | 0.0 | 8.2 | 6.2 | 17.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.2 | 5.2 | 2.1 | 0.0 | 9.3 | 11.3 | 0.0 | 6.2 | 1.0 | 29.9 | | | | | | | | | | | | | | | | | |
| Exiting Leg Total | 30 | | | | | | | | 18 | | | | | | | | 14 | | | | | | | | 7 | | | | | | | | 28 | | | | | | | | 97 | | | | | | | | | | | | | | | | |

AM Peak Hour Analysis from 07:00 AM to 10:00 AM begins at:

| | B Street | | | | | | | | Congress Street | | | | | | | | I-90 Offramp | | | | | | | | I-93 Onramp | | | | | | | | Congress Street | | | | | | | | Total |
|-------------------------|------------|------------|-------|-------|--------|-------|-------|-------|-----------------|-------|-----------|-------|--------|-------|-------|-------|--------------|-------|-------|-----------|--------|-------|-------|-------|----------------|------------|-----------|-----------|--------|--------|--------|-------|-----------------|-------|-------|-------|--------|-------|-------|-------|-------|
| | from North | | | | | | | | from East | | | | | | | | from South | | | | | | | | from Southwest | | | | | | | | from West | | | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | CW-EB | CW-WB | Total | Right | Thru | Bear Left | Left | U-Turn | CW-SE | CW-NB | Total | Right | Thru | Left | Hard Left | U-Turn | CW-WB | CW-EB | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | CW-NWB | CW-SEB | Total | Hard Right | Right | Thru | Left | U-Turn | CW-NB | CW-SE | Total | |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 4 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 7 |
| Total Volume | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 1 | 0 | 5 | 13 |
| % Approach Total | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 75.0 | 0.0 | | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 20.0 | 60.0 | 0.0 | 20.0 | 0.0 | | |
| PHF | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.375 | 0.000 | 0.500 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.375 | 0.000 | 0.375 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.375 | 0.000 | 0.250 | 0.000 | 0.625 | 0.464 | |
| Entering Leg | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 1 | 0 | 5 | 13 |
| Exiting Leg | 6 | | | | | | | | 1 | | | | | | | | 3 | | | | | | | | 0 | | | | | | | | 3 | | | | | | | | 13 |
| Total | 10 | | | | | | | | 2 | | | | | | | | 6 | | | | | | | | 0 | | | | | | | | 8 | | | | | | | | 26 |

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

| | B Street | | | | | | | | Congress Street | | | | | | | | I-90 Offramp | | | | | | | | I-93 Onramp | | | | | | | | Congress Street | | | | | | | | Total |
|-------------------------|------------|------------|-------|-------|--------|-------|-------|-------|-----------------|-------|-----------|-------|--------|-------|-------|-------|--------------|-------|-------|-----------|--------|-------|-------|-------|----------------|------------|-----------|-----------|--------|--------|--------|-------|-----------------|-------|-------|-------|--------|-------|-------|-------|-------|
| | from North | | | | | | | | from East | | | | | | | | from South | | | | | | | | from Southwest | | | | | | | | from West | | | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | CW-EB | CW-WB | Total | Right | Thru | Bear Left | Left | U-Turn | CW-SE | CW-NB | Total | Right | Thru | Left | Hard Left | U-Turn | CW-WB | CW-EB | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | CW-NWB | CW-SEB | Total | Hard Right | Right | Thru | Left | U-Turn | CW-NB | CW-SE | Total | |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| 1:15 PM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 6 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total Volume | 0 | 0 | 0 | 2 | 0 | 2 | 2 | 6 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 15 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 33.3 | 0.0 | 33.3 | 33.3 | | 50.0 | 25.0 | 0.0 | 0.0 | 0.0 | 25.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 66.7 | 33.3 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 50.0 | 0.0 | 50.0 | 0.0 | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.500 | 0.500 | 0.750 | 0.250 | 0.250 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.250 | 0.750 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.250 | 0.000 | 0.500 | 0.625 |
| Entering Leg | 0 | 0 | 0 | 2 | 0 | 2 | 2 | 6 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 15 |
| Exiting Leg | 7 | | | | | | | | 3 | | | | | | | | 3 | | | | | | | | 0 | | | | | | | | 2 | | | | | | | | 15 |
| Total | 13 | | | | | | | | 7 | | | | | | | | 6 | | | | | | | | 0 | | | | | | | | 4 | | | | | | | | 30 |

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

| | B Street | | | | | | | | Congress Street | | | | | | | | I-90 Offramp | | | | | | | | I-93 Onramp | | | | | | | | Congress Street | | | | | | | | Total |
|---------------------|------------|------------|------|------|--------|-------|-------|-------|-----------------|------|-----------|------|--------|-------|-------|-------|--------------|------|------|-----------|--------|-------|-------|-------|----------------|------------|-----------|-----------|--------|--------|--------|-------|-----------------|-------|------|------|--------|-------|-------|-------|-------|
| | from North | | | | | | | | from East | | | | | | | | from South | | | | | | | | from Southwest | | | | | | | | from West | | | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | CW-EB | CW-WB | Total | Right | Thru | Bear Left | Left | U-Turn | CW-SE | CW-NB | Total | Right | Thru | Left | Hard Left | U-Turn | CW-WB | CW-EB | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | CW-NWB | CW-SEB | Total | Hard Right | Right | Thru | Left | U-Turn | CW-NB | CW-SE | Total | |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |

PDI File #: 196872 B
 Location: N: B Street S: I-90 Offramp
 Location: E: Congress Street W: Congress Street SW: I-93 Onramp
 City, State: Boston, MA
 Client: Nitsch/ B. Zimolka
 Site Code: TBA
 Count Date: Thursday, April 11, 2019
 Start Time: 7:00 AM
 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 | | | | | | | Congress Street | | | | | | | I-90 Offramp | | | | | | | I-93 Onramp | | | | | | | Congress Street | | | | | | | Total | | | |
|------------------|------------|------------|-------|-------|--------|-------|-------|-----------------|-------|-------|-----------|-------|--------|-------|--------------|-------|-------|-------|-------|-----------|--------|----------------|-------|-------|------------|------------|-----------|-----------|-----------------|--------|--------|-------|------------|-------|-------|-------|-------|--------|-------|
| | from North | | | | | | | from East | | | | | | | from South | | | | | | | from Southwest | | | | | | | from West | | | | | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | CW-EB | CW-WB | Total | Right | Thru | Bear Left | Left | U-Turn | CW-SE | CW-NB | Total | Right | Thru | Left | Hard Left | U-Turn | CW-WB | CW-EB | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | CW-NWB | CW-SEB | Total | Hard Right | Right | Thru | | Left | U-Turn | CW-NB |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 50.0 | 20.0 | 40.0 | 0.0 | 0.0 | 0.0 | 0.0 | 40.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 20.0 | 60.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.250 | 0.250 | 0.500 | 0.000 | 0.000 | 0.000 | 0.250 | 0.625 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.250 | 0.750 | 0.625 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |
| Entering Leg | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 2 | 0 | 0 | 0 | 2 | 5 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exiting Leg | | | | | | | | 4 | | | | | | 2 | 2 | | | | | | | | 4 | | | | | | | 1 | 1 | | | | | | | | 2 |
| Total | | | | | | | | 6 | | | | | | 7 | 7 | | | | | | | | 9 | | | | | | | 2 | 2 | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

PDI File #: 196872 B
 Location: N: B Street S: I-90 Offramp
 Location: E: Congress Street W: Congress Street SW: I-93 Onramp
 City, State: Boston, MA
 Client: Nitsch/ B. Zimolka
 Site Code: TBA
 Count Date: Thursday, April 11, 2019
 Start Time: 7:00 AM
 End Time: 6:00 PM
 Class:



Pedestrians

| | B Street | | | | | | | Congress Street | | | | | | | I-90 Offramp | | | | | | | I-93 Onramp | | | | | | | Congress Street | | | | | | | Total | | | | | |
|--------------|------------|------------|------|------|--------|-------|-------|-----------------|-------|------|-----------|------|--------|-------|--------------|-------|-------|------|------|-----------|--------|----------------|-------|-------|------------|------------|-----------|-----------|-----------------|--------|--------|-------|------------|-------|------|-------|------|--------|-------|-------|-------|
| | from North | | | | | | | from East | | | | | | | from South | | | | | | | from Southwest | | | | | | | from West | | | | | | | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | CW-EB | CW-WB | Total | Right | Thru | Bear Left | Left | U-Turn | CW-SE | CW-NE | Total | Right | Thru | Left | Hard Left | U-Turn | CW-WB | CW-EB | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | CW-WWB | CW-SEB | Total | Hard Right | Right | Thru | | Left | U-Turn | CW-NB | CW-SB | Total |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 8 | 6 | 14 | 0 | 0 | 0 | 0 | 0 | 3 | 7 | 10 | 0 | 0 | 0 | 0 | 0 | 8 | 7 | 15 | 0 | 0 | 0 | 0 | 0 | 11 | 5 | 16 | 0 | 0 | 0 | 0 | 0 | 9 | 5 | 14 | 69 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 13 | 5 | 18 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 8 | 0 | 0 | 0 | 0 | 0 | 13 | 5 | 18 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 9 | 60 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 14 | 19 | 33 | 0 | 0 | 0 | 0 | 0 | 3 | 12 | 15 | 0 | 0 | 0 | 0 | 0 | 10 | 17 | 27 | 0 | 0 | 0 | 0 | 0 | 6 | 8 | 14 | 0 | 0 | 0 | 0 | 0 | 5 | 7 | 12 | 101 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 15 | 11 | 26 | 0 | 0 | 0 | 0 | 0 | 3 | 20 | 23 | 0 | 0 | 0 | 0 | 0 | 15 | 12 | 27 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 5 | 87 |
| Total | 0 | 0 | 0 | 0 | 0 | 50 | 41 | 91 | 0 | 0 | 0 | 0 | 0 | 10 | 46 | 56 | 0 | 0 | 0 | 0 | 0 | 46 | 41 | 87 | 0 | 0 | 0 | 0 | 0 | 24 | 19 | 43 | 0 | 0 | 0 | 0 | 0 | 22 | 18 | 40 | 317 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 21 | 12 | 33 | 0 | 0 | 0 | 0 | 0 | 2 | 11 | 13 | 0 | 0 | 0 | 0 | 0 | 14 | 8 | 22 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 76 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 25 | 13 | 38 | 0 | 0 | 0 | 0 | 0 | 5 | 9 | 14 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 10 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 8 | 77 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 42 | 10 | 52 | 0 | 0 | 0 | 0 | 0 | 6 | 23 | 29 | 0 | 0 | 0 | 0 | 0 | 15 | 5 | 20 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 5 | 112 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 22 | 7 | 29 | 0 | 0 | 0 | 0 | 0 | 14 | 5 | 19 | 0 | 0 | 0 | 0 | 0 | 4 | 14 | 18 | 0 | 0 | 0 | 0 | 0 | 5 | 6 | 11 | 0 | 0 | 0 | 0 | 0 | 6 | 5 | 11 | 88 |
| Total | 0 | 0 | 0 | 0 | 0 | 110 | 42 | 152 | 0 | 0 | 0 | 0 | 0 | 27 | 48 | 75 | 0 | 0 | 0 | 0 | 0 | 38 | 32 | 70 | 0 | 0 | 0 | 0 | 0 | 16 | 12 | 28 | 0 | 0 | 0 | 0 | 0 | 18 | 10 | 28 | 353 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 15 | 7 | 22 | 0 | 0 | 0 | 0 | 0 | 5 | 20 | 25 | 0 | 0 | 0 | 0 | 0 | 17 | 7 | 24 | 0 | 0 | 0 | 0 | 0 | 6 | 5 | 11 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 6 | 88 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 17 | 7 | 24 | 0 | 0 | 0 | 0 | 0 | 9 | 8 | 17 | 0 | 0 | 0 | 0 | 0 | 19 | 8 | 27 | 0 | 0 | 0 | 0 | 0 | 3 | 11 | 14 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 8 | 90 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 8 | 11 | 19 | 0 | 0 | 0 | 0 | 0 | 8 | 10 | 18 | 0 | 0 | 0 | 0 | 0 | 9 | 13 | 22 | 0 | 0 | 0 | 0 | 0 | 3 | 6 | 9 | 0 | 0 | 0 | 0 | 0 | 3 | 9 | 12 | 80 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 9 | 12 | 21 | 0 | 0 | 0 | 0 | 0 | 7 | 9 | 16 | 0 | 0 | 0 | 0 | 0 | 9 | 13 | 22 | 0 | 0 | 0 | 0 | 0 | 6 | 12 | 18 | 0 | 0 | 0 | 0 | 0 | 6 | 13 | 19 | 96 |
| Total | 0 | 0 | 0 | 0 | 0 | 49 | 37 | 86 | 0 | 0 | 0 | 0 | 0 | 29 | 47 | 76 | 0 | 0 | 0 | 0 | 0 | 54 | 41 | 95 | 0 | 0 | 0 | 0 | 0 | 18 | 34 | 52 | 0 | 0 | 0 | 0 | 0 | 16 | 29 | 45 | 354 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 12 | 9 | 21 | 0 | 0 | 0 | 0 | 0 | 5 | 10 | 15 | 0 | 0 | 0 | 0 | 0 | 11 | 9 | 20 | 0 | 0 | 0 | 0 | 0 | 7 | 5 | 12 | 0 | 0 | 0 | 0 | 0 | 9 | 7 | 16 | 84 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 8 | 6 | 14 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 5 | 37 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 6 | 13 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 7 | 0 | 0 | 0 | 0 | 0 | 10 | 3 | 13 | 0 | 0 | 0 | 0 | 0 | 10 | 2 | 12 | 52 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 7 | 3 | 10 | 0 | 0 | 0 | 0 | 0 | 8 | 2 | 10 | 0 | 0 | 0 | 0 | 0 | 7 | 4 | 11 | 0 | 0 | 0 | 0 | 0 | 5 | 7 | 12 | 0 | 0 | 0 | 0 | 0 | 5 | 8 | 13 | 56 |
| Total | 0 | 0 | 0 | 0 | 0 | 26 | 18 | 44 | 0 | 0 | 0 | 0 | 0 | 28 | 24 | 52 | 0 | 0 | 0 | 0 | 0 | 25 | 20 | 45 | 0 | 0 | 0 | 0 | 0 | 25 | 17 | 42 | 0 | 0 | 0 | 0 | 0 | 27 | 19 | 46 | 229 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 7 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 8 | 31 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 11 | 10 | 21 | 0 | 0 | 0 | 0 | 0 | 6 | 7 | 13 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 12 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 11 | 59 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 12 | 16 | 28 | 0 | 0 | 0 | 0 | 0 | 9 | 9 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 3 | 6 | 9 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 8 | 67 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 21 | 10 | 31 | 0 | 0 | 0 | 0 | 0 | 8 | 13 | 21 | 0 | 0 | 0 | 0 | 0 | 5 | 8 | 13 | 0 | 0 | 0 | 0 | 0 | 6 | 14 | 20 | 0 | 0 | 0 | 0 | 0 | 7 | 11 | 18 | 103 |
| Total | 0 | 0 | 0 | 0 | 0 | 47 | 39 | 86 | 0 | 0 | 0 | 0 | 0 | 29 | 31 | 60 | 0 | 0 | 0 | 0 | 0 | 7 | 14 | 21 | 0 | 0 | 0 | 0 | 0 | 21 | 27 | 48 | 0 | 0 | 0 | 0 | 0 | 21 | 24 | 45 | 260 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 21 | 22 | 43 | 0 | 0 | 0 | 0 | 0 | 10 | 10 | 20 | 0 | 0 | 0 | 0 | 0 | 22 | 22 | 44 | 0 | 0 | 0 | 0 | 0 | 6 | 9 | 15 | 0 | 0 | 0 | 0 | 0 | 3 | 10 | 13 | 135 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 16 | 30 | 46 | 0 | 0 | 0 | 0 | 0 | 3 | 91 | 94 | 0 | 0 | 0 | 0 | 0 | 16 | 30 | 46 | 0 | 0 | 0 | 0 | 0 | 10 | 3 | 13 | 0 | 0 | 0 | 0 | 0 | 7 | 4 | 11 | 210 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 24 | 16 | 40 | 0 | 0 | 0 | 0 | 0 | 16 | 111 | 127 | 0 | 0 | 0 | 0 | 0 | 20 | 16 | 36 | 0 | 0 | 0 | 0 | 0 | 5 | 6 | 11 | 0 | 0 | 0 | 0 | 0 | 4 | 6 | 10 | 224 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 26 | 9 | 35 | 0 | 0 | 0 | 0 | 0 | 16 | 14 | 30 | 0 | 0 | 0 | 0 | 0 | 26 | 9 | 35 | 0 | 0 | 0 | 0 | 0 | 10 | 6 | 16 | 0 | 0 | 0 | 0 | 0 | 9 | 6 | 15 | 131 |
| Total | 0 | 0 | 0 | 0 | 0 | 87 | 77 | 164 | 0 | 0 | 0 | 0 | 0 | 45 | 226 | 271 | 0 | 0 | 0 | 0 | 0 | 84 | 77 | 161 | 0 | 0 | 0 | 0 | 0 | 31 | 24 | 55 | 0 | 0 | 0 | 0 | 0 | 23 | 26 | 49 | 700 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 5 | 27 | 32 | 0 | 0 | 0 | 0 | 0 | 63 | 17 | 80 | 0 | 0 | 0 | 0 | 0 | 5 | 27 | 32 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 12 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 12 | 168 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 20 | 8 | 28 | 0 | 0 | 0 | 0 | 0 | 102 | 37 | 139 | 0 | 0 | 0 | 0 | 0 | 19 | 8 | 27 | 0 | 0 | 0 | 0 | 0 | 11 | 9 | 20 | 0 | 0 | 0 | 0 | 0 | 8 | 4 | 12 | 226 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 15 | 14 | 29 | 0 | 0 | 0 | 0 | 0 | 76 | 11 | 87 | 0 | 0 | 0 | 0 | 0 | 15 | 15 | 30 | 0 | 0 | 0 | 0 | 0 | 7 | 8 | 15 | 0 | 0 | 0 | 0 | 0 | 4 | 6 | 10 | 171 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 11 | 17 | 28 | 0 | 0 | 0 | 0 | 0 | 14 | 25 | 39 | 0 | 0 | 0 | 0 | 0 | 12 | 17 | 29 | 0 | 0 | 0 | 0 | 0 | 4 | 14 | 18 | 0 | 0 | 0 | 0 | 0 | 5 | 7 | 12 | 126 |
| Total | 0 | 0 | 0 | 0 | 0 | 51 | 66 | 117 | 0 | 0 | 0 | 0 | 0 | 255 | 90 | 345 | 0 | 0 | 0 | 0 | 0 | 51 | 67 | 118 | 0 | 0 | 0 | 0 | 0 | 28 | 37 | 65 | 0 | 0 | 0 | 0 | 0 | 23 | 23 | 46 | 691 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 10 | 8 | 18 | 0 | 0 | 0 | 0 | 0 | 55 | 6 | 61 | 0 | 0 | 0 | 0 | 0 | 10 | 6 | 16 | 0 | 0 | 0 | 0 | 0 | 7 | 17 | 24 | 0 | 0 | 0 | 0 | 0 | 5 | 13 | 18 | 137 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 14 | 9 | 23 | 0 | 0 | 0 | 0 | 0 | 23 | 20 | 43 | 0 | 0 | 0 | 0 | 0 | 14 | 8 | 22 | 0 | 0 | 0 | 0 | 0 | 10 | 22 | 32 | 0 | 0 | 0 | 0 | 0 | 8 | 12 | 20 | 140 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 10 | 9 | 19 | 0 | 0 | 0 | 0 | 0 | 19 | 5 | 24 | 0 | 0 | 0 | 0 | 0 | 12 | 9 | 21 | 0 | 0 | 0 | 0 | 0 | 2 | 17 | 19 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 5 | 88 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 15 | 4 | 19 | 0 | 0 | 0 | 0 | 0 | 22 | 11 | 33 | 0 | 0 | 0 | 0 | 0 | 12 | 4 | 16 | 0 | 0 | 0 | 0 | 0 | 8 | 8 | 16 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 5 | 89 |
| Total | 0 | 0 | 0 | 0 | 0 | 49 | 30 | 79 | 0 | 0 | 0 | 0 | 0 | 119 | 42 | 161 | 0 | 0 | 0 | 0 | 0 | 48 | 27 | 75 | 0 | 0 | 0 | 0 | 0 | 27 | 64 | 91 | 0 | 0 | 0 | 0 | 0 | 19 | 29 | 48 | 454 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 7 | 18 | 25 | 0 | 0 | 0 | 0 | 0 | 55 | 20 | 75 | 0 | 0 | 0 | 0 | 0 | 13 | 22 | 35 | 0 | 0 | 0 | 0 | 0 | 4 | 45 | 49 | 0 | 0 | 0 | 0 | 0 | 4 | 14 | 18 | 202 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 14 | 4 | 18 | 0 | 0 | 0 | 0 | 0 | 47 | 17 | 64 | 0 | 0 | 0 | 0 | 0 | 16 | 4 | 20 | 0 | 0 | 0 | 0 | 0 | 2 | 21 | 23 | 0 | 0 | 0 | 0 | 0 | 3 | 12 | 15 | 140 |
| 3:3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

PDI File #: 196872 B
 Location: N: B Street S: I-90 Offramp
 Location: E: Congress Street W: Congress Street SW: I-93 Onramp
 City, State: Boston, MA
 Client: Nitsch/ B. Zimolka
 Site Code: TBA
 Count Date: Thursday, April 11, 2019
 Start Time: 7:00 AM
 End Time: 6:00 PM
 Class:



Pedestrians

| | B Street | | | | | | | | | Congress Street | | | | | | | | | I-90 Offramp | | | | | | | | | I-93 Onramp | | | | | | | | | Congress Street | | | | | | | | | Total |
|-------------------|------------|------------|------|------|--------|-------|-------|-------|---|-----------------|------|-----------|------|--------|-------|-------|-------|---|--------------|------|------|-----------|--------|-------|-------|-------|---|----------------|------------|-----------|-----------|--------|--------|--------|-------|---|-----------------|-------|------|------|--------|-------|-------|-------|--|-------|
| | from North | | | | | | | | | from East | | | | | | | | | from South | | | | | | | | | from Southwest | | | | | | | | | from West | | | | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | CW-EB | CW-WB | Total | | Right | Thru | Bear Left | Left | U-Turn | CW-SE | CW-NB | Total | | Right | Thru | Left | Hard Left | U-Turn | CW-WB | CW-EB | Total | | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | CW-NWB | CW-SEB | Total | | Hard Right | Right | Thru | Left | U-Turn | CW-NB | CW-SE | Total | | |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 9 | 48 | 57 | 0 | 0 | 0 | 0 | 0 | 41 | 13 | 54 | 0 | 0 | 0 | 0 | 0 | 9 | 48 | 57 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 8 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 7 | 183 | | | | | |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 28 | 40 | 68 | 0 | 0 | 0 | 0 | 0 | 15 | 12 | 27 | 0 | 0 | 0 | 0 | 0 | 27 | 40 | 67 | 0 | 0 | 0 | 0 | 0 | 4 | 12 | 16 | 0 | 0 | 0 | 0 | 0 | 3 | 11 | 14 | 192 | | | | | |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 23 | 28 | 51 | 0 | 0 | 0 | 0 | 0 | 20 | 6 | 26 | 0 | 0 | 0 | 0 | 0 | 23 | 29 | 52 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 137 | | | | | |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 30 | 18 | 48 | 0 | 0 | 0 | 0 | 0 | 16 | 21 | 37 | 0 | 0 | 0 | 0 | 0 | 30 | 18 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 137 | | | | | |
| Total | 0 | 0 | 0 | 0 | 0 | 90 | 134 | 224 | 0 | 0 | 0 | 0 | 0 | 92 | 52 | 144 | 0 | 0 | 0 | 0 | 0 | 89 | 135 | 224 | 0 | 0 | 0 | 0 | 0 | 11 | 19 | 30 | 0 | 0 | 0 | 0 | 0 | 9 | 18 | 27 | 649 | | | | | |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 649 | 628 | 1277 | 0 | 0 | 0 | 0 | 0 | 824 | 699 | 1523 | 0 | 0 | 0 | 0 | 0 | 540 | 596 | 1136 | 0 | 0 | 0 | 0 | 0 | 230 | 341 | 571 | 0 | 0 | 0 | 0 | 0 | 208 | 235 | 443 | 4950 | | | | | |
| Approach % | 0 | 0 | 0 | 0 | 0 | 50.8 | 49.2 | | 0 | 0 | 0 | 0 | 0 | 54.1 | 45.9 | | 0 | 0 | 0 | 0 | 0 | 47.5 | 52.5 | | 0 | 0 | 0 | 0 | 0 | 40.3 | 59.7 | | 0 | 0 | 0 | 0 | 0 | 47 | 53 | | | | | | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 13.1 | 12.7 | 25.8 | 0 | 0 | 0 | 0 | 0 | 16.6 | 14.1 | 30.8 | 0 | 0 | 0 | 0 | 0 | 10.9 | 12 | 22.9 | 0 | 0 | 0 | 0 | 0 | 4.65 | 6.89 | 11.5 | 0 | 0 | 0 | 0 | 0 | 4.2 | 4.75 | 8.95 | | | | | | |
| Exiting Leg Total | 1277 | | | | | | | | | 1523 | | | | | | | | | 1136 | | | | | | | | | 571 | | | | | | | | | 443 | 4950 | | | | | | | | |

AM Peak Hour Analysis from 07:00 AM to 10:00 AM begins at:

| | B Street | | | | | | | | | Congress Street | | | | | | | | | I-90 Offramp | | | | | | | | | I-93 Onramp | | | | | | | | | Congress Street | | | | | | | | | Total |
|------------------|------------|------------|-------|-------|--------|-------|-------|-------|-------|-----------------|-------|-----------|-------|--------|-------|-------|-------|-------|--------------|-------|-------|-----------|--------|-------|-------|-------|-------|----------------|------------|-----------|-----------|--------|--------|--------|-------|-------|-----------------|-------|-------|-------|--------|-------|-------|-------|--|-------|
| | from North | | | | | | | | | from East | | | | | | | | | from South | | | | | | | | | from Southwest | | | | | | | | | from West | | | | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | CW-EB | CW-WB | Total | | Right | Thru | Bear Left | Left | U-Turn | CW-SE | CW-NB | Total | | Right | Thru | Left | Hard Left | U-Turn | CW-WB | CW-EB | Total | | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | CW-NWB | CW-SEB | Total | | Hard Right | Right | Thru | Left | U-Turn | CW-NB | CW-SE | Total | | |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 42 | 10 | 52 | 0 | 0 | 0 | 0 | 0 | 6 | 23 | 29 | 0 | 0 | 0 | 0 | 0 | 15 | 5 | 20 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 5 | 112 | | | | | |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 22 | 7 | 29 | 0 | 0 | 0 | 0 | 0 | 14 | 5 | 19 | 0 | 0 | 0 | 0 | 0 | 4 | 14 | 18 | 0 | 0 | 0 | 0 | 0 | 5 | 6 | 11 | 0 | 0 | 0 | 0 | 0 | 6 | 5 | 11 | 88 | | | | | |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 15 | 7 | 22 | 0 | 0 | 0 | 0 | 0 | 5 | 20 | 25 | 0 | 0 | 0 | 0 | 0 | 17 | 7 | 24 | 0 | 0 | 0 | 0 | 0 | 6 | 5 | 11 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 6 | 88 | | | | | |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 17 | 7 | 24 | 0 | 0 | 0 | 0 | 0 | 9 | 8 | 17 | 0 | 0 | 0 | 0 | 0 | 19 | 8 | 27 | 0 | 0 | 0 | 0 | 0 | 3 | 11 | 14 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 8 | 90 | | | | | |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 96 | 31 | 127 | 0 | 0 | 0 | 0 | 0 | 34 | 56 | 90 | 0 | 0 | 0 | 0 | 0 | 55 | 34 | 89 | 0 | 0 | 0 | 0 | 0 | 17 | 25 | 42 | 0 | 0 | 0 | 0 | 0 | 16 | 14 | 30 | 378 | | | | | |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 75.6 | 24.4 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 37.8 | 62.2 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 61.8 | 38.2 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 40.5 | 59.5 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 53.3 | 46.7 | | | | | | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.571 | 0.775 | 0.611 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.607 | 0.609 | 0.776 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.724 | 0.607 | 0.824 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.708 | 0.568 | 0.750 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.667 | 0.700 | 0.682 | 0.844 | | | | | |
| Entering Leg | 0 | 0 | 0 | 0 | 0 | 96 | 31 | 127 | 0 | 0 | 0 | 0 | 0 | 34 | 56 | 90 | 0 | 0 | 0 | 0 | 0 | 55 | 34 | 89 | 0 | 0 | 0 | 0 | 0 | 17 | 25 | 42 | 0 | 0 | 0 | 0 | 0 | 16 | 14 | 30 | 378 | | | | | |
| Exiting Leg | 127 | | | | | | | | | 90 | | | | | | | | | 89 | | | | | | | | | 42 | | | | | | | | | 30 | 378 | | | | | | | | |
| Total | 254 | | | | | | | | | 180 | | | | | | | | | 178 | | | | | | | | | 84 | | | | | | | | | 60 | 756 | | | | | | | | |

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

| | B Street | | | | | | | | | Congress Street | | | | | | | | | I-90 Offramp | | | | | | | | | I-93 Onramp | | | | | | | | | Congress Street | | | | | | | | | Total |
|------------------|------------|------------|-------|-------|--------|-------|-------|-------|-------|-----------------|-------|-----------|-------|--------|-------|-------|-------|-------|--------------|-------|-------|-----------|--------|-------|-------|-------|-------|----------------|------------|-----------|-----------|--------|--------|--------|-------|-------|-----------------|-------|-------|-------|--------|-------|-------|-------|--|-------|
| | from North | | | | | | | | | from East | | | | | | | | | from South | | | | | | | | | from Southwest | | | | | | | | | from West | | | | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | CW-EB | CW-WB | Total | | Right | Thru | Bear Left | Left | U-Turn | CW-SE | CW-NB | Total | | Right | Thru | Left | Hard Left | U-Turn | CW-WB | CW-EB | Total | | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | CW-NWB | CW-SEB | Total | | Hard Right | Right | Thru | Left | U-Turn | CW-NB | CW-SE | Total | | |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 24 | 16 | 40 | 0 | 0 | 0 | 0 | 0 | 16 | 111 | 127 | 0 | 0 | 0 | 0 | 0 | 20 | 16 | 36 | 0 | 0 | 0 | 0 | 0 | 5 | 6 | 11 | 0 | 0 | 0 | 0 | 0 | 4 | 6 | 10 | 224 | | | | | |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 26 | 9 | 35 | 0 | 0 | 0 | 0 | 0 | 16 | 14 | 30 | 0 | 0 | 0 | 0 | 0 | 26 | 9 | 35 | 0 | 0 | 0 | 0 | 0 | 10 | 6 | 16 | 0 | 0 | 0 | 0 | 0 | 9 | 6 | 15 | 131 | | | | | |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 5 | 27 | 32 | 0 | 0 | 0 | 0 | 0 | 63 | 17 | 80 | 0 | 0 | 0 | 0 | 0 | 5 | 27 | 32 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 12 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 12 | 168 | | | | | |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 20 | 8 | 28 | 0 | 0 | 0 | 0 | 0 | 102 | 37 | 139 | 0 | 0 | 0 | 0 | 0 | 19 | 8 | 27 | 0 | 0 | 0 | 0 | 0 | 11 | 9 | 20 | 0 | 0 | 0 | 0 | 0 | 8 | 4 | 12 | 226 | | | | | |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 75 | 60 | 135 | 0 | 0 | 0 | 0 | 0 | 197 | 179 | 376 | 0 | 0 | 0 | 0 | 0 | 70 | 60 | 130 | 0 | 0 | 0 | 0 | 0 | 32 | 27 | 59 | 0 | 0 | 0 | 0 | 0 | 27 | 22 | 49 | 749 | | | | | |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 55.6 | 44.4 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 52.4 | 47.6 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 53.8 | 46.2 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 54.2 | 45.8 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 55.1 | 44.9 | | | | | | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.721 | 0.556 | 0.844 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.483 | 0.403 | 0.678 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.673 | 0.556 | 0.903 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.727 | 0.750 | 0.738 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.750 | 0.917 | 0.817 | 0.829 | | | | | |
| Entering Leg | 0 | 0 | 0 | 0 | 0 | 75 | 60 | 135 | 0 | 0 | 0 | 0 | 0 | 197 | 179 | 376 | 0 | 0 | 0 | 0 | 0 | 70 | 60 | 130 | 0 | 0 | 0 | 0 | 0 | 32 | 27 | 59 | 0 | 0 | 0 | 0 | 0 | 27 | 22 | 49 | 749 | | | | | |
| Exiting Leg | 135 | | | | | | | | | 376 | | | | | | | | | 130 | | | | | | | | | 59 | | | | | | | | | 49 | 749 | | | | | | | | |
| Total | 270 | | | | | | | | | 752 | | | | | | | | | 260 | | | | | | | | | 118 | | | | | | | | | 98 | 1498 | | | | | | | | |

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

| | B Street | | | | | | | | | Congress Street | | | | | | | | | I-90 Offramp | | | | | | | | | I-93 Onramp | | | | | | | | | Congress Street | | | | | | | | | Total |
|--------------|------------|------------|------|------|--------|-------|-------|-------|---|-----------------|------|-----------|------|--------|-------|-------|-------|---|--------------|------|------|-----------|--------|-------|-------|-------|---|----------------|------------|-----------|-----------|--------|--------|--------|-------|---|-----------------|-------|------|------|--------|-------|-------|-------|--|-------|
| | from North | | | | | | | | | from East | | | | | | | | | from South | | | | | | | | | from Southwest | | | | | | | | | from West | | | | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | CW-EB | CW-WB | Total | | Right | Thru | Bear Left | Left | U-Turn | CW-SE | CW-NB | Total | | Right | Thru | Left | Hard Left | U-Turn | CW-WB | CW-EB | Total | | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | CW-NWB | CW-SEB | Total | | Hard Right | Right | Thru | Left | U-Turn | CW-NB | CW-SE | Total | | |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 9 | 48 | 57 | 0 | 0 | 0 | 0 | 0 | 41 | 13 | 54 | 0 | 0 | 0 | 0 | 0 | 9 | 48 | 57 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 8 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 7 | 183 | | | | | |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 28 | 40 | 68 | 0 | 0 | 0 | 0 | 0 | 15 | 12 | 27 | 0 | 0 | 0 | 0 | 0 | 27 | 40 | 67 | 0 | 0 | 0 | 0 | 0 | 4 | 12 | 16 | 0 | 0 | 0 | 0 | 0 | 3 | 11 | 14 | 192 | | | | | |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 23 | 28 | 51 | 0 | 0 | 0 | 0 | 0 | 20 | 6 | 26 | 0 | 0 | 0 | 0 | 0 | 23 | 29 | 52 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 137 | | | | | |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 30 | 18 | 48 | 0 | 0 | 0 | 0 | 0 | 16 | 21 | 37 | 0 | 0 | 0 | 0 | 0 | 30 | 18 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 137 | | | | | |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 90 | 134 | 224 | 0 | 0 | 0 | 0 | 0 | 92 | 52 | 144 | 0 | 0 | 0 | 0 | 0 | 89 | 135 | 224 | 0 | 0 | 0 | 0 | 0 | 11 | 19 | 30 | 0 | 0 | 0 | 0 | 0 | 9 | 18 | 27 | 649 | | | | | |

PDI File #: 196872 B
 Location: N: B Street S: I-90 Offramp
 Location: E: Congress Street W: Congress Street SW: I-93 Onramp
 City, State: Boston, MA
 Client: Nitsch/ B. Zimolka
 Site Code: TBA
 Count Date: Thursday, April 11, 2019
 Start Time: 7:00 AM
 End Time: 6:00 PM
 Class:



Pedestrians

| | B Street | | | | | | | | Congress Street | | | | | | I-90 Offramp | | | | | | I-93 Onramp | | | | | | Congress Street | | | | | | Total | | | | | | | | |
|------------------|------------|------------|-------|-------|--------|-------|-------|-------|-----------------|-------|-----------|-------|--------|-------|--------------|-------|-------|-------|-------|-----------|----------------|-------|-------|-------|------------|------------|-----------------|-----------|--------|--------|--------|-------|-------|------------|-------|-------|-------|--------|-------|-------|-------|
| | from North | | | | | | | | from East | | | | | | from South | | | | | | from Southwest | | | | | | from West | | | | | | | | | | | | | | |
| | Right | Bear Right | Thru | Left | U-Turn | CW-EB | CW-WB | Total | Right | Thru | Bear Left | Left | U-Turn | CW-SE | CW-NE | Total | Right | Thru | Left | Hard Left | U-Turn | CW-WB | CW-EB | Total | Hard Right | Bear Right | Bear Left | Hard Left | U-Turn | CW-NWB | CW-SEB | Total | | Hard Right | Right | Thru | Left | U-Turn | CW-NB | CW-SE | Total |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 40.2 | 59.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 63.9 | 36.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 39.7 | 60.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36.7 | 63.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33.3 | 66.7 | | | | | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.750 | 0.698 | 0.824 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.561 | 0.619 | 0.667 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.742 | 0.703 | 0.836 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.550 | 0.396 | 0.469 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.563 | 0.409 | 0.482 | 0.845 |
| Entering Leg | 0 | 0 | 0 | 0 | 0 | 90 | 134 | 224 | 0 | 0 | 0 | 0 | 0 | 92 | 52 | 144 | 0 | 0 | 0 | 0 | 0 | 89 | 135 | 224 | 0 | 0 | 0 | 0 | 0 | 11 | 19 | 30 | 0 | 0 | 0 | 0 | 0 | 9 | 18 | 27 | 649 |
| Exiting Leg | | | | | | | | 224 | | | | | | | | 144 | | | | | | | | 224 | | | | | | | | 30 | | | | | | | | 27 | 649 |
| Total | | | | | | | | 448 | | | | | | | | 288 | | | | | | | | 448 | | | | | | | | 60 | | | | | | | | 54 | 1298 |

PDI File #: **196872 C**
 Location: **N: Seaport Lane**
 Location: **E: Congress Street W: Congress Street**
 City, State: **Boston, MA**
 Client: **Nitsch/ B. Zimolka**
 Site Code: **TBA**
 Count Date: **Thursday, April 11, 2019**
 Start Time: **7:00 AM**
 End Time: **6:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

| | Seaport Lane | | | | Congress Street | | | | Congress Street | | | | Total |
|-------------|--------------|------|--------|-------|-----------------|-------|--------|-------|-----------------|------|--------|-------|-------|
| | from North | | | | from East | | | | from West | | | | |
| | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Thru | Left | U-Turn | Total | |
| 7:00 AM | 15 | 0 | 0 | 15 | 0 | 100 | 0 | 100 | 139 | 0 | 0 | 139 | 254 |
| 7:15 AM | 19 | 0 | 0 | 19 | 0 | 130 | 0 | 130 | 143 | 0 | 0 | 143 | 292 |
| 7:30 AM | 29 | 0 | 0 | 29 | 0 | 145 | 0 | 145 | 137 | 0 | 0 | 137 | 311 |
| 7:45 AM | 28 | 0 | 0 | 28 | 0 | 109 | 0 | 109 | 125 | 0 | 0 | 125 | 262 |
| Total | 91 | 0 | 0 | 91 | 0 | 484 | 0 | 484 | 544 | 0 | 0 | 544 | 1119 |
| 8:00 AM | 29 | 0 | 0 | 29 | 0 | 143 | 0 | 143 | 154 | 0 | 0 | 154 | 326 |
| 8:15 AM | 44 | 0 | 0 | 44 | 0 | 116 | 0 | 116 | 142 | 0 | 0 | 142 | 302 |
| 8:30 AM | 46 | 0 | 0 | 46 | 0 | 137 | 0 | 137 | 134 | 0 | 0 | 134 | 317 |
| 8:45 AM | 40 | 0 | 0 | 40 | 0 | 109 | 0 | 109 | 156 | 0 | 0 | 156 | 305 |
| Total | 159 | 0 | 0 | 159 | 0 | 505 | 0 | 505 | 586 | 0 | 0 | 586 | 1250 |
| 9:00 AM | 48 | 0 | 0 | 48 | 0 | 108 | 0 | 108 | 146 | 0 | 0 | 146 | 302 |
| 9:15 AM | 38 | 0 | 0 | 38 | 0 | 121 | 0 | 121 | 136 | 0 | 0 | 136 | 295 |
| 9:30 AM | 36 | 0 | 0 | 36 | 0 | 104 | 0 | 104 | 122 | 0 | 0 | 122 | 262 |
| 9:45 AM | 37 | 0 | 0 | 37 | 0 | 101 | 0 | 101 | 142 | 0 | 0 | 142 | 280 |
| Total | 159 | 0 | 0 | 159 | 0 | 434 | 0 | 434 | 546 | 0 | 0 | 546 | 1139 |
| 10:00 AM | 34 | 0 | 0 | 34 | 0 | 92 | 0 | 92 | 120 | 0 | 0 | 120 | 246 |
| 10:15 AM | 35 | 0 | 0 | 35 | 0 | 86 | 0 | 86 | 136 | 0 | 0 | 136 | 257 |
| 10:30 AM | 28 | 0 | 0 | 28 | 0 | 85 | 0 | 85 | 104 | 0 | 0 | 104 | 217 |
| 10:45 AM | 36 | 0 | 0 | 36 | 0 | 85 | 0 | 85 | 114 | 0 | 0 | 114 | 235 |
| Total | 133 | 0 | 0 | 133 | 0 | 348 | 0 | 348 | 474 | 0 | 0 | 474 | 955 |
| 11:00 AM | 45 | 0 | 0 | 45 | 0 | 90 | 0 | 90 | 110 | 0 | 0 | 110 | 245 |
| 11:15 AM | 59 | 0 | 0 | 59 | 0 | 115 | 0 | 115 | 110 | 0 | 0 | 110 | 284 |
| 11:30 AM | 51 | 0 | 0 | 51 | 0 | 107 | 0 | 107 | 128 | 0 | 0 | 128 | 286 |
| 11:45 AM | 53 | 0 | 0 | 53 | 0 | 77 | 0 | 77 | 132 | 0 | 0 | 132 | 262 |
| Total | 208 | 0 | 0 | 208 | 0 | 389 | 0 | 389 | 480 | 0 | 0 | 480 | 1077 |
| 12:00 PM | 48 | 0 | 0 | 48 | 0 | 93 | 0 | 93 | 121 | 0 | 0 | 121 | 262 |
| 12:15 PM | 50 | 0 | 0 | 50 | 0 | 91 | 0 | 91 | 116 | 0 | 0 | 116 | 257 |
| 12:30 PM | 31 | 0 | 0 | 31 | 0 | 92 | 0 | 92 | 98 | 0 | 0 | 98 | 221 |
| 12:45 PM | 36 | 0 | 0 | 36 | 0 | 118 | 0 | 118 | 104 | 0 | 0 | 104 | 258 |
| Total | 165 | 0 | 0 | 165 | 0 | 394 | 0 | 394 | 439 | 0 | 0 | 439 | 998 |
| 1:00 PM | 40 | 0 | 0 | 40 | 0 | 107 | 0 | 107 | 123 | 0 | 0 | 123 | 270 |
| 1:15 PM | 33 | 0 | 0 | 33 | 0 | 114 | 0 | 114 | 87 | 0 | 0 | 87 | 234 |
| 1:30 PM | 62 | 0 | 0 | 62 | 0 | 105 | 0 | 105 | 143 | 0 | 0 | 143 | 310 |
| 1:45 PM | 62 | 0 | 0 | 62 | 0 | 102 | 0 | 102 | 128 | 0 | 0 | 128 | 292 |
| Total | 197 | 0 | 0 | 197 | 0 | 428 | 0 | 428 | 481 | 0 | 0 | 481 | 1106 |
| 2:00 PM | 58 | 0 | 0 | 58 | 0 | 129 | 0 | 129 | 132 | 0 | 0 | 132 | 319 |
| 2:15 PM | 48 | 0 | 0 | 48 | 0 | 115 | 0 | 115 | 135 | 0 | 0 | 135 | 298 |
| 2:30 PM | 28 | 0 | 0 | 28 | 0 | 126 | 0 | 126 | 129 | 0 | 0 | 129 | 283 |
| 2:45 PM | 41 | 0 | 0 | 41 | 0 | 89 | 0 | 89 | 158 | 0 | 0 | 158 | 288 |
| Total | 175 | 0 | 0 | 175 | 0 | 459 | 0 | 459 | 554 | 0 | 0 | 554 | 1188 |
| 3:00 PM | 30 | 0 | 0 | 30 | 0 | 127 | 0 | 127 | 151 | 0 | 0 | 151 | 308 |
| 3:15 PM | 42 | 0 | 0 | 42 | 0 | 92 | 0 | 92 | 135 | 0 | 0 | 135 | 269 |
| 3:30 PM | 30 | 0 | 0 | 30 | 0 | 103 | 0 | 103 | 147 | 0 | 0 | 147 | 280 |
| 3:45 PM | 30 | 0 | 0 | 30 | 0 | 88 | 0 | 88 | 155 | 0 | 0 | 155 | 273 |
| Total | 132 | 0 | 0 | 132 | 0 | 410 | 0 | 410 | 588 | 0 | 0 | 588 | 1130 |
| 4:00 PM | 32 | 0 | 0 | 32 | 0 | 85 | 0 | 85 | 143 | 0 | 0 | 143 | 260 |
| 4:15 PM | 23 | 0 | 0 | 23 | 0 | 104 | 0 | 104 | 166 | 0 | 0 | 166 | 293 |
| 4:30 PM | 26 | 0 | 0 | 26 | 0 | 110 | 0 | 110 | 147 | 0 | 0 | 147 | 283 |
| 4:45 PM | 36 | 0 | 0 | 36 | 0 | 100 | 0 | 100 | 163 | 0 | 0 | 163 | 299 |
| Total | 117 | 0 | 0 | 117 | 0 | 399 | 0 | 399 | 619 | 0 | 0 | 619 | 1135 |
| 5:00 PM | 47 | 0 | 0 | 47 | 1 | 132 | 0 | 133 | 128 | 0 | 0 | 128 | 308 |
| 5:15 PM | 47 | 0 | 0 | 47 | 0 | 108 | 0 | 108 | 146 | 0 | 0 | 146 | 301 |
| 5:30 PM | 51 | 0 | 0 | 51 | 0 | 118 | 0 | 118 | 196 | 0 | 0 | 196 | 365 |
| 5:45 PM | 59 | 0 | 0 | 59 | 0 | 100 | 0 | 100 | 179 | 0 | 0 | 179 | 338 |
| Total | 204 | 0 | 0 | 204 | 1 | 458 | 0 | 459 | 649 | 0 | 0 | 649 | 1312 |
| Grand Total | 1740 | 0 | 0 | 1740 | 1 | 4708 | 0 | 4709 | 5960 | 0 | 0 | 5960 | 12409 |
| Approach % | 100.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | | 100.0 | 0.0 | 0.0 | | |

PDI File #: **196872 C**
 Location: **N: Seaport Lane**
 Location: **E: Congress Street W: Congress Street**
 City, State: **Boston, MA**
 Client: **Nitsch/ B. Zimolka**
 Site Code: **TBA**
 Count Date: **Thursday, April 11, 2019**
 Start Time: **7:00 AM**
 End Time: **6:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

| | Seaport Lane | | | | Congress Street | | | | Congress Street | | | | Total |
|-------------------|--------------|------|--------|-------|-----------------|------|--------|-------|-----------------|------|--------|-------|-------|
| | from North | | | | from East | | | | from West | | | | |
| | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Thru | Left | U-Turn | Total | |
| Total % | 14.0 | 0.0 | 0.0 | 14.0 | 0.0 | 37.9 | 0.0 | 37.9 | 48.0 | 0.0 | 0.0 | 48.0 | |
| Exiting Leg Total | 1 | | | | 5960 | | | | 6448 | | | | 12409 |
| Cars | 1665 | 0 | 0 | 1665 | 1 | 3968 | 0 | 3969 | 5376 | 0 | 0 | 5376 | 11010 |
| % Cars | 95.7 | 0.0 | 0.0 | 95.7 | 100.0 | 84.3 | 0.0 | 84.3 | 90.2 | 0.0 | 0.0 | 90.2 | 88.7 |
| Exiting Leg Total | 1 | | | | 5376 | | | | 5633 | | | | 11010 |
| Heavy Vehicles | 75 | 0 | 0 | 75 | 0 | 740 | 0 | 740 | 584 | 0 | 0 | 584 | 1399 |
| % Heavy Vehicles | 4.3 | 0.0 | 0.0 | 4.3 | 0.0 | 15.7 | 0.0 | 15.7 | 9.8 | 0.0 | 0.0 | 9.8 | 11.3 |
| Exiting Leg Total | 0 | | | | 584 | | | | 815 | | | | 1399 |

AM Peak Hour Analysis from 07:00 AM to 10:00 AM begins at:

| 8:00 AM | Seaport Lane | | | | Congress Street | | | | Congress Street | | | | Total |
|--------------------|--------------|-------|--------|-------|-----------------|-------|--------|-------|-----------------|-------|--------|-------|-------|
| | from North | | | | from East | | | | from West | | | | |
| | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Thru | Left | U-Turn | Total | |
| 8:00 AM | 29 | 0 | 0 | 29 | 0 | 143 | 0 | 143 | 154 | 0 | 0 | 154 | 326 |
| 8:15 AM | 44 | 0 | 0 | 44 | 0 | 116 | 0 | 116 | 142 | 0 | 0 | 142 | 302 |
| 8:30 AM | 46 | 0 | 0 | 46 | 0 | 137 | 0 | 137 | 134 | 0 | 0 | 134 | 317 |
| 8:45 AM | 40 | 0 | 0 | 40 | 0 | 109 | 0 | 109 | 156 | 0 | 0 | 156 | 305 |
| Total Volume | 159 | 0 | 0 | 159 | 0 | 505 | 0 | 505 | 586 | 0 | 0 | 586 | 1250 |
| % Approach Total | 100.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | | 100.0 | 0.0 | 0.0 | | |
| PHF | 0.864 | 0.000 | 0.000 | 0.864 | 0.000 | 0.883 | 0.000 | 0.883 | 0.939 | 0.000 | 0.000 | 0.939 | 0.959 |
| Cars | 147 | 0 | 0 | 147 | 0 | 415 | 0 | 415 | 529 | 0 | 0 | 529 | 1091 |
| Cars % | 92.5 | 0.0 | 0.0 | 92.5 | 0.0 | 82.2 | 0.0 | 82.2 | 90.3 | 0.0 | 0.0 | 90.3 | 87.3 |
| Heavy Vehicles | 12 | 0 | 0 | 12 | 0 | 90 | 0 | 90 | 57 | 0 | 0 | 57 | 159 |
| Heavy Vehicles % | 7.5 | 0.0 | 0.0 | 7.5 | 0.0 | 17.8 | 0.0 | 17.8 | 9.7 | 0.0 | 0.0 | 9.7 | 12.7 |
| Cars Enter Leg | 147 | 0 | 0 | 147 | 0 | 415 | 0 | 415 | 529 | 0 | 0 | 529 | 1091 |
| Heavy Enter Leg | 12 | 0 | 0 | 12 | 0 | 90 | 0 | 90 | 57 | 0 | 0 | 57 | 159 |
| Total Entering Leg | 159 | 0 | 0 | 159 | 0 | 505 | 0 | 505 | 586 | 0 | 0 | 586 | 1250 |
| Cars Exiting Leg | 0 | | | | 529 | | | | 562 | | | | 1091 |
| Heavy Exiting Leg | 0 | | | | 57 | | | | 102 | | | | 159 |
| Total Exiting Leg | 0 | | | | 586 | | | | 664 | | | | 1250 |

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

| 1:30 PM | Seaport Lane | | | | Congress Street | | | | Congress Street | | | | Total |
|--------------------|--------------|-------|--------|-------|-----------------|-------|--------|-------|-----------------|-------|--------|-------|-------|
| | from North | | | | from East | | | | from West | | | | |
| | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Thru | Left | U-Turn | Total | |
| 1:30 PM | 62 | 0 | 0 | 62 | 0 | 105 | 0 | 105 | 143 | 0 | 0 | 143 | 310 |
| 1:45 PM | 62 | 0 | 0 | 62 | 0 | 102 | 0 | 102 | 128 | 0 | 0 | 128 | 292 |
| 2:00 PM | 58 | 0 | 0 | 58 | 0 | 129 | 0 | 129 | 132 | 0 | 0 | 132 | 319 |
| 2:15 PM | 48 | 0 | 0 | 48 | 0 | 115 | 0 | 115 | 135 | 0 | 0 | 135 | 298 |
| Total Volume | 230 | 0 | 0 | 230 | 0 | 451 | 0 | 451 | 538 | 0 | 0 | 538 | 1219 |
| % Approach Total | 100.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | | 100.0 | 0.0 | 0.0 | | |
| PHF | 0.927 | 0.000 | 0.000 | 0.927 | 0.000 | 0.874 | 0.000 | 0.874 | 0.941 | 0.000 | 0.000 | 0.941 | 0.955 |
| Cars | 224 | 0 | 0 | 224 | 0 | 371 | 0 | 371 | 484 | 0 | 0 | 484 | 1079 |
| Cars % | 97.4 | 0.0 | 0.0 | 97.4 | 0.0 | 82.3 | 0.0 | 82.3 | 90.0 | 0.0 | 0.0 | 90.0 | 88.5 |
| Heavy Vehicles | 6 | 0 | 0 | 6 | 0 | 80 | 0 | 80 | 54 | 0 | 0 | 54 | 140 |
| Heavy Vehicles % | 2.6 | 0.0 | 0.0 | 2.6 | 0.0 | 17.7 | 0.0 | 17.7 | 10.0 | 0.0 | 0.0 | 10.0 | 11.5 |
| Cars Enter Leg | 224 | 0 | 0 | 224 | 0 | 371 | 0 | 371 | 484 | 0 | 0 | 484 | 1079 |
| Heavy Enter Leg | 6 | 0 | 0 | 6 | 0 | 80 | 0 | 80 | 54 | 0 | 0 | 54 | 140 |
| Total Entering Leg | 230 | 0 | 0 | 230 | 0 | 451 | 0 | 451 | 538 | 0 | 0 | 538 | 1219 |
| Cars Exiting Leg | 0 | | | | 484 | | | | 595 | | | | 1079 |
| Heavy Exiting Leg | 0 | | | | 54 | | | | 86 | | | | 140 |
| Total Exiting Leg | 0 | | | | 538 | | | | 681 | | | | 1219 |

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

| 5:00 PM | Seaport Lane | | | | Congress Street | | | | Congress Street | | | | Total |
|---------|--------------|------|--------|-------|-----------------|------|--------|-------|-----------------|------|--------|-------|-------|
| | from North | | | | from East | | | | from West | | | | |
| | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Thru | Left | U-Turn | Total | |
| 5:00 PM | 47 | 0 | 0 | 47 | 1 | 132 | 0 | 133 | 128 | 0 | 0 | 128 | 308 |
| 5:15 PM | 47 | 0 | 0 | 47 | 0 | 108 | 0 | 108 | 146 | 0 | 0 | 146 | 301 |

PDI File #: **196872 C**
 Location: **N: Seaport Lane**
 Location: **E: Congress Street W: Congress Street**
 City, State: **Boston, MA**
 Client: **Nitsch/ B. Zimolka**
 Site Code: **TBA**
 Count Date: **Thursday, April 11, 2019**
 Start Time: **7:00 AM**
 End Time: **6:00 PM**
 Class:



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

Cars and Heavy Vehicles (Combined)

| | Seaport Lane | | | | Congress Street | | | | Congress Street | | | | Total |
|--------------------|--------------|-------|--------|-------|-----------------|-------|--------|-------|-----------------|-------|--------|-------|-------|
| | from North | | | | from East | | | | from West | | | | |
| | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Thru | Left | U-Turn | Total | |
| 5:30 PM | 51 | 0 | 0 | 51 | 0 | 118 | 0 | 118 | 196 | 0 | 0 | 196 | 365 |
| 5:45 PM | 59 | 0 | 0 | 59 | 0 | 100 | 0 | 100 | 179 | 0 | 0 | 179 | 338 |
| Total Volume | 204 | 0 | 0 | 204 | 1 | 458 | 0 | 459 | 649 | 0 | 0 | 649 | 1312 |
| % Approach Total | 100.0 | 0.0 | 0.0 | | 0.2 | 99.8 | 0.0 | | 100.0 | 0.0 | 0.0 | | |
| PHF | 0.864 | 0.000 | 0.000 | 0.864 | 0.250 | 0.867 | 0.000 | 0.863 | 0.828 | 0.000 | 0.000 | 0.828 | 0.899 |
| Cars | 199 | 0 | 0 | 199 | 1 | 446 | 0 | 447 | 616 | 0 | 0 | 616 | 1262 |
| Cars % | 97.5 | 0.0 | 0.0 | 97.5 | 100.0 | 97.4 | 0.0 | 97.4 | 94.9 | 0.0 | 0.0 | 94.9 | 96.2 |
| Heavy Vehicles | 5 | 0 | 0 | 5 | 0 | 12 | 0 | 12 | 33 | 0 | 0 | 33 | 50 |
| Heavy Vehicles % | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 | 2.6 | 0.0 | 2.6 | 5.1 | 0.0 | 0.0 | 5.1 | 3.8 |
| Cars Enter Leg | 199 | 0 | 0 | 199 | 1 | 446 | 0 | 447 | 616 | 0 | 0 | 616 | 1262 |
| Heavy Enter Leg | 5 | 0 | 0 | 5 | 0 | 12 | 0 | 12 | 33 | 0 | 0 | 33 | 50 |
| Total Entering Leg | 204 | 0 | 0 | 204 | 1 | 458 | 0 | 459 | 649 | 0 | 0 | 649 | 1312 |
| Cars Exiting Leg | | | | 1 | | | | 616 | | | | 645 | 1262 |
| Heavy Exiting Leg | | | | 0 | | | | 33 | | | | 17 | 50 |
| Total Exiting Leg | | | | 1 | | | | 649 | | | | 662 | 1312 |

PDI File #: **196872 C**
 Location: **N: Seaport Lane**
 Location: **E: Congress Street W: Congress Street**
 City, State: **Boston, MA**
 Client: **Nitsch/ B. Zimolka**
 Site Code: **TBA**
 Count Date: **Thursday, April 11, 2019**
 Start Time: **7:00 AM**
 End Time: **6:00 PM**
 Class:



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

Cars

| | Seaport Lane | | | | Congress Street | | | | Congress Street | | | | Total |
|-------------|--------------|------|--------|-------|-----------------|------|--------|-------|-----------------|------|--------|-------|-------|
| | from North | | | | from East | | | | from West | | | | |
| | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Thru | Left | U-Turn | Total | |
| 7:00 AM | 12 | 0 | 0 | 12 | 0 | 92 | 0 | 92 | 123 | 0 | 0 | 123 | 227 |
| 7:15 AM | 19 | 0 | 0 | 19 | 0 | 121 | 0 | 121 | 124 | 0 | 0 | 124 | 264 |
| 7:30 AM | 25 | 0 | 0 | 25 | 0 | 122 | 0 | 122 | 123 | 0 | 0 | 123 | 270 |
| 7:45 AM | 26 | 0 | 0 | 26 | 0 | 84 | 0 | 84 | 115 | 0 | 0 | 115 | 225 |
| Total | 82 | 0 | 0 | 82 | 0 | 419 | 0 | 419 | 485 | 0 | 0 | 485 | 986 |
| 8:00 AM | 26 | 0 | 0 | 26 | 0 | 124 | 0 | 124 | 142 | 0 | 0 | 142 | 292 |
| 8:15 AM | 42 | 0 | 0 | 42 | 0 | 96 | 0 | 96 | 121 | 0 | 0 | 121 | 259 |
| 8:30 AM | 43 | 0 | 0 | 43 | 0 | 110 | 0 | 110 | 123 | 0 | 0 | 123 | 276 |
| 8:45 AM | 36 | 0 | 0 | 36 | 0 | 85 | 0 | 85 | 143 | 0 | 0 | 143 | 264 |
| Total | 147 | 0 | 0 | 147 | 0 | 415 | 0 | 415 | 529 | 0 | 0 | 529 | 1091 |
| 9:00 AM | 46 | 0 | 0 | 46 | 0 | 88 | 0 | 88 | 127 | 0 | 0 | 127 | 261 |
| 9:15 AM | 33 | 0 | 0 | 33 | 0 | 107 | 0 | 107 | 119 | 0 | 0 | 119 | 259 |
| 9:30 AM | 29 | 0 | 0 | 29 | 0 | 86 | 0 | 86 | 114 | 0 | 0 | 114 | 229 |
| 9:45 AM | 35 | 0 | 0 | 35 | 0 | 84 | 0 | 84 | 124 | 0 | 0 | 124 | 243 |
| Total | 143 | 0 | 0 | 143 | 0 | 365 | 0 | 365 | 484 | 0 | 0 | 484 | 992 |
| 10:00 AM | 33 | 0 | 0 | 33 | 0 | 73 | 0 | 73 | 105 | 0 | 0 | 105 | 211 |
| 10:15 AM | 33 | 0 | 0 | 33 | 0 | 76 | 0 | 76 | 119 | 0 | 0 | 119 | 228 |
| 10:30 AM | 28 | 0 | 0 | 28 | 0 | 69 | 0 | 69 | 92 | 0 | 0 | 92 | 189 |
| 10:45 AM | 34 | 0 | 0 | 34 | 0 | 67 | 0 | 67 | 97 | 0 | 0 | 97 | 198 |
| Total | 128 | 0 | 0 | 128 | 0 | 285 | 0 | 285 | 413 | 0 | 0 | 413 | 826 |
| 11:00 AM | 42 | 0 | 0 | 42 | 0 | 75 | 0 | 75 | 97 | 0 | 0 | 97 | 214 |
| 11:15 AM | 59 | 0 | 0 | 59 | 0 | 91 | 0 | 91 | 103 | 0 | 0 | 103 | 253 |
| 11:30 AM | 49 | 0 | 0 | 49 | 0 | 84 | 0 | 84 | 110 | 0 | 0 | 110 | 243 |
| 11:45 AM | 52 | 0 | 0 | 52 | 0 | 56 | 0 | 56 | 118 | 0 | 0 | 118 | 226 |
| Total | 202 | 0 | 0 | 202 | 0 | 306 | 0 | 306 | 428 | 0 | 0 | 428 | 936 |
| 12:00 PM | 47 | 0 | 0 | 47 | 0 | 75 | 0 | 75 | 99 | 0 | 0 | 99 | 221 |
| 12:15 PM | 48 | 0 | 0 | 48 | 0 | 69 | 0 | 69 | 100 | 0 | 0 | 100 | 217 |
| 12:30 PM | 31 | 0 | 0 | 31 | 0 | 69 | 0 | 69 | 85 | 0 | 0 | 85 | 185 |
| 12:45 PM | 35 | 0 | 0 | 35 | 0 | 85 | 0 | 85 | 88 | 0 | 0 | 88 | 208 |
| Total | 161 | 0 | 0 | 161 | 0 | 298 | 0 | 298 | 372 | 0 | 0 | 372 | 831 |
| 1:00 PM | 39 | 0 | 0 | 39 | 0 | 82 | 0 | 82 | 102 | 0 | 0 | 102 | 223 |
| 1:15 PM | 33 | 0 | 0 | 33 | 0 | 91 | 0 | 91 | 76 | 0 | 0 | 76 | 200 |
| 1:30 PM | 57 | 0 | 0 | 57 | 0 | 81 | 0 | 81 | 130 | 0 | 0 | 130 | 268 |
| 1:45 PM | 62 | 0 | 0 | 62 | 0 | 85 | 0 | 85 | 112 | 0 | 0 | 112 | 259 |
| Total | 191 | 0 | 0 | 191 | 0 | 339 | 0 | 339 | 420 | 0 | 0 | 420 | 950 |
| 2:00 PM | 57 | 0 | 0 | 57 | 0 | 106 | 0 | 106 | 123 | 0 | 0 | 123 | 286 |
| 2:15 PM | 48 | 0 | 0 | 48 | 0 | 99 | 0 | 99 | 119 | 0 | 0 | 119 | 266 |
| 2:30 PM | 28 | 0 | 0 | 28 | 0 | 104 | 0 | 104 | 108 | 0 | 0 | 108 | 240 |
| 2:45 PM | 38 | 0 | 0 | 38 | 0 | 70 | 0 | 70 | 144 | 0 | 0 | 144 | 252 |
| Total | 171 | 0 | 0 | 171 | 0 | 379 | 0 | 379 | 494 | 0 | 0 | 494 | 1044 |
| 3:00 PM | 29 | 0 | 0 | 29 | 0 | 100 | 0 | 100 | 136 | 0 | 0 | 136 | 265 |
| 3:15 PM | 41 | 0 | 0 | 41 | 0 | 76 | 0 | 76 | 127 | 0 | 0 | 127 | 244 |
| 3:30 PM | 29 | 0 | 0 | 29 | 0 | 92 | 0 | 92 | 139 | 0 | 0 | 139 | 260 |
| 3:45 PM | 28 | 0 | 0 | 28 | 0 | 82 | 0 | 82 | 146 | 0 | 0 | 146 | 256 |
| Total | 127 | 0 | 0 | 127 | 0 | 350 | 0 | 350 | 548 | 0 | 0 | 548 | 1025 |
| 4:00 PM | 32 | 0 | 0 | 32 | 0 | 71 | 0 | 71 | 131 | 0 | 0 | 131 | 234 |
| 4:15 PM | 22 | 0 | 0 | 22 | 0 | 95 | 0 | 95 | 160 | 0 | 0 | 160 | 277 |
| 4:30 PM | 25 | 0 | 0 | 25 | 0 | 104 | 0 | 104 | 139 | 0 | 0 | 139 | 268 |
| 4:45 PM | 35 | 0 | 0 | 35 | 0 | 96 | 0 | 96 | 157 | 0 | 0 | 157 | 288 |
| Total | 114 | 0 | 0 | 114 | 0 | 366 | 0 | 366 | 587 | 0 | 0 | 587 | 1067 |
| 5:00 PM | 47 | 0 | 0 | 47 | 1 | 129 | 0 | 130 | 118 | 0 | 0 | 118 | 295 |
| 5:15 PM | 46 | 0 | 0 | 46 | 0 | 106 | 0 | 106 | 138 | 0 | 0 | 138 | 290 |
| 5:30 PM | 51 | 0 | 0 | 51 | 0 | 115 | 0 | 115 | 189 | 0 | 0 | 189 | 355 |
| 5:45 PM | 55 | 0 | 0 | 55 | 0 | 96 | 0 | 96 | 171 | 0 | 0 | 171 | 322 |
| Total | 199 | 0 | 0 | 199 | 1 | 446 | 0 | 447 | 616 | 0 | 0 | 616 | 1262 |
| Grand Total | 1665 | 0 | 0 | 1665 | 1 | 3968 | 0 | 3969 | 5376 | 0 | 0 | 5376 | 11010 |

PDI File #: **196872 C**
 Location: **N: Seaport Lane**
 Location: **E: Congress Street W: Congress Street**
 City, State: **Boston, MA**
 Client: **Nitsch/ B. Zimolka**
 Site Code: **TBA**
 Count Date: **Thursday, April 11, 2019**
 Start Time: **7:00 AM**
 End Time: **6:00 PM**
 Class:



Cars

| | Seaport Lane | | | | Congress Street | | | | Congress Street | | | | Total | |
|-------------------|--------------|------|--------|-------|-----------------|-------|--------|-------|-----------------|------|--------|-------|-------|-------|
| | from North | | | | from East | | | | from West | | | | | |
| | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Thru | Left | U-Turn | Total | | |
| Approach % | 100.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | | 100.0 | 0.0 | 0.0 | | | |
| Total % | 15.1 | 0.0 | 0.0 | 15.1 | 0.0 | 36.0 | 0.0 | 36.0 | 48.8 | 0.0 | 0.0 | 48.8 | | |
| Exiting Leg Total | | | | | 1 | | | | 5376 | | | | 5633 | 11010 |

AM Peak Hour Analysis from 07:00 AM to 10:00 AM begins at:

| 8:00 AM | Seaport Lane | | | | Congress Street | | | | Congress Street | | | | Total | |
|------------------|--------------|-------|--------|-------|-----------------|-------|--------|-------|-----------------|-------|--------|-------|-------|------|
| | from North | | | | from East | | | | from West | | | | | |
| | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Thru | Left | U-Turn | Total | | |
| 8:00 AM | 26 | 0 | 0 | 26 | 0 | 124 | 0 | 124 | 142 | 0 | 0 | 142 | 292 | |
| 8:15 AM | 42 | 0 | 0 | 42 | 0 | 96 | 0 | 96 | 121 | 0 | 0 | 121 | 259 | |
| 8:30 AM | 43 | 0 | 0 | 43 | 0 | 110 | 0 | 110 | 123 | 0 | 0 | 123 | 276 | |
| 8:45 AM | 36 | 0 | 0 | 36 | 0 | 85 | 0 | 85 | 143 | 0 | 0 | 143 | 264 | |
| Total Volume | 147 | 0 | 0 | 147 | 0 | 415 | 0 | 415 | 529 | 0 | 0 | 529 | 1091 | |
| % Approach Total | 100.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | | 100.0 | 0.0 | 0.0 | | | |
| PHF | 0.855 | 0.000 | 0.000 | 0.855 | 0.000 | 0.837 | 0.000 | 0.837 | 0.925 | 0.000 | 0.000 | 0.925 | 0.934 | |
| Entering Leg | 147 | 0 | 0 | 147 | 0 | 415 | 0 | 415 | 529 | 0 | 0 | 529 | 1091 | |
| Exiting Leg | | | | | | | | | | | | | 562 | 1091 |
| Total | 147 | | | | 944 | | | | 1091 | | | | 2182 | |

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

| 1:30 PM | Seaport Lane | | | | Congress Street | | | | Congress Street | | | | Total | |
|------------------|--------------|-------|--------|-------|-----------------|-------|--------|-------|-----------------|-------|--------|-------|-------|------|
| | from North | | | | from East | | | | from West | | | | | |
| | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Thru | Left | U-Turn | Total | | |
| 1:30 PM | 57 | 0 | 0 | 57 | 0 | 81 | 0 | 81 | 130 | 0 | 0 | 130 | 268 | |
| 1:45 PM | 62 | 0 | 0 | 62 | 0 | 85 | 0 | 85 | 112 | 0 | 0 | 112 | 259 | |
| 2:00 PM | 57 | 0 | 0 | 57 | 0 | 106 | 0 | 106 | 123 | 0 | 0 | 123 | 286 | |
| 2:15 PM | 48 | 0 | 0 | 48 | 0 | 99 | 0 | 99 | 119 | 0 | 0 | 119 | 266 | |
| Total Volume | 224 | 0 | 0 | 224 | 0 | 371 | 0 | 371 | 484 | 0 | 0 | 484 | 1079 | |
| % Approach Total | 100.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | | 100.0 | 0.0 | 0.0 | | | |
| PHF | 0.903 | 0.000 | 0.000 | 0.903 | 0.000 | 0.875 | 0.000 | 0.875 | 0.931 | 0.000 | 0.000 | 0.931 | 0.943 | |
| Entering Leg | 224 | 0 | 0 | 224 | 0 | 371 | 0 | 371 | 484 | 0 | 0 | 484 | 1079 | |
| Exiting Leg | | | | | | | | | | | | | 595 | 1079 |
| Total | 224 | | | | 855 | | | | 1079 | | | | 2158 | |

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

| 5:00 PM | Seaport Lane | | | | Congress Street | | | | Congress Street | | | | Total | |
|------------------|--------------|-------|--------|-------|-----------------|-------|--------|-------|-----------------|-------|--------|-------|-------|------|
| | from North | | | | from East | | | | from West | | | | | |
| | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Thru | Left | U-Turn | Total | | |
| 5:00 PM | 47 | 0 | 0 | 47 | 1 | 129 | 0 | 130 | 118 | 0 | 0 | 118 | 295 | |
| 5:15 PM | 46 | 0 | 0 | 46 | 0 | 106 | 0 | 106 | 138 | 0 | 0 | 138 | 290 | |
| 5:30 PM | 51 | 0 | 0 | 51 | 0 | 115 | 0 | 115 | 189 | 0 | 0 | 189 | 355 | |
| 5:45 PM | 55 | 0 | 0 | 55 | 0 | 96 | 0 | 96 | 171 | 0 | 0 | 171 | 322 | |
| Total Volume | 199 | 0 | 0 | 199 | 1 | 446 | 0 | 447 | 616 | 0 | 0 | 616 | 1262 | |
| % Approach Total | 100.0 | 0.0 | 0.0 | | 0.2 | 99.8 | 0.0 | | 100.0 | 0.0 | 0.0 | | | |
| PHF | 0.905 | 0.000 | 0.000 | 0.905 | 0.250 | 0.864 | 0.000 | 0.860 | 0.815 | 0.000 | 0.000 | 0.815 | 0.889 | |
| Entering Leg | 199 | 0 | 0 | 199 | 1 | 446 | 0 | 447 | 616 | 0 | 0 | 616 | 1262 | |
| Exiting Leg | | | | | | | | | | | | | 645 | 1262 |
| Total | 200 | | | | 1063 | | | | 1261 | | | | 2524 | |

PDI File #: **196872 C**
 Location: **N: Seaport Lane**
 Location: **E: Congress Street W: Congress Street**
 City, State: **Boston, MA**
 Client: **Nitsch/ B. Zimolka**
 Site Code: **TBA**
 Count Date: **Thursday, April 11, 2019**
 Start Time: **7:00 AM**
 End Time: **6:00 PM**



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

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

| | Seaport Lane | | | | Congress Street | | | | Congress Street | | | | Total |
|-------------|--------------|------|--------|-------|-----------------|------|--------|-------|-----------------|------|--------|-------|-------|
| | from North | | | | from East | | | | from West | | | | |
| | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Thru | Left | U-Turn | Total | |
| 7:00 AM | 3 | 0 | 0 | 3 | 0 | 8 | 0 | 8 | 16 | 0 | 0 | 16 | 27 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 9 | 19 | 0 | 0 | 19 | 28 |
| 7:30 AM | 4 | 0 | 0 | 4 | 0 | 23 | 0 | 23 | 14 | 0 | 0 | 14 | 41 |
| 7:45 AM | 2 | 0 | 0 | 2 | 0 | 25 | 0 | 25 | 10 | 0 | 0 | 10 | 37 |
| Total | 9 | 0 | 0 | 9 | 0 | 65 | 0 | 65 | 59 | 0 | 0 | 59 | 133 |
| 8:00 AM | 3 | 0 | 0 | 3 | 0 | 19 | 0 | 19 | 12 | 0 | 0 | 12 | 34 |
| 8:15 AM | 2 | 0 | 0 | 2 | 0 | 20 | 0 | 20 | 21 | 0 | 0 | 21 | 43 |
| 8:30 AM | 3 | 0 | 0 | 3 | 0 | 27 | 0 | 27 | 11 | 0 | 0 | 11 | 41 |
| 8:45 AM | 4 | 0 | 0 | 4 | 0 | 24 | 0 | 24 | 13 | 0 | 0 | 13 | 41 |
| Total | 12 | 0 | 0 | 12 | 0 | 90 | 0 | 90 | 57 | 0 | 0 | 57 | 159 |
| 9:00 AM | 2 | 0 | 0 | 2 | 0 | 20 | 0 | 20 | 19 | 0 | 0 | 19 | 41 |
| 9:15 AM | 5 | 0 | 0 | 5 | 0 | 14 | 0 | 14 | 17 | 0 | 0 | 17 | 36 |
| 9:30 AM | 7 | 0 | 0 | 7 | 0 | 18 | 0 | 18 | 8 | 0 | 0 | 8 | 33 |
| 9:45 AM | 2 | 0 | 0 | 2 | 0 | 17 | 0 | 17 | 18 | 0 | 0 | 18 | 37 |
| Total | 16 | 0 | 0 | 16 | 0 | 69 | 0 | 69 | 62 | 0 | 0 | 62 | 147 |
| 10:00 AM | 1 | 0 | 0 | 1 | 0 | 19 | 0 | 19 | 15 | 0 | 0 | 15 | 35 |
| 10:15 AM | 2 | 0 | 0 | 2 | 0 | 10 | 0 | 10 | 17 | 0 | 0 | 17 | 29 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 16 | 12 | 0 | 0 | 12 | 28 |
| 10:45 AM | 2 | 0 | 0 | 2 | 0 | 18 | 0 | 18 | 17 | 0 | 0 | 17 | 37 |
| Total | 5 | 0 | 0 | 5 | 0 | 63 | 0 | 63 | 61 | 0 | 0 | 61 | 129 |
| 11:00 AM | 3 | 0 | 0 | 3 | 0 | 15 | 0 | 15 | 13 | 0 | 0 | 13 | 31 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 24 | 7 | 0 | 0 | 7 | 31 |
| 11:30 AM | 2 | 0 | 0 | 2 | 0 | 23 | 0 | 23 | 18 | 0 | 0 | 18 | 43 |
| 11:45 AM | 1 | 0 | 0 | 1 | 0 | 21 | 0 | 21 | 14 | 0 | 0 | 14 | 36 |
| Total | 6 | 0 | 0 | 6 | 0 | 83 | 0 | 83 | 52 | 0 | 0 | 52 | 141 |
| 12:00 PM | 1 | 0 | 0 | 1 | 0 | 18 | 0 | 18 | 22 | 0 | 0 | 22 | 41 |
| 12:15 PM | 2 | 0 | 0 | 2 | 0 | 22 | 0 | 22 | 16 | 0 | 0 | 16 | 40 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 23 | 13 | 0 | 0 | 13 | 36 |
| 12:45 PM | 1 | 0 | 0 | 1 | 0 | 33 | 0 | 33 | 16 | 0 | 0 | 16 | 50 |
| Total | 4 | 0 | 0 | 4 | 0 | 96 | 0 | 96 | 67 | 0 | 0 | 67 | 167 |
| 1:00 PM | 1 | 0 | 0 | 1 | 0 | 25 | 0 | 25 | 21 | 0 | 0 | 21 | 47 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 23 | 11 | 0 | 0 | 11 | 34 |
| 1:30 PM | 5 | 0 | 0 | 5 | 0 | 24 | 0 | 24 | 13 | 0 | 0 | 13 | 42 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 17 | 16 | 0 | 0 | 16 | 33 |
| Total | 6 | 0 | 0 | 6 | 0 | 89 | 0 | 89 | 61 | 0 | 0 | 61 | 156 |
| 2:00 PM | 1 | 0 | 0 | 1 | 0 | 23 | 0 | 23 | 9 | 0 | 0 | 9 | 33 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 16 | 16 | 0 | 0 | 16 | 32 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 22 | 21 | 0 | 0 | 21 | 43 |
| 2:45 PM | 3 | 0 | 0 | 3 | 0 | 19 | 0 | 19 | 14 | 0 | 0 | 14 | 36 |
| Total | 4 | 0 | 0 | 4 | 0 | 80 | 0 | 80 | 60 | 0 | 0 | 60 | 144 |
| 3:00 PM | 1 | 0 | 0 | 1 | 0 | 27 | 0 | 27 | 15 | 0 | 0 | 15 | 43 |
| 3:15 PM | 1 | 0 | 0 | 1 | 0 | 16 | 0 | 16 | 8 | 0 | 0 | 8 | 25 |
| 3:30 PM | 1 | 0 | 0 | 1 | 0 | 11 | 0 | 11 | 8 | 0 | 0 | 8 | 20 |
| 3:45 PM | 2 | 0 | 0 | 2 | 0 | 6 | 0 | 6 | 9 | 0 | 0 | 9 | 17 |
| Total | 5 | 0 | 0 | 5 | 0 | 60 | 0 | 60 | 40 | 0 | 0 | 40 | 105 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 14 | 12 | 0 | 0 | 12 | 26 |
| 4:15 PM | 1 | 0 | 0 | 1 | 0 | 9 | 0 | 9 | 6 | 0 | 0 | 6 | 16 |
| 4:30 PM | 1 | 0 | 0 | 1 | 0 | 6 | 0 | 6 | 8 | 0 | 0 | 8 | 15 |
| 4:45 PM | 1 | 0 | 0 | 1 | 0 | 4 | 0 | 4 | 6 | 0 | 0 | 6 | 11 |
| Total | 3 | 0 | 0 | 3 | 0 | 33 | 0 | 33 | 32 | 0 | 0 | 32 | 68 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 10 | 0 | 0 | 10 | 13 |
| 5:15 PM | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 8 | 0 | 0 | 8 | 11 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 7 | 0 | 0 | 7 | 10 |
| 5:45 PM | 4 | 0 | 0 | 4 | 0 | 4 | 0 | 4 | 8 | 0 | 0 | 8 | 16 |
| Total | 5 | 0 | 0 | 5 | 0 | 12 | 0 | 12 | 33 | 0 | 0 | 33 | 50 |
| Grand Total | 75 | 0 | 0 | 75 | 0 | 740 | 0 | 740 | 584 | 0 | 0 | 584 | 1399 |

PDI File #: **196872 C**
 Location: **N: Seaport Lane**
 Location: **E: Congress Street W: Congress Street**
 City, State: **Boston, MA**
 Client: **Nitsch/ B. Zimolka**
 Site Code: **TBA**
 Count Date: **Thursday, April 11, 2019**
 Start Time: **7:00 AM**
 End Time: **6:00 PM**



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

| | Seaport Lane | | | | Congress Street | | | | Congress Street | | | | Total |
|--------------------|--------------|------|--------|-------|-----------------|-------|--------|-------|-----------------|------|--------|-------|-------|
| | from North | | | | from East | | | | from West | | | | |
| | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Thru | Left | U-Turn | Total | |
| Approach % | 100.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | | 100.0 | 0.0 | 0.0 | | |
| Total % | 5.4 | 0.0 | 0.0 | 5.4 | 0.0 | 52.9 | 0.0 | 52.9 | 41.7 | 0.0 | 0.0 | 41.7 | |
| Exiting Leg Total | 0 | | | | 584 | | | | 815 | | | | 1399 |
| Buses | 33 | 0 | 0 | 33 | 0 | 43 | 0 | 43 | 180 | 0 | 0 | 180 | 256 |
| % Buses | 44.0 | 0.0 | 0.0 | 44.0 | 0.0 | 5.8 | 0.0 | 5.8 | 30.8 | 0.0 | 0.0 | 30.8 | 18.3 |
| Exiting Leg Total | 0 | | | | 180 | | | | 76 | | | | 256 |
| Single-Unit Trucks | 38 | 0 | 0 | 38 | 0 | 274 | 0 | 274 | 294 | 0 | 0 | 294 | 606 |
| % Single-Unit | 50.7 | 0.0 | 0.0 | 50.7 | 0.0 | 37.0 | 0.0 | 37.0 | 50.3 | 0.0 | 0.0 | 50.3 | 43.3 |
| Exiting Leg Total | 0 | | | | 294 | | | | 312 | | | | 606 |
| Articulated Trucks | 4 | 0 | 0 | 4 | 0 | 423 | 0 | 423 | 110 | 0 | 0 | 110 | 537 |
| % Articulated | 5.3 | 0.0 | 0.0 | 5.3 | 0.0 | 57.2 | 0.0 | 57.2 | 18.8 | 0.0 | 0.0 | 18.8 | 38.4 |
| Exiting Leg Total | 0 | | | | 110 | | | | 427 | | | | 537 |

AM Peak Hour Analysis from 07:00 AM to 10:00 AM begins at:

| 8:15 AM | Seaport Lane | | | | Congress Street | | | | Congress Street | | | | Total |
|--------------------|--------------|-------|--------|-------|-----------------|-------|--------|-------|-----------------|-------|--------|-------|-------|
| | from North | | | | from East | | | | from West | | | | |
| | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Thru | Left | U-Turn | Total | |
| 8:15 AM | 2 | 0 | 0 | 2 | 0 | 20 | 0 | 20 | 21 | 0 | 0 | 21 | 43 |
| 8:30 AM | 3 | 0 | 0 | 3 | 0 | 27 | 0 | 27 | 11 | 0 | 0 | 11 | 41 |
| 8:45 AM | 4 | 0 | 0 | 4 | 0 | 24 | 0 | 24 | 13 | 0 | 0 | 13 | 41 |
| 9:00 AM | 2 | 0 | 0 | 2 | 0 | 20 | 0 | 20 | 19 | 0 | 0 | 19 | 41 |
| Total Volume | 11 | 0 | 0 | 11 | 0 | 91 | 0 | 91 | 64 | 0 | 0 | 64 | 166 |
| % Approach Total | 100.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | | 100.0 | 0.0 | 0.0 | | |
| PHF | 0.688 | 0.000 | 0.000 | 0.688 | 0.000 | 0.843 | 0.000 | 0.843 | 0.762 | 0.000 | 0.000 | 0.762 | 0.965 |
| Buses | 8 | 0 | 0 | 8 | 0 | 1 | 0 | 1 | 17 | 0 | 0 | 17 | 26 |
| Buses % | 72.7 | 0.0 | 0.0 | 72.7 | 0.0 | 1.1 | 0.0 | 1.1 | 26.6 | 0.0 | 0.0 | 26.6 | 15.7 |
| Single-Unit Trucks | 3 | 0 | 0 | 3 | 0 | 31 | 0 | 31 | 40 | 0 | 0 | 40 | 74 |
| Single-Unit % | 27.3 | 0.0 | 0.0 | 27.3 | 0.0 | 34.1 | 0.0 | 34.1 | 62.5 | 0.0 | 0.0 | 62.5 | 44.6 |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 59 | 0 | 59 | 7 | 0 | 0 | 7 | 66 |
| Articulated % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 64.8 | 0.0 | 64.8 | 10.9 | 0.0 | 0.0 | 10.9 | 39.8 |
| Buses | 8 | 0 | 0 | 8 | 0 | 1 | 0 | 1 | 17 | 0 | 0 | 17 | 26 |
| Single-Unit Trucks | 3 | 0 | 0 | 3 | 0 | 31 | 0 | 31 | 40 | 0 | 0 | 40 | 74 |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 59 | 0 | 59 | 7 | 0 | 0 | 7 | 66 |
| Total Entering Leg | 11 | 0 | 0 | 11 | 0 | 91 | 0 | 91 | 64 | 0 | 0 | 64 | 166 |
| Buses | 0 | | | | 17 | | | | 9 | | | | 26 |
| Single-Unit Trucks | 0 | | | | 40 | | | | 34 | | | | 74 |
| Articulated Trucks | 0 | | | | 7 | | | | 59 | | | | 66 |
| Total Exiting Leg | 0 | | | | 64 | | | | 102 | | | | 166 |

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

| 12:15 PM | Seaport Lane | | | | Congress Street | | | | Congress Street | | | | Total |
|--------------------|--------------|-------|--------|-------|-----------------|-------|--------|-------|-----------------|-------|--------|-------|-------|
| | from North | | | | from East | | | | from West | | | | |
| | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Thru | Left | U-Turn | Total | |
| 12:15 PM | 2 | 0 | 0 | 2 | 0 | 22 | 0 | 22 | 16 | 0 | 0 | 16 | 40 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 23 | 13 | 0 | 0 | 13 | 36 |
| 12:45 PM | 1 | 0 | 0 | 1 | 0 | 33 | 0 | 33 | 16 | 0 | 0 | 16 | 50 |
| 1:00 PM | 1 | 0 | 0 | 1 | 0 | 25 | 0 | 25 | 21 | 0 | 0 | 21 | 47 |
| Total Volume | 4 | 0 | 0 | 4 | 0 | 103 | 0 | 103 | 66 | 0 | 0 | 66 | 173 |
| % Approach Total | 100.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | | 100.0 | 0.0 | 0.0 | | |
| PHF | 0.500 | 0.000 | 0.000 | 0.500 | 0.000 | 0.780 | 0.000 | 0.780 | 0.786 | 0.000 | 0.000 | 0.786 | 0.865 |
| Buses | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 3 | 13 | 0 | 0 | 13 | 17 |
| Buses % | 25.0 | 0.0 | 0.0 | 25.0 | 0.0 | 2.9 | 0.0 | 2.9 | 19.7 | 0.0 | 0.0 | 19.7 | 9.8 |
| Single-Unit Trucks | 2 | 0 | 0 | 2 | 0 | 25 | 0 | 25 | 38 | 0 | 0 | 38 | 65 |
| Single-Unit % | 50.0 | 0.0 | 0.0 | 50.0 | 0.0 | 24.3 | 0.0 | 24.3 | 57.6 | 0.0 | 0.0 | 57.6 | 37.6 |
| Articulated Trucks | 1 | 0 | 0 | 1 | 0 | 75 | 0 | 75 | 15 | 0 | 0 | 15 | 91 |

PDI File #: **196872 C**
 Location: **N: Seaport Lane**
 Location: **E: Congress Street W: Congress Street**
 City, State: **Boston, MA**
 Client: **Nitsch/ B. Zimolka**
 Site Code: **TBA**
 Count Date: **Thursday, April 11, 2019**
 Start Time: **7:00 AM**
 End Time: **6:00 PM**



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

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

| | Seaport Lane | | | | Congress Street | | | | Congress Street | | | | Total |
|--------------------|--------------|------|--------|-------|-----------------|------|--------|-------|-----------------|------|--------|-------|-------|
| | from North | | | | from East | | | | from West | | | | |
| | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Thru | Left | U-Turn | Total | |
| Articulated % | 25.0 | 0.0 | 0.0 | 25.0 | 0.0 | 72.8 | 0.0 | 72.8 | 22.7 | 0.0 | 0.0 | 22.7 | 52.6 |
| Buses | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 3 | 13 | 0 | 0 | 13 | 17 |
| Single-Unit Trucks | 2 | 0 | 0 | 2 | 0 | 25 | 0 | 25 | 38 | 0 | 0 | 38 | 65 |
| Articulated Trucks | 1 | 0 | 0 | 1 | 0 | 75 | 0 | 75 | 15 | 0 | 0 | 15 | 91 |
| Total Entering Leg | 4 | 0 | 0 | 4 | 0 | 103 | 0 | 103 | 66 | 0 | 0 | 66 | 173 |
| Buses | | | | 0 | | | | 13 | | | | 4 | 17 |
| Single-Unit Trucks | | | | 0 | | | | 38 | | | | 27 | 65 |
| Articulated Trucks | | | | 0 | | | | 15 | | | | 76 | 91 |
| Total Exiting Leg | | | | 0 | | | | 66 | | | | 107 | 173 |

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

| | Seaport Lane | | | | Congress Street | | | | Congress Street | | | | Total |
|--------------------|--------------|-------|--------|-------|-----------------|-------|--------|-------|-----------------|-------|--------|-------|-------|
| | from North | | | | from East | | | | from West | | | | |
| | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Thru | Left | U-Turn | Total | |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 16 | 16 | 0 | 0 | 16 | 32 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 22 | 21 | 0 | 0 | 21 | 43 |
| 2:45 PM | 3 | 0 | 0 | 3 | 0 | 19 | 0 | 19 | 14 | 0 | 0 | 14 | 36 |
| 3:00 PM | 1 | 0 | 0 | 1 | 0 | 27 | 0 | 27 | 15 | 0 | 0 | 15 | 43 |
| Total Volume | 4 | 0 | 0 | 4 | 0 | 84 | 0 | 84 | 66 | 0 | 0 | 66 | 154 |
| % Approach Total | 100.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | | 100.0 | 0.0 | 0.0 | | |
| PHF | 0.333 | 0.000 | 0.000 | 0.333 | 0.000 | 0.778 | 0.000 | 0.778 | 0.786 | 0.000 | 0.000 | 0.786 | 0.895 |
| Buses | 2 | 0 | 0 | 2 | 0 | 9 | 0 | 9 | 24 | 0 | 0 | 24 | 35 |
| Buses % | 50.0 | 0.0 | 0.0 | 50.0 | 0.0 | 10.7 | 0.0 | 10.7 | 36.4 | 0.0 | 0.0 | 36.4 | 22.7 |
| Single-Unit Trucks | 2 | 0 | 0 | 2 | 0 | 27 | 0 | 27 | 37 | 0 | 0 | 37 | 66 |
| Single-Unit % | 50.0 | 0.0 | 0.0 | 50.0 | 0.0 | 32.1 | 0.0 | 32.1 | 56.1 | 0.0 | 0.0 | 56.1 | 42.9 |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 48 | 5 | 0 | 0 | 5 | 53 |
| Articulated % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 57.1 | 0.0 | 57.1 | 7.6 | 0.0 | 0.0 | 7.6 | 34.4 |
| Buses | 2 | 0 | 0 | 2 | 0 | 9 | 0 | 9 | 24 | 0 | 0 | 24 | 35 |
| Single-Unit Trucks | 2 | 0 | 0 | 2 | 0 | 27 | 0 | 27 | 37 | 0 | 0 | 37 | 66 |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 48 | 5 | 0 | 0 | 5 | 53 |
| Total Entering Leg | 4 | 0 | 0 | 4 | 0 | 84 | 0 | 84 | 66 | 0 | 0 | 66 | 154 |
| Buses | | | | 0 | | | | 24 | | | | 11 | 35 |
| Single-Unit Trucks | | | | 0 | | | | 37 | | | | 29 | 66 |
| Articulated Trucks | | | | 0 | | | | 5 | | | | 48 | 53 |
| Total Exiting Leg | | | | 0 | | | | 66 | | | | 88 | 154 |

PDI File #: **196872 C**
 Location: **N: Seaport Lane**
 Location: **E: Congress Street W: Congress Street**
 City, State: **Boston, MA**
 Client: **Nitsch/ B. Zimolka**
 Site Code: **TBA**
 Count Date: **Thursday, April 11, 2019**
 Start Time: **7:00 AM**
 End Time: **6:00 PM**
 Class:



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

Buses

| | Seaport Lane | | | | Congress Street | | | | Congress Street | | | | Total |
|-------------|--------------|------|--------|-------|-----------------|------|--------|-------|-----------------|------|--------|-------|-------|
| | from North | | | | from East | | | | from West | | | | |
| | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Thru | Left | U-Turn | Total | |
| 7:00 AM | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 5 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 7:30 AM | 3 | 0 | 0 | 3 | 0 | 1 | 0 | 1 | 3 | 0 | 0 | 3 | 7 |
| 7:45 AM | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 5 | 0 | 0 | 5 | 8 |
| Total | 7 | 0 | 0 | 7 | 0 | 3 | 0 | 3 | 11 | 0 | 0 | 11 | 21 |
| 8:00 AM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 5 |
| 8:15 AM | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 4 | 0 | 0 | 4 | 7 |
| 8:30 AM | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 7 |
| 8:45 AM | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 5 |
| Total | 8 | 0 | 0 | 8 | 0 | 1 | 0 | 1 | 15 | 0 | 0 | 15 | 24 |
| 9:00 AM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 7 |
| 9:15 AM | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 5 | 0 | 0 | 5 | 8 |
| 9:30 AM | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 8 |
| 9:45 AM | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 7 | 0 | 0 | 7 | 10 |
| Total | 10 | 0 | 0 | 10 | 0 | 2 | 0 | 2 | 21 | 0 | 0 | 21 | 33 |
| 10:00 AM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 6 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 6 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 2 | 0 | 0 | 2 | 5 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 | 0 | 0 | 4 | 5 |
| Total | 1 | 0 | 0 | 1 | 0 | 4 | 0 | 4 | 17 | 0 | 0 | 17 | 22 |
| 11:00 AM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 4 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 3 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 4 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 3 |
| Total | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 12 | 0 | 0 | 12 | 14 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 6 | 0 | 0 | 6 | 7 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 3 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 0 | 3 | 4 |
| 12:45 PM | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 4 | 0 | 0 | 4 | 6 |
| Total | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 3 | 16 | 0 | 0 | 16 | 20 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 0 | 3 | 4 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 | 0 | 0 | 4 | 5 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 4 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 4 |
| Total | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 15 | 0 | 0 | 15 | 17 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 6 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 5 | 0 | 0 | 5 | 6 |
| 2:45 PM | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 7 | 0 | 0 | 7 | 10 |
| Total | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 3 | 20 | 0 | 0 | 20 | 24 |
| 3:00 PM | 1 | 0 | 0 | 1 | 0 | 6 | 0 | 6 | 6 | 0 | 0 | 6 | 13 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 2 | 0 | 0 | 2 | 5 |
| 3:30 PM | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 4 | 0 | 0 | 4 | 7 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 | 0 | 0 | 4 | 5 |
| Total | 2 | 0 | 0 | 2 | 0 | 12 | 0 | 12 | 16 | 0 | 0 | 16 | 30 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 6 | 0 | 0 | 6 | 8 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 3 | 0 | 0 | 3 | 6 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 4 |
| 4:45 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 7 |
| Total | 1 | 0 | 0 | 1 | 0 | 5 | 0 | 5 | 19 | 0 | 0 | 19 | 25 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 4 | 0 | 0 | 4 | 6 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 4 | 0 | 0 | 4 | 6 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 | 0 | 0 | 4 | 5 |
| 5:45 PM | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 6 | 0 | 0 | 6 | 9 |
| Total | 1 | 0 | 0 | 1 | 0 | 7 | 0 | 7 | 18 | 0 | 0 | 18 | 26 |
| Grand Total | 33 | 0 | 0 | 33 | 0 | 43 | 0 | 43 | 180 | 0 | 0 | 180 | 256 |

PDI File #: **196872 C**
 Location: **N: Seaport Lane**
 Location: **E: Congress Street W: Congress Street**
 City, State: **Boston, MA**
 Client: **Nitsch/ B. Zimolka**
 Site Code: **TBA**
 Count Date: **Thursday, April 11, 2019**
 Start Time: **7:00 AM**
 End Time: **6:00 PM**
 Class:



Buses

| | Seaport Lane | | | | Congress Street | | | | Congress Street | | | | Total |
|-------------------|--------------|------|--------|-------|-----------------|-------|--------|-------|-----------------|------|--------|-------|-------|
| | from North | | | | from East | | | | from West | | | | |
| | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Thru | Left | U-Turn | Total | |
| Approach % | 100.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | | 100.0 | 0.0 | 0.0 | | |
| Total % | 12.9 | 0.0 | 0.0 | 12.9 | 0.0 | 16.8 | 0.0 | 16.8 | 70.3 | 0.0 | 0.0 | 70.3 | |
| Exiting Leg Total | 0 | | | | 180 | | | | 76 | | | | 256 |

AM Peak Hour Analysis from 07:00 AM to 10:00 AM begins at:

| 9:00 AM | Seaport Lane | | | | Congress Street | | | | Congress Street | | | | Total |
|------------------|--------------|-------|--------|-------|-----------------|-------|--------|-------|-----------------|-------|--------|-------|-------|
| | from North | | | | from East | | | | from West | | | | |
| | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Thru | Left | U-Turn | Total | |
| 9:00 AM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 7 |
| 9:15 AM | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 5 | 0 | 0 | 5 | 8 |
| 9:30 AM | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 8 |
| 9:45 AM | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 7 | 0 | 0 | 7 | 10 |
| Total Volume | 10 | 0 | 0 | 10 | 0 | 2 | 0 | 2 | 21 | 0 | 0 | 21 | 33 |
| % Approach Total | 100.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | | 100.0 | 0.0 | 0.0 | | |
| PHF | 0.500 | 0.000 | 0.000 | 0.500 | 0.000 | 0.500 | 0.000 | 0.500 | 0.750 | 0.000 | 0.000 | 0.750 | 0.825 |
| Entering Leg | 10 | 0 | 0 | 10 | 0 | 2 | 0 | 2 | 21 | 0 | 0 | 21 | 33 |
| Exiting Leg | 0 | | | | 21 | | | | 12 | | | | 33 |
| Total | 10 | | | | 23 | | | | 33 | | | | 66 |

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

| 10:00 AM | Seaport Lane | | | | Congress Street | | | | Congress Street | | | | Total |
|------------------|--------------|-------|--------|-------|-----------------|-------|--------|-------|-----------------|-------|--------|-------|-------|
| | from North | | | | from East | | | | from West | | | | |
| | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Thru | Left | U-Turn | Total | |
| 10:00 AM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 6 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 6 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 2 | 0 | 0 | 2 | 5 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 | 0 | 0 | 4 | 5 |
| Total Volume | 1 | 0 | 0 | 1 | 0 | 4 | 0 | 4 | 17 | 0 | 0 | 17 | 22 |
| % Approach Total | 100.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | | 100.0 | 0.0 | 0.0 | | |
| PHF | 0.250 | 0.000 | 0.000 | 0.250 | 0.000 | 0.333 | 0.000 | 0.333 | 0.708 | 0.000 | 0.000 | 0.708 | 0.917 |
| Entering Leg | 1 | 0 | 0 | 1 | 0 | 4 | 0 | 4 | 17 | 0 | 0 | 17 | 22 |
| Exiting Leg | 0 | | | | 17 | | | | 5 | | | | 22 |
| Total | 1 | | | | 21 | | | | 22 | | | | 44 |

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

| 2:15 PM | Seaport Lane | | | | Congress Street | | | | Congress Street | | | | Total |
|------------------|--------------|-------|--------|-------|-----------------|-------|--------|-------|-----------------|-------|--------|-------|-------|
| | from North | | | | from East | | | | from West | | | | |
| | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Thru | Left | U-Turn | Total | |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 6 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 5 | 0 | 0 | 5 | 6 |
| 2:45 PM | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 7 | 0 | 0 | 7 | 10 |
| 3:00 PM | 1 | 0 | 0 | 1 | 0 | 6 | 0 | 6 | 6 | 0 | 0 | 6 | 13 |
| Total Volume | 2 | 0 | 0 | 2 | 0 | 9 | 0 | 9 | 24 | 0 | 0 | 24 | 35 |
| % Approach Total | 100.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | | 100.0 | 0.0 | 0.0 | | |
| PHF | 0.500 | 0.000 | 0.000 | 0.500 | 0.000 | 0.375 | 0.000 | 0.375 | 0.857 | 0.000 | 0.000 | 0.857 | 0.673 |
| Entering Leg | 2 | 0 | 0 | 2 | 0 | 9 | 0 | 9 | 24 | 0 | 0 | 24 | 35 |
| Exiting Leg | 0 | | | | 24 | | | | 11 | | | | 35 |
| Total | 2 | | | | 33 | | | | 35 | | | | 70 |

PDI File #: **196872 C**
 Location: **N: Seaport Lane**
 Location: **E: Congress Street W: Congress Street**
 City, State: **Boston, MA**
 Client: **Nitsch/ B. Zimolka**
 Site Code: **TBA**
 Count Date: **Thursday, April 11, 2019**
 Start Time: **7:00 AM**
 End Time: **6:00 PM**
 Class:



Single-Unit Trucks

| | Seaport Lane | | | | Congress Street | | | | Congress Street | | | | Total |
|-------------|--------------|------|--------|-------|-----------------|------|--------|-------|-----------------|------|--------|-------|-------|
| | from North | | | | from East | | | | from West | | | | |
| | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Thru | Left | U-Turn | Total | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 9 | 0 | 0 | 9 | 16 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 14 | 0 | 0 | 14 | 21 |
| 7:30 AM | 1 | 0 | 0 | 1 | 0 | 10 | 0 | 10 | 7 | 0 | 0 | 7 | 18 |
| 7:45 AM | 1 | 0 | 0 | 1 | 0 | 11 | 0 | 11 | 1 | 0 | 0 | 1 | 13 |
| Total | 2 | 0 | 0 | 2 | 0 | 35 | 0 | 35 | 31 | 0 | 0 | 31 | 68 |
| 8:00 AM | 2 | 0 | 0 | 2 | 0 | 6 | 0 | 6 | 5 | 0 | 0 | 5 | 13 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 14 | 0 | 0 | 14 | 20 |
| 8:30 AM | 1 | 0 | 0 | 1 | 0 | 9 | 0 | 9 | 5 | 0 | 0 | 5 | 15 |
| 8:45 AM | 1 | 0 | 0 | 1 | 0 | 6 | 0 | 6 | 8 | 0 | 0 | 8 | 15 |
| Total | 4 | 0 | 0 | 4 | 0 | 27 | 0 | 27 | 32 | 0 | 0 | 32 | 63 |
| 9:00 AM | 1 | 0 | 0 | 1 | 0 | 10 | 0 | 10 | 13 | 0 | 0 | 13 | 24 |
| 9:15 AM | 3 | 0 | 0 | 3 | 0 | 8 | 0 | 8 | 9 | 0 | 0 | 9 | 20 |
| 9:30 AM | 2 | 0 | 0 | 2 | 0 | 13 | 0 | 13 | 1 | 0 | 0 | 1 | 16 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 6 | 0 | 0 | 6 | 12 |
| Total | 6 | 0 | 0 | 6 | 0 | 37 | 0 | 37 | 29 | 0 | 0 | 29 | 72 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 12 | 4 | 0 | 0 | 4 | 16 |
| 10:15 AM | 2 | 0 | 0 | 2 | 0 | 6 | 0 | 6 | 6 | 0 | 0 | 6 | 14 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 6 | 0 | 0 | 6 | 12 |
| 10:45 AM | 2 | 0 | 0 | 2 | 0 | 5 | 0 | 5 | 10 | 0 | 0 | 10 | 17 |
| Total | 4 | 0 | 0 | 4 | 0 | 29 | 0 | 29 | 26 | 0 | 0 | 26 | 59 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 7 | 0 | 0 | 7 | 15 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 9 | 3 | 0 | 0 | 3 | 12 |
| 11:30 AM | 2 | 0 | 0 | 2 | 0 | 6 | 0 | 6 | 12 | 0 | 0 | 12 | 20 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 8 | 0 | 0 | 8 | 16 |
| Total | 2 | 0 | 0 | 2 | 0 | 31 | 0 | 31 | 30 | 0 | 0 | 30 | 63 |
| 12:00 PM | 1 | 0 | 0 | 1 | 0 | 5 | 0 | 5 | 11 | 0 | 0 | 11 | 17 |
| 12:15 PM | 2 | 0 | 0 | 2 | 0 | 5 | 0 | 5 | 12 | 0 | 0 | 12 | 19 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 5 | 0 | 0 | 5 | 9 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 6 | 0 | 0 | 6 | 13 |
| Total | 3 | 0 | 0 | 3 | 0 | 21 | 0 | 21 | 34 | 0 | 0 | 34 | 58 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 9 | 15 | 0 | 0 | 15 | 24 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 4 | 0 | 0 | 4 | 8 |
| 1:30 PM | 5 | 0 | 0 | 5 | 0 | 12 | 0 | 12 | 8 | 0 | 0 | 8 | 25 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 10 | 0 | 0 | 10 | 14 |
| Total | 5 | 0 | 0 | 5 | 0 | 29 | 0 | 29 | 37 | 0 | 0 | 37 | 71 |
| 2:00 PM | 1 | 0 | 0 | 1 | 0 | 8 | 0 | 8 | 5 | 0 | 0 | 5 | 14 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 10 | 0 | 0 | 10 | 13 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 10 | 13 | 0 | 0 | 13 | 23 |
| 2:45 PM | 2 | 0 | 0 | 2 | 0 | 6 | 0 | 6 | 7 | 0 | 0 | 7 | 15 |
| Total | 3 | 0 | 0 | 3 | 0 | 27 | 0 | 27 | 35 | 0 | 0 | 35 | 65 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 7 | 0 | 0 | 7 | 15 |
| 3:15 PM | 1 | 0 | 0 | 1 | 0 | 7 | 0 | 7 | 3 | 0 | 0 | 3 | 11 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 3 | 0 | 0 | 3 | 5 |
| 3:45 PM | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 6 |
| Total | 3 | 0 | 0 | 3 | 0 | 17 | 0 | 17 | 17 | 0 | 0 | 17 | 37 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 4 | 0 | 0 | 4 | 11 |
| 4:15 PM | 1 | 0 | 0 | 1 | 0 | 5 | 0 | 5 | 2 | 0 | 0 | 2 | 8 |
| 4:30 PM | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 3 | 3 | 0 | 0 | 3 | 7 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| Total | 2 | 0 | 0 | 2 | 0 | 17 | 0 | 17 | 9 | 0 | 0 | 9 | 28 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 6 | 0 | 0 | 6 | 7 |
| 5:15 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 4 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 0 | 3 | 4 |
| 5:45 PM | 3 | 0 | 0 | 3 | 0 | 2 | 0 | 2 | 2 | 0 | 0 | 2 | 7 |
| Total | 4 | 0 | 0 | 4 | 0 | 4 | 0 | 4 | 14 | 0 | 0 | 14 | 22 |
| Grand Total | 38 | 0 | 0 | 38 | 0 | 274 | 0 | 274 | 294 | 0 | 0 | 294 | 606 |

PDI File #: **196872 C**
 Location: **N: Seaport Lane**
 Location: **E: Congress Street W: Congress Street**
 City, State: **Boston, MA**
 Client: **Nitsch/ B. Zimolka**
 Site Code: **TBA**
 Count Date: **Thursday, April 11, 2019**
 Start Time: **7:00 AM**
 End Time: **6:00 PM**
 Class:



Single-Unit Trucks

| | Seaport Lane | | | | Congress Street | | | | Congress Street | | | | Total |
|-------------------|--------------|------|--------|-------|-----------------|-------|--------|-------|-----------------|------|--------|-------|-------|
| | from North | | | | from East | | | | from West | | | | |
| | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Thru | Left | U-Turn | Total | |
| Approach % | 100.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | | 100.0 | 0.0 | 0.0 | | |
| Total % | 6.3 | 0.0 | 0.0 | 6.3 | 0.0 | 45.2 | 0.0 | 45.2 | 48.5 | 0.0 | 0.0 | 48.5 | |
| Exiting Leg Total | 0 | | | | 294 | | | | 312 | | | | 606 |

AM Peak Hour Analysis from 07:00 AM to 10:00 AM begins at:

| | Seaport Lane | | | | Congress Street | | | | Congress Street | | | | Total |
|------------------|--------------|-------|--------|-------|-----------------|-------|--------|-------|-----------------|-------|--------|-------|-------|
| | from North | | | | from East | | | | from West | | | | |
| | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Thru | Left | U-Turn | Total | |
| 8:45 AM | 1 | 0 | 0 | 1 | 0 | 6 | 0 | 6 | 8 | 0 | 0 | 8 | 15 |
| 9:00 AM | 1 | 0 | 0 | 1 | 0 | 10 | 0 | 10 | 13 | 0 | 0 | 13 | 24 |
| 9:15 AM | 3 | 0 | 0 | 3 | 0 | 8 | 0 | 8 | 9 | 0 | 0 | 9 | 20 |
| 9:30 AM | 2 | 0 | 0 | 2 | 0 | 13 | 0 | 13 | 1 | 0 | 0 | 1 | 16 |
| Total Volume | 7 | 0 | 0 | 7 | 0 | 37 | 0 | 37 | 31 | 0 | 0 | 31 | 75 |
| % Approach Total | 100.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | | 100.0 | 0.0 | 0.0 | | |
| PHF | 0.583 | 0.000 | 0.000 | 0.583 | 0.000 | 0.712 | 0.000 | 0.712 | 0.596 | 0.000 | 0.000 | 0.596 | 0.781 |
| Entering Leg | 7 | 0 | 0 | 7 | 0 | 37 | 0 | 37 | 31 | 0 | 0 | 31 | 75 |
| Exiting Leg | 0 | | | | 31 | | | | 44 | | | | 75 |
| Total | 7 | | | | 68 | | | | 75 | | | | 150 |

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

| | Seaport Lane | | | | Congress Street | | | | Congress Street | | | | Total |
|------------------|--------------|-------|--------|-------|-----------------|-------|--------|-------|-----------------|-------|--------|-------|-------|
| | from North | | | | from East | | | | from West | | | | |
| | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Thru | Left | U-Turn | Total | |
| 11:30 AM | 2 | 0 | 0 | 2 | 0 | 6 | 0 | 6 | 12 | 0 | 0 | 12 | 20 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 8 | 0 | 0 | 8 | 16 |
| 12:00 PM | 1 | 0 | 0 | 1 | 0 | 5 | 0 | 5 | 11 | 0 | 0 | 11 | 17 |
| 12:15 PM | 2 | 0 | 0 | 2 | 0 | 5 | 0 | 5 | 12 | 0 | 0 | 12 | 19 |
| Total Volume | 5 | 0 | 0 | 5 | 0 | 24 | 0 | 24 | 43 | 0 | 0 | 43 | 72 |
| % Approach Total | 100.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | | 100.0 | 0.0 | 0.0 | | |
| PHF | 0.625 | 0.000 | 0.000 | 0.625 | 0.000 | 0.750 | 0.000 | 0.750 | 0.896 | 0.000 | 0.000 | 0.896 | 0.900 |
| Entering Leg | 5 | 0 | 0 | 5 | 0 | 24 | 0 | 24 | 43 | 0 | 0 | 43 | 72 |
| Exiting Leg | 0 | | | | 43 | | | | 29 | | | | 72 |
| Total | 5 | | | | 67 | | | | 72 | | | | 144 |

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

| | Seaport Lane | | | | Congress Street | | | | Congress Street | | | | Total |
|------------------|--------------|-------|--------|-------|-----------------|-------|--------|-------|-----------------|-------|--------|-------|-------|
| | from North | | | | from East | | | | from West | | | | |
| | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Thru | Left | U-Turn | Total | |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 10 | 0 | 0 | 10 | 13 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 10 | 13 | 0 | 0 | 13 | 23 |
| 2:45 PM | 2 | 0 | 0 | 2 | 0 | 6 | 0 | 6 | 7 | 0 | 0 | 7 | 15 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 7 | 0 | 0 | 7 | 15 |
| Total Volume | 2 | 0 | 0 | 2 | 0 | 27 | 0 | 27 | 37 | 0 | 0 | 37 | 66 |
| % Approach Total | 100.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | | 100.0 | 0.0 | 0.0 | | |
| PHF | 0.250 | 0.000 | 0.000 | 0.250 | 0.000 | 0.675 | 0.000 | 0.675 | 0.712 | 0.000 | 0.000 | 0.712 | 0.717 |
| Entering Leg | 2 | 0 | 0 | 2 | 0 | 27 | 0 | 27 | 37 | 0 | 0 | 37 | 66 |
| Exiting Leg | 0 | | | | 37 | | | | 29 | | | | 66 |
| Total | 2 | | | | 64 | | | | 66 | | | | 132 |

PDI File #: **196872 C**
 Location: **N: Seaport Lane**
 Location: **E: Congress Street W: Congress Street**
 City, State: **Boston, MA**
 Client: **Nitsch/ B. Zimolka**
 Site Code: **TBA**
 Count Date: **Thursday, April 11, 2019**
 Start Time: **7:00 AM**
 End Time: **6:00 PM**
 Class:



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

Articulated Trucks

| | Seaport Lane | | | | Congress Street | | | | Congress Street | | | | Total |
|-------------|--------------|------|--------|-------|-----------------|------|--------|-------|-----------------|------|--------|-------|-------|
| | from North | | | | from East | | | | from West | | | | |
| | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Thru | Left | U-Turn | Total | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 5 | 0 | 0 | 5 | 6 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 4 | 0 | 0 | 4 | 6 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 12 | 4 | 0 | 0 | 4 | 16 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 12 | 4 | 0 | 0 | 4 | 16 |
| Total | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 27 | 17 | 0 | 0 | 17 | 44 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 13 | 3 | 0 | 0 | 3 | 16 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 13 | 3 | 0 | 0 | 3 | 16 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 18 | 1 | 0 | 0 | 1 | 19 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 18 | 3 | 0 | 0 | 3 | 21 |
| Total | 0 | 0 | 0 | 0 | 0 | 62 | 0 | 62 | 10 | 0 | 0 | 10 | 72 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 10 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 3 | 0 | 0 | 3 | 8 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 4 | 0 | 0 | 4 | 9 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 10 | 5 | 0 | 0 | 5 | 15 |
| Total | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 30 | 12 | 0 | 0 | 12 | 42 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 6 | 0 | 0 | 6 | 13 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 5 | 0 | 0 | 5 | 9 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 4 | 0 | 0 | 4 | 11 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 12 | 3 | 0 | 0 | 3 | 15 |
| Total | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 30 | 18 | 0 | 0 | 18 | 48 |
| 11:00 AM | 2 | 0 | 0 | 2 | 0 | 7 | 0 | 7 | 3 | 0 | 0 | 3 | 12 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 14 | 2 | 0 | 0 | 2 | 16 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 17 | 2 | 0 | 0 | 2 | 19 |
| 11:45 AM | 1 | 0 | 0 | 1 | 0 | 13 | 0 | 13 | 3 | 0 | 0 | 3 | 17 |
| Total | 3 | 0 | 0 | 3 | 0 | 51 | 0 | 51 | 10 | 0 | 0 | 10 | 64 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 12 | 5 | 0 | 0 | 5 | 17 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 17 | 1 | 0 | 0 | 1 | 18 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 18 | 5 | 0 | 0 | 5 | 23 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 25 | 6 | 0 | 0 | 6 | 31 |
| Total | 0 | 0 | 0 | 0 | 0 | 72 | 0 | 72 | 17 | 0 | 0 | 17 | 89 |
| 1:00 PM | 1 | 0 | 0 | 1 | 0 | 15 | 0 | 15 | 3 | 0 | 0 | 3 | 19 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 18 | 3 | 0 | 0 | 3 | 21 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 12 | 1 | 0 | 0 | 1 | 13 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 13 | 2 | 0 | 0 | 2 | 15 |
| Total | 1 | 0 | 0 | 1 | 0 | 58 | 0 | 58 | 9 | 0 | 0 | 9 | 68 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 15 | 2 | 0 | 0 | 2 | 17 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 13 | 0 | 0 | 0 | 0 | 13 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 11 | 3 | 0 | 0 | 3 | 14 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 11 | 0 | 0 | 0 | 0 | 11 |
| Total | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 50 | 5 | 0 | 0 | 5 | 55 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 13 | 2 | 0 | 0 | 2 | 15 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 3 | 0 | 0 | 3 | 9 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 1 | 0 | 0 | 1 | 8 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 1 | 0 | 0 | 1 | 6 |
| Total | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 31 | 7 | 0 | 0 | 7 | 38 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 2 | 0 | 0 | 2 | 7 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 2 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 1 | 0 | 0 | 1 | 4 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| Total | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 11 | 4 | 0 | 0 | 4 | 15 |
| 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 | 1 | 0 | 0 | 1 | 1 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 2 |
| Grand Total | 4 | 0 | 0 | 4 | 0 | 423 | 0 | 423 | 110 | 0 | 0 | 110 | 537 |

PDI File #: **196872 C**
 Location: **N: Seaport Lane**
 Location: **E: Congress Street W: Congress Street**
 City, State: **Boston, MA**
 Client: **Nitsch/ B. Zimolka**
 Site Code: **TBA**
 Count Date: **Thursday, April 11, 2019**
 Start Time: **7:00 AM**
 End Time: **6:00 PM**
 Class:



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

Articulated Trucks

| | Seaport Lane | | | | Congress Street | | | | Congress Street | | | | Total |
|-------------------|--------------|------|--------|-------|-----------------|-------|--------|-------|-----------------|------|--------|-------|-------|
| | from North | | | | from East | | | | from West | | | | |
| | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Thru | Left | U-Turn | Total | |
| Approach % | 100.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | | 100.0 | 0.0 | 0.0 | | |
| Total % | 0.7 | 0.0 | 0.0 | 0.7 | 0.0 | 78.8 | 0.0 | 78.8 | 20.5 | 0.0 | 0.0 | 20.5 | |
| Exiting Leg Total | 0 | | | | 110 | | | | 427 | | | | 537 |

AM Peak Hour Analysis from 07:00 AM to 10:00 AM begins at:

| | Seaport Lane | | | | Congress Street | | | | Congress Street | | | | Total |
|------------------|--------------|-------|--------|-------|-----------------|-------|--------|-------|-----------------|-------|--------|-------|-------|
| | from North | | | | from East | | | | from West | | | | |
| | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Thru | Left | U-Turn | Total | |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 13 | 3 | 0 | 0 | 3 | 16 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 13 | 3 | 0 | 0 | 3 | 16 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 18 | 1 | 0 | 0 | 1 | 19 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 18 | 3 | 0 | 0 | 3 | 21 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 62 | 0 | 62 | 10 | 0 | 0 | 10 | 72 |
| % Approach Total | 0.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | | 100.0 | 0.0 | 0.0 | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.861 | 0.000 | 0.861 | 0.833 | 0.000 | 0.000 | 0.833 | 0.857 |
| Entering Leg | 0 | 0 | 0 | 0 | 0 | 62 | 0 | 62 | 10 | 0 | 0 | 10 | 72 |
| Exiting Leg | 0 | | | | 10 | | | | 62 | | | | 72 |
| Total | 0 | | | | 72 | | | | 72 | | | | 144 |

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

| | Seaport Lane | | | | Congress Street | | | | Congress Street | | | | Total |
|------------------|--------------|-------|--------|-------|-----------------|-------|--------|-------|-----------------|-------|--------|-------|-------|
| | from North | | | | from East | | | | from West | | | | |
| | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Thru | Left | U-Turn | Total | |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 18 | 5 | 0 | 0 | 5 | 23 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 25 | 6 | 0 | 0 | 6 | 31 |
| 1:00 PM | 1 | 0 | 0 | 1 | 0 | 15 | 0 | 15 | 3 | 0 | 0 | 3 | 19 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 18 | 3 | 0 | 0 | 3 | 21 |
| Total Volume | 1 | 0 | 0 | 1 | 0 | 76 | 0 | 76 | 17 | 0 | 0 | 17 | 94 |
| % Approach Total | 100.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | | 100.0 | 0.0 | 0.0 | | |
| PHF | 0.250 | 0.000 | 0.000 | 0.250 | 0.000 | 0.760 | 0.000 | 0.760 | 0.708 | 0.000 | 0.000 | 0.708 | 0.758 |
| Entering Leg | 1 | 0 | 0 | 1 | 0 | 76 | 0 | 76 | 17 | 0 | 0 | 17 | 94 |
| Exiting Leg | 0 | | | | 17 | | | | 77 | | | | 94 |
| Total | 1 | | | | 93 | | | | 94 | | | | 188 |

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

| | Seaport Lane | | | | Congress Street | | | | Congress Street | | | | Total |
|------------------|--------------|-------|--------|-------|-----------------|-------|--------|-------|-----------------|-------|--------|-------|-------|
| | from North | | | | from East | | | | from West | | | | |
| | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | Thru | Left | U-Turn | Total | |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 15 | 2 | 0 | 0 | 2 | 17 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 13 | 0 | 0 | 0 | 0 | 13 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 11 | 3 | 0 | 0 | 3 | 14 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 11 | 0 | 0 | 0 | 0 | 11 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 50 | 5 | 0 | 0 | 5 | 55 |
| % Approach Total | 0.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | | 100.0 | 0.0 | 0.0 | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.833 | 0.000 | 0.833 | 0.417 | 0.000 | 0.000 | 0.417 | 0.809 |
| Entering Leg | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 50 | 5 | 0 | 0 | 5 | 55 |
| Exiting Leg | 0 | | | | 5 | | | | 50 | | | | 55 |
| Total | 0 | | | | 55 | | | | 55 | | | | 110 |

PDI File #: 196872 C
 Location: N: Seaport Lane
 Location: E: Congress Street W: Congress Street
 City, State: Boston, MA
 Client: Nitsch/ B. Zimolka
 Site Code: TBA
 Count Date: Thursday, April 11, 2019
 Start Time: 7:00 AM
 End Time: 6:00 PM
 Class:



Bicycles (on Roadway and Crosswalks)

| | Seaport Lane | | | | | | | Congress Street | | | | | | Congress Street | | | | | | Total |
|-------------|--------------|------|--------|-------|-------|-------|-------|-----------------|--------|-------|-------|-------|------|-----------------|--------|-------|-------|-------|----|-------|
| | from North | | | | | | | from East | | | | | | from West | | | | | | |
| | Right | Left | U-Turn | CW-EB | CW-WB | Total | Right | Thru | U-Turn | CW-SB | CW-NB | Total | Thru | Left | U-Turn | CW-NB | CW-SB | Total | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 7:30 AM | 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 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 4 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 5 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Total | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 5 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 AM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:45 AM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 3 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 5 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| 5:00 PM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| Total | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 2 | 5 | 5 |
| Grand Total | 5 | 0 | 0 | 0 | 0 | 5 | 1 | 12 | 0 | 0 | 0 | 13 | 13 | 0 | 0 | 0 | 0 | 13 | 31 | 31 |

PDI File #: 196872 C
 Location: N: Seaport Lane
 Location: E: Congress Street W: Congress Street
 City, State: Boston, MA
 Client: Nitsch/ B. Zimolka
 Site Code: TBA
 Count Date: Thursday, April 11, 2019
 Start Time: 7:00 AM
 End Time: 6:00 PM
 Class:



Bicycles (on Roadway and Crosswalks)

| | Seaport Lane | | | | | | Congress Street | | | | | | Congress Street | | | | | | Total |
|-------------------|--------------|------|--------|-------|-------|-------|-----------------|------|--------|-------|-------|-------|-----------------|------|--------|-------|-------|-------|-------|
| | from North | | | | | | from East | | | | | | from West | | | | | | |
| | Right | Left | U-Turn | CW-EB | CW-WB | Total | Right | Thru | U-Turn | CW-SB | CW-NB | Total | Thru | Left | U-Turn | CW-NB | CW-SB | Total | |
| Approach % | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 7.7 | 92.3 | 0.0 | 0.0 | 0.0 | | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| Total % | 16.1 | 0.0 | 0.0 | 0.0 | 0.0 | 16.1 | 3.2 | 38.7 | 0.0 | 0.0 | 0.0 | 41.9 | 41.9 | 0.0 | 0.0 | 0.0 | 0.0 | 41.9 | |
| Exiting Leg Total | 1 | | | | | | 13 | | | | | | 17 | | | | | | 31 |

AM Peak Hour Analysis from 07:00 AM to 10:00 AM begins at:

| | Seaport Lane | | | | | | Congress Street | | | | | | Congress Street | | | | | | Total |
|------------------|--------------|-------|--------|-------|-------|-------|-----------------|-------|--------|-------|-------|-------|-----------------|-------|--------|-------|-------|-------|-------|
| | from North | | | | | | from East | | | | | | from West | | | | | | |
| | Right | Left | U-Turn | CW-EB | CW-WB | Total | Right | Thru | U-Turn | CW-SB | CW-NB | Total | Thru | Left | U-Turn | CW-NB | CW-SB | Total | |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 1 | 4 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 2 |
| Total Volume | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 3 | 8 |
| % Approach Total | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 25.0 | 75.0 | 0.0 | 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 | 0.250 | 0.250 | 0.375 | 0.000 | 0.000 | 0.000 | 0.333 | 0.750 | 0.000 | 0.000 | 0.000 | 0.000 | 0.750 | 0.500 |
| Entering Leg | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 3 | 8 |
| Exiting Leg | 1 | | | | | | 3 | | | | | | 4 | | | | | | 8 |
| Total | 2 | | | | | | 7 | | | | | | 7 | | | | | | 16 |

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

| | Seaport Lane | | | | | | Congress Street | | | | | | Congress Street | | | | | | Total |
|------------------|--------------|-------|--------|-------|-------|-------|-----------------|-------|--------|-------|-------|-------|-----------------|-------|--------|-------|-------|-------|-------|
| | from North | | | | | | from East | | | | | | from West | | | | | | |
| | Right | Left | U-Turn | CW-EB | CW-WB | Total | Right | Thru | U-Turn | CW-SB | CW-NB | Total | Thru | Left | U-Turn | CW-NB | CW-SB | Total | |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 2 | 3 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 2 | 6 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.500 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.500 |
| Entering Leg | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 2 | 6 |
| Exiting Leg | 0 | | | | | | 2 | | | | | | 4 | | | | | | 6 |
| Total | 0 | | | | | | 6 | | | | | | 6 | | | | | | 12 |

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

| | Seaport Lane | | | | | | Congress Street | | | | | | Congress Street | | | | | | Total |
|------------------|--------------|-------|--------|-------|-------|-------|-----------------|-------|--------|-------|-------|-------|-----------------|-------|--------|-------|-------|-------|-------|
| | from North | | | | | | from East | | | | | | from West | | | | | | |
| | Right | Left | U-Turn | CW-EB | CW-WB | Total | Right | Thru | U-Turn | CW-SB | CW-NB | Total | Thru | Left | U-Turn | CW-NB | CW-SB | Total | |
| 5:00 PM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 |
| Total Volume | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 2 | 5 |
| % Approach Total | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| PHF | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.625 |
| Entering Leg | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 2 | 5 |
| Exiting Leg | 0 | | | | | | 2 | | | | | | 3 | | | | | | 5 |
| Total | 1 | | | | | | 4 | | | | | | 5 | | | | | | 10 |

PDI File #: 196872 C
 Location: N: Seaport Lane
 Location: E: Congress Street W: Congress Street
 City, State: Boston, MA
 Client: Nitsch/ B. Zimolka
 Site Code: TBA
 Count Date: Thursday, April 11, 2019
 Start Time: 7:00 AM
 End Time: 6:00 PM
 Class:



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

Pedestrians

| | Seaport Lane | | | | | | Congress Street | | | | | | Congress Street | | | | | | Total |
|-------------|--------------|------|--------|-------|-------|-------|-----------------|------|--------|-------|-------|-------|-----------------|------|--------|-------|-------|-------|-------|
| | from North | | | | | | from East | | | | | | from West | | | | | | |
| | Right | Left | U-Turn | CW-EB | CW-WB | Total | Right | Thru | U-Turn | CW-SB | CW-NB | Total | Thru | Left | U-Turn | CW-NB | CW-SB | Total | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| 8:00 AM | 0 | 0 | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:15 AM | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:30 AM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 1 | 6 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 2 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 3 | 3 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 AM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 11:15 AM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 3 |
| 11:30 AM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 6 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 |
| 12:15 PM | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 5 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 3 | 7 |
| Total | 0 | 0 | 0 | 3 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 8 | 14 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 4 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 4 |
| 2:00 PM | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 5 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 6 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 |
| 5:15 PM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 2 | 5 |
| Grand Total | 0 | 0 | 0 | 12 | 10 | 22 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 9 | 14 | 23 | 47 |

PDI File #: 196872 C
 Location: N: Seaport Lane
 Location: E: Congress Street W: Congress Street
 City, State: Boston, MA
 Client: Nitsch/ B. Zimolka
 Site Code: TBA
 Count Date: Thursday, April 11, 2019
 Start Time: 7:00 AM
 End Time: 6:00 PM
 Class:



Pedestrians

| | Seaport Lane | | | | | | Congress Street | | | | | | Congress Street | | | | | | Total |
|-------------------|--------------|------|--------|--------|--------|--------|-----------------|------|--------|--------|-------|--------|-----------------|------|--------|--------|--------|--------|-------|
| | from North | | | | | | from East | | | | | | from West | | | | | | |
| | Right | Left | U-Turn | CW-EB | CW-WB | Total | Right | Thru | U-Turn | CW-SB | CW-NB | Total | Thru | Left | U-Turn | CW-NB | CW-SB | Total | |
| Approach % | 0 | 0 | 0 | 54.545 | 45.455 | | 0 | 0 | 0 | 100 | 0 | | 0 | 0 | 0 | 39.13 | 60.87 | | |
| Total % | 0 | 0 | 0 | 25.532 | 21.277 | 46.809 | 0 | 0 | 0 | 4.2553 | 0 | 4.2553 | 0 | 0 | 0 | 19.149 | 29.787 | 48.936 | |
| Exiting Leg Total | 22 | | | | | | 2 | | | | | | 23 | | | | | | 47 |

AM Peak Hour Analysis from 07:00 AM to 10:00 AM begins at:

| 7:45 AM | Seaport Lane | | | | | | Congress Street | | | | | | Congress Street | | | | | | Total |
|------------------|--------------|-------|--------|-------|-------|-------|-----------------|-------|--------|-------|-------|-------|-----------------|-------|--------|-------|-------|-------|-------|
| | from North | | | | | | from East | | | | | | from West | | | | | | |
| | Right | Left | U-Turn | CW-EB | CW-WB | Total | Right | Thru | U-Turn | CW-SB | CW-NB | Total | Thru | Left | U-Turn | CW-NB | CW-SB | Total | |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 1 | 6 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 14.3 | 85.7 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| PHF | 0.000 | 0.000 | 0.000 | 0.250 | 0.500 | 0.438 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.438 |
| Entering Leg | 0 | 0 | 0 | 1 | 6 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| Exiting Leg | 7 | | | | | | 0 | | | | | | 0 | | | | | | 7 |
| Total | 14 | | | | | | 0 | | | | | | 0 | | | | | | 14 |

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

| 12:00 PM | Seaport Lane | | | | | | Congress Street | | | | | | Congress Street | | | | | | Total |
|------------------|--------------|-------|--------|-------|-------|-------|-----------------|-------|--------|-------|-------|-------|-----------------|-------|--------|-------|-------|-------|-------|
| | from North | | | | | | from East | | | | | | from West | | | | | | |
| | Right | Left | U-Turn | CW-EB | CW-WB | Total | Right | Thru | U-Turn | CW-SB | CW-NB | Total | Thru | Left | U-Turn | CW-NB | CW-SB | Total | |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 |
| 12:15 PM | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 5 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 7 |
| Total Volume | 0 | 0 | 0 | 3 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 8 | 14 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 50.0 | 50.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 50.0 | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.375 | 0.250 | 0.375 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.333 | 0.667 | 0.500 |
| Entering Leg | 0 | 0 | 0 | 3 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 8 | 14 |
| Exiting Leg | 6 | | | | | | 0 | | | | | | 8 | | | | | | 14 |
| Total | 12 | | | | | | 0 | | | | | | 16 | | | | | | 28 |

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

| 2:00 PM | Seaport Lane | | | | | | Congress Street | | | | | | Congress Street | | | | | | Total |
|------------------|--------------|-------|--------|-------|-------|-------|-----------------|-------|--------|-------|-------|-------|-----------------|-------|--------|-------|-------|-------|-------|
| | from North | | | | | | from East | | | | | | from West | | | | | | |
| | Right | Left | U-Turn | CW-EB | CW-WB | Total | Right | Thru | U-Turn | CW-SB | CW-NB | Total | Thru | Left | U-Turn | CW-NB | CW-SB | Total | |
| 2:00 PM | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 5 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 6 |
| % Approach Total | 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 | 66.7 | 33.3 | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.250 | 0.250 | 0.375 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.250 | 0.250 | 0.300 |
| Entering Leg | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 6 |
| Exiting Leg | 3 | | | | | | 0 | | | | | | 3 | | | | | | 6 |
| Total | 6 | | | | | | 0 | | | | | | 6 | | | | | | 12 |

PDI File #: **196872 D**
 Location: **N: D Street-SB S: D Street-SB**
 Location: **E: Congress Street W: Congress Street**
 City, State: **Boston, MA**
 Client: **Nitsch/ B. Zimolka**
 Site Code: **TBA**
 Count Date: **Thursday, April 11, 2019**
 Start Time: **7:00 AM**
 End Time: **6:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

| | D Street-SB | | | | | Congress Street | | | | | D Street-SB | | | | | Congress Street | | | | | Total |
|--------------------|-------------|-------------|------------|------------|-------------|-----------------|-------------|-------------|------------|-------------|-------------|--------------|------------|------------|----------|-----------------|-------------|------------|------------|-------------|--------------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| 7:00 AM | 9 | 39 | 2 | 0 | 50 | 0 | 89 | 9 | 0 | 98 | 0 | 0 | 0 | 0 | 0 | 93 | 44 | 0 | 3 | 140 | 288 |
| 7:15 AM | 7 | 41 | 3 | 0 | 51 | 0 | 125 | 8 | 0 | 133 | 0 | 0 | 0 | 0 | 0 | 89 | 51 | 0 | 5 | 145 | 329 |
| 7:30 AM | 10 | 33 | 2 | 0 | 45 | 0 | 125 | 9 | 0 | 134 | 0 | 0 | 0 | 0 | 0 | 80 | 51 | 0 | 4 | 135 | 314 |
| 7:45 AM | 9 | 37 | 6 | 0 | 52 | 0 | 96 | 9 | 0 | 105 | 0 | 0 | 0 | 0 | 0 | 79 | 45 | 0 | 1 | 125 | 282 |
| Total | 35 | 150 | 13 | 0 | 198 | 0 | 435 | 35 | 0 | 470 | 0 | 0 | 0 | 0 | 0 | 341 | 191 | 0 | 13 | 545 | 1213 |
| 8:00 AM | 9 | 44 | 4 | 0 | 57 | 0 | 128 | 11 | 0 | 139 | 0 | 0 | 0 | 0 | 0 | 91 | 68 | 0 | 4 | 163 | 359 |
| 8:15 AM | 9 | 48 | 5 | 0 | 62 | 0 | 107 | 22 | 0 | 129 | 0 | 0 | 0 | 0 | 0 | 81 | 58 | 0 | 2 | 141 | 332 |
| 8:30 AM | 5 | 52 | 2 | 0 | 59 | 0 | 129 | 11 | 0 | 140 | 0 | 0 | 0 | 0 | 0 | 71 | 59 | 0 | 2 | 132 | 331 |
| 8:45 AM | 6 | 53 | 0 | 0 | 59 | 0 | 94 | 8 | 0 | 102 | 0 | 0 | 0 | 0 | 0 | 79 | 63 | 0 | 4 | 146 | 307 |
| Total | 29 | 197 | 11 | 0 | 237 | 0 | 458 | 52 | 0 | 510 | 0 | 0 | 0 | 0 | 0 | 322 | 248 | 0 | 12 | 582 | 1329 |
| 9:00 AM | 15 | 52 | 6 | 0 | 73 | 0 | 83 | 9 | 0 | 92 | 0 | 0 | 0 | 0 | 0 | 95 | 56 | 0 | 8 | 159 | 324 |
| 9:15 AM | 9 | 37 | 8 | 0 | 54 | 0 | 108 | 7 | 0 | 115 | 0 | 0 | 0 | 0 | 0 | 71 | 59 | 0 | 4 | 134 | 303 |
| 9:30 AM | 6 | 48 | 5 | 0 | 59 | 0 | 88 | 10 | 0 | 98 | 0 | 0 | 0 | 0 | 0 | 75 | 48 | 0 | 7 | 130 | 287 |
| 9:45 AM | 14 | 47 | 5 | 0 | 66 | 0 | 86 | 12 | 0 | 98 | 0 | 0 | 0 | 0 | 0 | 74 | 56 | 0 | 1 | 131 | 295 |
| Total | 44 | 184 | 24 | 0 | 252 | 0 | 365 | 38 | 0 | 403 | 0 | 0 | 0 | 0 | 0 | 315 | 219 | 0 | 20 | 554 | 1209 |
| 10:00 AM | 12 | 33 | 7 | 0 | 52 | 0 | 79 | 10 | 0 | 89 | 0 | 0 | 0 | 0 | 0 | 77 | 46 | 0 | 6 | 129 | 270 |
| 10:15 AM | 8 | 51 | 3 | 0 | 62 | 0 | 71 | 9 | 0 | 80 | 0 | 0 | 0 | 0 | 0 | 81 | 55 | 0 | 3 | 139 | 281 |
| 10:30 AM | 8 | 31 | 3 | 0 | 42 | 0 | 79 | 7 | 0 | 86 | 0 | 0 | 0 | 0 | 0 | 71 | 37 | 0 | 2 | 110 | 238 |
| 10:45 AM | 15 | 33 | 3 | 0 | 51 | 0 | 65 | 10 | 0 | 75 | 0 | 0 | 0 | 0 | 0 | 72 | 47 | 0 | 1 | 120 | 246 |
| Total | 43 | 148 | 16 | 0 | 207 | 0 | 294 | 36 | 0 | 330 | 0 | 0 | 0 | 0 | 0 | 301 | 185 | 0 | 12 | 498 | 1035 |
| 11:00 AM | 15 | 44 | 8 | 0 | 67 | 0 | 71 | 14 | 0 | 85 | 0 | 0 | 0 | 0 | 0 | 61 | 57 | 0 | 2 | 120 | 272 |
| 11:15 AM | 16 | 44 | 2 | 0 | 62 | 0 | 97 | 14 | 0 | 111 | 0 | 0 | 0 | 0 | 0 | 64 | 50 | 0 | 2 | 116 | 289 |
| 11:30 AM | 7 | 35 | 3 | 0 | 45 | 0 | 96 | 10 | 0 | 106 | 0 | 0 | 0 | 0 | 0 | 76 | 48 | 0 | 8 | 132 | 283 |
| 11:45 AM | 9 | 44 | 1 | 0 | 54 | 0 | 60 | 7 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 73 | 46 | 0 | 1 | 120 | 241 |
| Total | 47 | 167 | 14 | 0 | 228 | 0 | 324 | 45 | 0 | 369 | 0 | 0 | 0 | 0 | 0 | 274 | 201 | 0 | 13 | 488 | 1085 |
| 12:00 PM | 9 | 32 | 2 | 0 | 43 | 0 | 85 | 9 | 0 | 94 | 0 | 1 | 0 | 0 | 1 | 71 | 49 | 0 | 5 | 125 | 263 |
| 12:15 PM | 7 | 32 | 3 | 0 | 42 | 0 | 81 | 17 | 0 | 98 | 0 | 0 | 0 | 0 | 0 | 68 | 50 | 0 | 1 | 119 | 259 |
| 12:30 PM | 6 | 47 | 3 | 0 | 56 | 0 | 89 | 10 | 0 | 99 | 0 | 0 | 0 | 0 | 0 | 60 | 35 | 0 | 1 | 96 | 251 |
| 12:45 PM | 9 | 47 | 1 | 0 | 57 | 0 | 102 | 13 | 0 | 115 | 0 | 0 | 0 | 0 | 0 | 60 | 48 | 0 | 0 | 108 | 280 |
| Total | 31 | 158 | 9 | 0 | 198 | 0 | 357 | 49 | 0 | 406 | 0 | 1 | 0 | 0 | 1 | 259 | 182 | 0 | 7 | 448 | 1053 |
| 1:00 PM | 13 | 42 | 2 | 0 | 57 | 0 | 95 | 4 | 0 | 99 | 0 | 0 | 0 | 0 | 0 | 76 | 49 | 0 | 3 | 128 | 284 |
| 1:15 PM | 11 | 41 | 8 | 0 | 60 | 0 | 105 | 9 | 0 | 114 | 0 | 0 | 0 | 0 | 0 | 52 | 34 | 0 | 2 | 88 | 262 |
| 1:30 PM | 3 | 48 | 2 | 0 | 53 | 0 | 88 | 10 | 0 | 98 | 0 | 0 | 0 | 0 | 0 | 76 | 49 | 0 | 6 | 131 | 282 |
| 1:45 PM | 10 | 53 | 4 | 0 | 67 | 0 | 89 | 7 | 0 | 96 | 0 | 0 | 0 | 0 | 0 | 84 | 58 | 0 | 2 | 144 | 307 |
| Total | 37 | 184 | 16 | 0 | 237 | 0 | 377 | 30 | 0 | 407 | 0 | 0 | 0 | 0 | 0 | 288 | 190 | 0 | 13 | 491 | 1135 |
| 2:00 PM | 14 | 78 | 4 | 0 | 96 | 0 | 117 | 12 | 0 | 129 | 0 | 0 | 0 | 0 | 0 | 80 | 52 | 0 | 5 | 137 | 362 |
| 2:15 PM | 9 | 74 | 7 | 0 | 90 | 0 | 98 | 12 | 0 | 110 | 0 | 0 | 0 | 0 | 0 | 92 | 37 | 0 | 5 | 134 | 334 |
| 2:30 PM | 11 | 78 | 1 | 0 | 90 | 0 | 103 | 9 | 0 | 112 | 0 | 0 | 0 | 0 | 0 | 91 | 42 | 0 | 7 | 140 | 342 |
| 2:45 PM | 5 | 69 | 7 | 0 | 81 | 0 | 80 | 12 | 0 | 92 | 0 | 0 | 0 | 0 | 0 | 101 | 39 | 0 | 11 | 151 | 324 |
| Total | 39 | 299 | 19 | 0 | 357 | 0 | 398 | 45 | 0 | 443 | 0 | 0 | 0 | 0 | 0 | 364 | 170 | 0 | 28 | 562 | 1362 |
| 3:00 PM | 11 | 78 | 3 | 0 | 92 | 0 | 102 | 17 | 0 | 119 | 0 | 0 | 0 | 0 | 0 | 115 | 37 | 0 | 1 | 153 | 364 |
| 3:15 PM | 10 | 75 | 7 | 1 | 93 | 0 | 84 | 7 | 0 | 91 | 0 | 0 | 0 | 0 | 0 | 106 | 39 | 0 | 2 | 147 | 331 |
| 3:30 PM | 7 | 83 | 3 | 0 | 93 | 0 | 89 | 7 | 0 | 96 | 0 | 0 | 0 | 0 | 0 | 104 | 36 | 0 | 3 | 143 | 332 |
| 3:45 PM | 5 | 86 | 3 | 0 | 94 | 0 | 79 | 14 | 0 | 93 | 0 | 0 | 0 | 0 | 0 | 113 | 44 | 0 | 2 | 159 | 346 |
| Total | 33 | 322 | 16 | 1 | 372 | 0 | 354 | 45 | 0 | 399 | 0 | 0 | 0 | 0 | 0 | 438 | 156 | 0 | 8 | 602 | 1373 |
| 4:00 PM | 5 | 84 | 2 | 0 | 91 | 0 | 80 | 10 | 0 | 90 | 0 | 0 | 0 | 0 | 0 | 97 | 48 | 0 | 1 | 146 | 327 |
| 4:15 PM | 6 | 86 | 3 | 0 | 95 | 0 | 93 | 11 | 0 | 104 | 0 | 0 | 0 | 0 | 0 | 116 | 48 | 0 | 3 | 167 | 366 |
| 4:30 PM | 3 | 85 | 7 | 0 | 95 | 0 | 104 | 12 | 0 | 116 | 0 | 0 | 0 | 0 | 0 | 108 | 40 | 0 | 2 | 150 | 361 |
| 4:45 PM | 7 | 96 | 1 | 0 | 104 | 0 | 92 | 14 | 0 | 106 | 0 | 0 | 0 | 0 | 0 | 113 | 42 | 0 | 4 | 159 | 369 |
| Total | 21 | 351 | 13 | 0 | 385 | 0 | 369 | 47 | 0 | 416 | 0 | 0 | 0 | 0 | 0 | 434 | 178 | 0 | 10 | 622 | 1423 |
| 5:00 PM | 8 | 105 | 3 | 0 | 116 | 0 | 118 | 18 | 0 | 136 | 0 | 0 | 0 | 0 | 0 | 85 | 37 | 0 | 3 | 125 | 377 |
| 5:15 PM | 8 | 110 | 1 | 0 | 119 | 0 | 94 | 7 | 0 | 101 | 0 | 0 | 0 | 0 | 0 | 111 | 34 | 0 | 3 | 148 | 368 |
| 5:30 PM | 9 | 111 | 7 | 0 | 127 | 0 | 108 | 21 | 0 | 129 | 0 | 0 | 0 | 0 | 0 | 122 | 47 | 0 | 1 | 170 | 426 |
| 5:45 PM | 9 | 94 | 5 | 0 | 108 | 0 | 81 | 10 | 0 | 91 | 0 | 0 | 0 | 0 | 0 | 136 | 54 | 0 | 7 | 197 | 396 |
| Total | 34 | 420 | 16 | 0 | 470 | 0 | 401 | 56 | 0 | 457 | 0 | 0 | 0 | 0 | 0 | 454 | 172 | 0 | 14 | 640 | 1567 |
| Grand Total | 393 | 2580 | 167 | 1 | 3141 | 0 | 4132 | 478 | 0 | 4610 | 0 | 1 | 0 | 0 | 1 | 3790 | 2092 | 0 | 150 | 6032 | 13784 |
| Approach % | 12.5 | 82.1 | 5.3 | 0.0 | | 0.0 | 89.6 | 10.4 | 0.0 | | 0.0 | 100.0 | 0.0 | 0.0 | | 62.8 | 34.7 | 0.0 | 2.5 | | |

PDI File #: **196872 D**
 Location: **N: D Street-SB S: D Street-SB**
 Location: **E: Congress Street W: Congress Street**
 City, State: **Boston, MA**
 Client: **Nitsch/ B. Zimolka**
 Site Code: **TBA**
 Count Date: **Thursday, April 11, 2019**
 Start Time: **7:00 AM**
 End Time: **6:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

| | D Street-SB | | | | | Congress Street | | | | | D Street-SB | | | | | Congress Street | | | | | Total |
|-------------------|-------------|------|------|--------|-------|-----------------|------|------|--------|-------|-------------|-------|------|--------|-------|-----------------|------|------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| Total % | 2.9 | 18.7 | 1.2 | 0.0 | 22.8 | 0.0 | 30.0 | 3.5 | 0.0 | 33.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27.5 | 15.2 | 0.0 | 1.1 | 43.8 | |
| Exiting Leg Total | 2 | | | | | 2259 | | | | | 6848 | | | | | 4675 | | | | | 13784 |
| Cars | 334 | 2413 | 155 | 1 | 2903 | 0 | 3470 | 445 | 0 | 3915 | 0 | 0 | 0 | 0 | 0 | 3512 | 1777 | 0 | 144 | 5433 | 12251 |
| % Cars | 85.0 | 93.5 | 92.8 | 100.0 | 92.4 | 0.0 | 84.0 | 93.1 | 0.0 | 84.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 92.7 | 84.9 | 0.0 | 96.0 | 90.1 | 88.9 |
| Exiting Leg Total | 1 | | | | | 1932 | | | | | 6370 | | | | | 3948 | | | | | 12251 |
| Heavy Vehicles | 59 | 167 | 12 | 0 | 238 | 0 | 662 | 33 | 0 | 695 | 0 | 1 | 0 | 0 | 1 | 278 | 315 | 0 | 6 | 599 | 1533 |
| % Heavy Vehicles | 15.0 | 6.5 | 7.2 | 0.0 | 7.6 | 0.0 | 16.0 | 6.9 | 0.0 | 15.1 | 0.0 | 100.0 | 0.0 | 0.0 | 100.0 | 7.3 | 15.1 | 0.0 | 4.0 | 9.9 | 11.1 |
| Exiting Leg Total | 1 | | | | | 327 | | | | | 478 | | | | | 727 | | | | | 1533 |

AM Peak Hour Analysis from 07:00 AM to 10:00 AM begins at:

| 8:00 AM | D Street-SB | | | | | Congress Street | | | | | D Street-SB | | | | | Congress Street | | | | | Total |
|--------------------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| 8:00 AM | 9 | 44 | 4 | 0 | 57 | 0 | 128 | 11 | 0 | 139 | 0 | 0 | 0 | 0 | 0 | 91 | 68 | 0 | 4 | 163 | 359 |
| 8:15 AM | 9 | 48 | 5 | 0 | 62 | 0 | 107 | 22 | 0 | 129 | 0 | 0 | 0 | 0 | 0 | 81 | 58 | 0 | 2 | 141 | 332 |
| 8:30 AM | 5 | 52 | 2 | 0 | 59 | 0 | 129 | 11 | 0 | 140 | 0 | 0 | 0 | 0 | 0 | 71 | 59 | 0 | 2 | 132 | 331 |
| 8:45 AM | 6 | 53 | 0 | 0 | 59 | 0 | 94 | 8 | 0 | 102 | 0 | 0 | 0 | 0 | 0 | 79 | 63 | 0 | 4 | 146 | 307 |
| Total Volume | 29 | 197 | 11 | 0 | 237 | 0 | 458 | 52 | 0 | 510 | 0 | 0 | 0 | 0 | 0 | 322 | 248 | 0 | 12 | 582 | 1329 |
| % Approach Total | 12.2 | 83.1 | 4.6 | 0.0 | | 0.0 | 89.8 | 10.2 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 55.3 | 42.6 | 0.0 | 2.1 | | |
| PHF | 0.806 | 0.929 | 0.550 | 0.000 | 0.956 | 0.000 | 0.888 | 0.591 | 0.000 | 0.911 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.885 | 0.912 | 0.000 | 0.750 | 0.893 | 0.925 |
| Cars | 21 | 185 | 11 | 0 | 217 | 0 | 376 | 50 | 0 | 426 | 0 | 0 | 0 | 0 | 0 | 292 | 219 | 0 | 12 | 523 | 1166 |
| Cars % | 72.4 | 93.9 | 100.0 | 0.0 | 91.6 | 0.0 | 82.1 | 96.2 | 0.0 | 83.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 90.7 | 88.3 | 0.0 | 100.0 | 89.9 | 87.7 |
| Heavy Vehicles | 8 | 12 | 0 | 0 | 20 | 0 | 82 | 2 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 30 | 29 | 0 | 0 | 59 | 163 |
| Heavy Vehicles % | 27.6 | 6.1 | 0.0 | 0.0 | 8.4 | 0.0 | 17.9 | 3.8 | 0.0 | 16.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9.3 | 11.7 | 0.0 | 0.0 | 10.1 | 12.3 |
| Cars Enter Leg | 21 | 185 | 11 | 0 | 217 | 0 | 376 | 50 | 0 | 426 | 0 | 0 | 0 | 0 | 0 | 292 | 219 | 0 | 12 | 523 | 1166 |
| Heavy Enter Leg | 8 | 12 | 0 | 0 | 20 | 0 | 82 | 2 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 30 | 29 | 0 | 0 | 59 | 163 |
| Total Entering Leg | 29 | 197 | 11 | 0 | 237 | 0 | 458 | 52 | 0 | 510 | 0 | 0 | 0 | 0 | 0 | 322 | 248 | 0 | 12 | 582 | 1329 |
| Cars Exiting Leg | 0 | | | | | 230 | | | | | 527 | | | | | 409 | | | | | 1166 |
| Heavy Exiting Leg | 0 | | | | | 29 | | | | | 44 | | | | | 90 | | | | | 163 |
| Total Exiting Leg | 0 | | | | | 259 | | | | | 571 | | | | | 499 | | | | | 1329 |

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

| 1:45 PM | D Street-SB | | | | | Congress Street | | | | | D Street-SB | | | | | Congress Street | | | | | Total |
|--------------------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| 1:45 PM | 10 | 53 | 4 | 0 | 67 | 0 | 89 | 7 | 0 | 96 | 0 | 0 | 0 | 0 | 0 | 84 | 58 | 0 | 2 | 144 | 307 |
| 2:00 PM | 14 | 78 | 4 | 0 | 96 | 0 | 117 | 12 | 0 | 129 | 0 | 0 | 0 | 0 | 0 | 80 | 52 | 0 | 5 | 137 | 362 |
| 2:15 PM | 9 | 74 | 7 | 0 | 90 | 0 | 98 | 12 | 0 | 110 | 0 | 0 | 0 | 0 | 0 | 92 | 37 | 0 | 5 | 134 | 334 |
| 2:30 PM | 11 | 78 | 1 | 0 | 90 | 0 | 103 | 9 | 0 | 112 | 0 | 0 | 0 | 0 | 0 | 91 | 42 | 0 | 7 | 140 | 342 |
| Total Volume | 44 | 283 | 16 | 0 | 343 | 0 | 407 | 40 | 0 | 447 | 0 | 0 | 0 | 0 | 0 | 347 | 189 | 0 | 19 | 555 | 1345 |
| % Approach Total | 12.8 | 82.5 | 4.7 | 0.0 | | 0.0 | 91.1 | 8.9 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 62.5 | 34.1 | 0.0 | 3.4 | | |
| PHF | 0.786 | 0.907 | 0.571 | 0.000 | 0.893 | 0.000 | 0.870 | 0.833 | 0.000 | 0.866 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.943 | 0.815 | 0.000 | 0.679 | 0.964 | 0.929 |
| Cars | 42 | 272 | 16 | 0 | 330 | 0 | 333 | 37 | 0 | 370 | 0 | 0 | 0 | 0 | 0 | 312 | 160 | 0 | 18 | 490 | 1190 |
| Cars % | 95.5 | 96.1 | 100.0 | 0.0 | 96.2 | 0.0 | 81.8 | 92.5 | 0.0 | 82.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 89.9 | 84.7 | 0.0 | 94.7 | 88.3 | 88.5 |
| Heavy Vehicles | 2 | 11 | 0 | 0 | 13 | 0 | 74 | 3 | 0 | 77 | 0 | 0 | 0 | 0 | 0 | 35 | 29 | 0 | 1 | 65 | 155 |
| Heavy Vehicles % | 4.5 | 3.9 | 0.0 | 0.0 | 3.8 | 0.0 | 18.2 | 7.5 | 0.0 | 17.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.1 | 15.3 | 0.0 | 5.3 | 11.7 | 11.5 |
| Cars Enter Leg | 42 | 272 | 16 | 0 | 330 | 0 | 333 | 37 | 0 | 370 | 0 | 0 | 0 | 0 | 0 | 312 | 160 | 0 | 18 | 490 | 1190 |
| Heavy Enter Leg | 2 | 11 | 0 | 0 | 13 | 0 | 74 | 3 | 0 | 77 | 0 | 0 | 0 | 0 | 0 | 35 | 29 | 0 | 1 | 65 | 155 |
| Total Entering Leg | 44 | 283 | 16 | 0 | 343 | 0 | 407 | 40 | 0 | 447 | 0 | 0 | 0 | 0 | 0 | 347 | 189 | 0 | 19 | 555 | 1345 |
| Cars Exiting Leg | 0 | | | | | 176 | | | | | 621 | | | | | 393 | | | | | 1190 |
| Heavy Exiting Leg | 0 | | | | | 29 | | | | | 49 | | | | | 77 | | | | | 155 |
| Total Exiting Leg | 0 | | | | | 205 | | | | | 670 | | | | | 470 | | | | | 1345 |

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

| 5:00 PM | D Street-SB | | | | | Congress Street | | | | | D Street-SB | | | | | Congress Street | | | | | Total |
|---------|-------------|------|------|--------|-------|-----------------|------|------|--------|-------|-------------|------|------|--------|-------|-----------------|------|------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| 5:00 PM | 8 | 105 | 3 | 0 | 116 | 0 | 118 | 18 | 0 | 136 | 0 | 0 | 0 | 0 | 0 | 85 | 37 | 0 | 3 | 125 | 377 |
| 5:15 PM | 8 | 110 | 1 | 0 | 119 | 0 | 94 | 7 | 0 | 101 | 0 | 0 | 0 | 0 | 0 | 111 | 34 | 0 | 3 | 148 | 368 |

PDI File #: **196872 D**
 Location: **N: D Street-SB S: D Street-SB**
 Location: **E: Congress Street W: Congress Street**
 City, State: **Boston, MA**
 Client: **Nitsch/ B. Zimolka**
 Site Code: **TBA**
 Count Date: **Thursday, April 11, 2019**
 Start Time: **7:00 AM**
 End Time: **6:00 PM**
 Class:



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

Cars and Heavy Vehicles (Combined)

| | D Street-SB | | | | | Congress Street | | | | | D Street-SB | | | | | Congress Street | | | | | Total |
|--------------------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| 5:30 PM | 9 | 111 | 7 | 0 | 127 | 0 | 108 | 21 | 0 | 129 | 0 | 0 | 0 | 0 | 0 | 122 | 47 | 0 | 1 | 170 | 426 |
| 5:45 PM | 9 | 94 | 5 | 0 | 108 | 0 | 81 | 10 | 0 | 91 | 0 | 0 | 0 | 0 | 0 | 136 | 54 | 0 | 7 | 197 | 396 |
| Total Volume | 34 | 420 | 16 | 0 | 470 | 0 | 401 | 56 | 0 | 457 | 0 | 0 | 0 | 0 | 0 | 454 | 172 | 0 | 14 | 640 | 1567 |
| % Approach Total | 7.2 | 89.4 | 3.4 | 0.0 | | 0.0 | 87.7 | 12.3 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 70.9 | 26.9 | 0.0 | 2.2 | | |
| PHF | 0.944 | 0.946 | 0.571 | 0.000 | 0.925 | 0.000 | 0.850 | 0.667 | 0.000 | 0.840 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.835 | 0.796 | 0.000 | 0.500 | 0.812 | 0.920 |
| Cars | 34 | 411 | 14 | 0 | 459 | 0 | 391 | 55 | 0 | 446 | 0 | 0 | 0 | 0 | 0 | 436 | 154 | 0 | 14 | 604 | 1509 |
| Cars % | 100.0 | 97.9 | 87.5 | 0.0 | 97.7 | 0.0 | 97.5 | 98.2 | 0.0 | 97.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 96.0 | 89.5 | 0.0 | 100.0 | 94.4 | 96.3 |
| Heavy Vehicles | 0 | 9 | 2 | 0 | 11 | 0 | 10 | 1 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 18 | 18 | 0 | 0 | 36 | 58 |
| Heavy Vehicles % | 0.0 | 2.1 | 12.5 | 0.0 | 2.3 | 0.0 | 2.5 | 1.8 | 0.0 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 | 10.5 | 0.0 | 0.0 | 5.6 | 3.7 |
| Cars Enter Leg | 34 | 411 | 14 | 0 | 459 | 0 | 391 | 55 | 0 | 446 | 0 | 0 | 0 | 0 | 0 | 436 | 154 | 0 | 14 | 604 | 1509 |
| Heavy Enter Leg | 0 | 9 | 2 | 0 | 11 | 0 | 10 | 1 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 18 | 18 | 0 | 0 | 36 | 58 |
| Total Entering Leg | 34 | 420 | 16 | 0 | 470 | 0 | 401 | 56 | 0 | 457 | 0 | 0 | 0 | 0 | 0 | 454 | 172 | 0 | 14 | 640 | 1567 |
| Cars Exiting Leg | | | | | 0 | | | | | 168 | | | | | 902 | | | | | 439 | 1509 |
| Heavy Exiting Leg | | | | | 0 | | | | | 20 | | | | | 28 | | | | | 10 | 58 |
| Total Exiting Leg | | | | | 0 | | | | | 188 | | | | | 930 | | | | | 449 | 1567 |

PDI File #: **196872 D**
 Location: **N: D Street-SB S: D Street-SB**
 Location: **E: Congress Street W: Congress Street**
 City, State: **Boston, MA**
 Client: **Nitsch/ B. Zimolka**
 Site Code: **TBA**
 Count Date: **Thursday, April 11, 2019**
 Start Time: **7:00 AM**
 End Time: **6:00 PM**
 Class:



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

Cars

| | D Street-SB | | | | | Congress Street | | | | | D Street-SB | | | | | Congress Street | | | | | Total |
|-------------|-------------|------|------|--------|-------|-----------------|------|------|--------|-------|-------------|------|------|--------|-------|-----------------|------|------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| 7:00 AM | 7 | 34 | 2 | 0 | 43 | 0 | 83 | 7 | 0 | 90 | 0 | 0 | 0 | 0 | 0 | 83 | 38 | 0 | 3 | 124 | 257 |
| 7:15 AM | 1 | 35 | 3 | 0 | 39 | 0 | 119 | 8 | 0 | 127 | 0 | 0 | 0 | 0 | 0 | 78 | 42 | 0 | 5 | 125 | 291 |
| 7:30 AM | 7 | 30 | 1 | 0 | 38 | 0 | 106 | 9 | 0 | 115 | 0 | 0 | 0 | 0 | 0 | 76 | 40 | 0 | 3 | 119 | 272 |
| 7:45 AM | 4 | 35 | 4 | 0 | 43 | 0 | 78 | 8 | 0 | 86 | 0 | 0 | 0 | 0 | 0 | 76 | 39 | 0 | 0 | 115 | 244 |
| Total | 19 | 134 | 10 | 0 | 163 | 0 | 386 | 32 | 0 | 418 | 0 | 0 | 0 | 0 | 0 | 313 | 159 | 0 | 11 | 483 | 1064 |
| 8:00 AM | 8 | 40 | 4 | 0 | 52 | 0 | 111 | 11 | 0 | 122 | 0 | 0 | 0 | 0 | 0 | 83 | 63 | 0 | 4 | 150 | 324 |
| 8:15 AM | 4 | 45 | 5 | 0 | 54 | 0 | 89 | 21 | 0 | 110 | 0 | 0 | 0 | 0 | 0 | 70 | 47 | 0 | 2 | 119 | 283 |
| 8:30 AM | 4 | 48 | 2 | 0 | 54 | 0 | 104 | 11 | 0 | 115 | 0 | 0 | 0 | 0 | 0 | 68 | 52 | 0 | 2 | 122 | 291 |
| 8:45 AM | 5 | 52 | 0 | 0 | 57 | 0 | 72 | 7 | 0 | 79 | 0 | 0 | 0 | 0 | 0 | 71 | 57 | 0 | 4 | 132 | 268 |
| Total | 21 | 185 | 11 | 0 | 217 | 0 | 376 | 50 | 0 | 426 | 0 | 0 | 0 | 0 | 0 | 292 | 219 | 0 | 12 | 523 | 1166 |
| 9:00 AM | 13 | 47 | 6 | 0 | 66 | 0 | 69 | 9 | 0 | 78 | 0 | 0 | 0 | 0 | 0 | 87 | 44 | 0 | 8 | 139 | 283 |
| 9:15 AM | 8 | 34 | 7 | 0 | 49 | 0 | 93 | 6 | 0 | 99 | 0 | 0 | 0 | 0 | 0 | 63 | 53 | 0 | 4 | 120 | 268 |
| 9:30 AM | 6 | 44 | 5 | 0 | 55 | 0 | 74 | 10 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 71 | 41 | 0 | 6 | 118 | 257 |
| 9:45 AM | 12 | 40 | 5 | 0 | 57 | 0 | 69 | 10 | 0 | 79 | 0 | 0 | 0 | 0 | 0 | 66 | 47 | 0 | 1 | 114 | 250 |
| Total | 39 | 165 | 23 | 0 | 227 | 0 | 305 | 35 | 0 | 340 | 0 | 0 | 0 | 0 | 0 | 287 | 185 | 0 | 19 | 491 | 1058 |
| 10:00 AM | 12 | 27 | 6 | 0 | 45 | 0 | 62 | 9 | 0 | 71 | 0 | 0 | 0 | 0 | 0 | 71 | 38 | 0 | 6 | 115 | 231 |
| 10:15 AM | 8 | 43 | 3 | 0 | 54 | 0 | 62 | 7 | 0 | 69 | 0 | 0 | 0 | 0 | 0 | 73 | 45 | 0 | 3 | 121 | 244 |
| 10:30 AM | 6 | 27 | 3 | 0 | 36 | 0 | 63 | 5 | 0 | 68 | 0 | 0 | 0 | 0 | 0 | 63 | 32 | 0 | 2 | 97 | 201 |
| 10:45 AM | 12 | 28 | 2 | 0 | 42 | 0 | 52 | 7 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 63 | 39 | 0 | 1 | 103 | 204 |
| Total | 38 | 125 | 14 | 0 | 177 | 0 | 239 | 28 | 0 | 267 | 0 | 0 | 0 | 0 | 0 | 270 | 154 | 0 | 12 | 436 | 880 |
| 11:00 AM | 13 | 38 | 7 | 0 | 58 | 0 | 58 | 14 | 0 | 72 | 0 | 0 | 0 | 0 | 0 | 58 | 48 | 0 | 1 | 107 | 237 |
| 11:15 AM | 16 | 40 | 2 | 0 | 58 | 0 | 70 | 12 | 0 | 82 | 0 | 0 | 0 | 0 | 0 | 61 | 44 | 0 | 2 | 107 | 247 |
| 11:30 AM | 6 | 31 | 3 | 0 | 40 | 0 | 75 | 9 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 67 | 40 | 0 | 7 | 114 | 238 |
| 11:45 AM | 7 | 38 | 1 | 0 | 46 | 0 | 43 | 6 | 0 | 49 | 0 | 0 | 0 | 0 | 0 | 67 | 39 | 0 | 1 | 107 | 202 |
| Total | 42 | 147 | 13 | 0 | 202 | 0 | 246 | 41 | 0 | 287 | 0 | 0 | 0 | 0 | 0 | 253 | 171 | 0 | 11 | 435 | 924 |
| 12:00 PM | 9 | 29 | 2 | 0 | 40 | 0 | 66 | 9 | 0 | 75 | 0 | 0 | 0 | 0 | 0 | 64 | 36 | 0 | 5 | 105 | 220 |
| 12:15 PM | 7 | 30 | 2 | 0 | 39 | 0 | 57 | 16 | 0 | 73 | 0 | 0 | 0 | 0 | 0 | 62 | 41 | 0 | 1 | 104 | 216 |
| 12:30 PM | 4 | 46 | 3 | 0 | 53 | 0 | 70 | 9 | 0 | 79 | 0 | 0 | 0 | 0 | 0 | 52 | 28 | 0 | 1 | 81 | 213 |
| 12:45 PM | 8 | 38 | 1 | 0 | 47 | 0 | 72 | 12 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 53 | 38 | 0 | 0 | 91 | 222 |
| Total | 28 | 143 | 8 | 0 | 179 | 0 | 265 | 46 | 0 | 311 | 0 | 0 | 0 | 0 | 0 | 231 | 143 | 0 | 7 | 381 | 871 |
| 1:00 PM | 8 | 41 | 2 | 0 | 51 | 0 | 72 | 4 | 0 | 76 | 0 | 0 | 0 | 0 | 0 | 68 | 34 | 0 | 3 | 105 | 232 |
| 1:15 PM | 9 | 35 | 8 | 0 | 52 | 0 | 85 | 9 | 0 | 94 | 0 | 0 | 0 | 0 | 0 | 46 | 28 | 0 | 2 | 76 | 222 |
| 1:30 PM | 3 | 43 | 2 | 0 | 48 | 0 | 68 | 10 | 0 | 78 | 0 | 0 | 0 | 0 | 0 | 73 | 42 | 0 | 6 | 121 | 247 |
| 1:45 PM | 9 | 51 | 4 | 0 | 64 | 0 | 73 | 7 | 0 | 80 | 0 | 0 | 0 | 0 | 0 | 77 | 48 | 0 | 2 | 127 | 271 |
| Total | 29 | 170 | 16 | 0 | 215 | 0 | 298 | 30 | 0 | 328 | 0 | 0 | 0 | 0 | 0 | 264 | 152 | 0 | 13 | 429 | 972 |
| 2:00 PM | 13 | 74 | 4 | 0 | 91 | 0 | 94 | 11 | 0 | 105 | 0 | 0 | 0 | 0 | 0 | 75 | 47 | 0 | 5 | 127 | 323 |
| 2:15 PM | 9 | 72 | 7 | 0 | 88 | 0 | 82 | 11 | 0 | 93 | 0 | 0 | 0 | 0 | 0 | 85 | 28 | 0 | 5 | 118 | 299 |
| 2:30 PM | 11 | 75 | 1 | 0 | 87 | 0 | 84 | 8 | 0 | 92 | 0 | 0 | 0 | 0 | 0 | 75 | 37 | 0 | 6 | 118 | 297 |
| 2:45 PM | 5 | 58 | 6 | 0 | 69 | 0 | 59 | 12 | 0 | 71 | 0 | 0 | 0 | 0 | 0 | 93 | 32 | 0 | 11 | 136 | 276 |
| Total | 38 | 279 | 18 | 0 | 335 | 0 | 319 | 42 | 0 | 361 | 0 | 0 | 0 | 0 | 0 | 328 | 144 | 0 | 27 | 499 | 1195 |
| 3:00 PM | 10 | 75 | 2 | 0 | 87 | 0 | 80 | 16 | 0 | 96 | 0 | 0 | 0 | 0 | 0 | 106 | 31 | 0 | 1 | 138 | 321 |
| 3:15 PM | 8 | 74 | 7 | 1 | 90 | 0 | 68 | 7 | 0 | 75 | 0 | 0 | 0 | 0 | 0 | 103 | 33 | 0 | 2 | 138 | 303 |
| 3:30 PM | 6 | 79 | 3 | 0 | 88 | 0 | 79 | 7 | 0 | 86 | 0 | 0 | 0 | 0 | 0 | 101 | 31 | 0 | 3 | 135 | 309 |
| 3:45 PM | 5 | 82 | 3 | 0 | 90 | 0 | 74 | 12 | 0 | 86 | 0 | 0 | 0 | 0 | 0 | 111 | 38 | 0 | 2 | 151 | 327 |
| Total | 29 | 310 | 15 | 1 | 355 | 0 | 301 | 42 | 0 | 343 | 0 | 0 | 0 | 0 | 0 | 421 | 133 | 0 | 8 | 562 | 1260 |
| 4:00 PM | 4 | 82 | 2 | 0 | 88 | 0 | 67 | 9 | 0 | 76 | 0 | 0 | 0 | 0 | 0 | 90 | 43 | 0 | 1 | 134 | 298 |
| 4:15 PM | 4 | 85 | 3 | 0 | 92 | 0 | 88 | 10 | 0 | 98 | 0 | 0 | 0 | 0 | 0 | 113 | 45 | 0 | 3 | 161 | 351 |
| 4:30 PM | 3 | 83 | 7 | 0 | 93 | 0 | 100 | 11 | 0 | 111 | 0 | 0 | 0 | 0 | 0 | 102 | 37 | 0 | 2 | 141 | 345 |
| 4:45 PM | 6 | 94 | 1 | 0 | 101 | 0 | 89 | 14 | 0 | 103 | 0 | 0 | 0 | 0 | 0 | 112 | 38 | 0 | 4 | 154 | 358 |
| Total | 17 | 344 | 13 | 0 | 374 | 0 | 344 | 44 | 0 | 388 | 0 | 0 | 0 | 0 | 0 | 417 | 163 | 0 | 10 | 590 | 1352 |
| 5:00 PM | 8 | 104 | 3 | 0 | 115 | 0 | 115 | 17 | 0 | 132 | 0 | 0 | 0 | 0 | 0 | 80 | 30 | 0 | 3 | 113 | 360 |
| 5:15 PM | 8 | 106 | 1 | 0 | 115 | 0 | 92 | 7 | 0 | 99 | 0 | 0 | 0 | 0 | 0 | 107 | 29 | 0 | 3 | 139 | 353 |
| 5:30 PM | 9 | 111 | 5 | 0 | 125 | 0 | 106 | 21 | 0 | 127 | 0 | 0 | 0 | 0 | 0 | 117 | 45 | 0 | 1 | 163 | 415 |
| 5:45 PM | 9 | 90 | 5 | 0 | 104 | 0 | 78 | 10 | 0 | 88 | 0 | 0 | 0 | 0 | 0 | 132 | 50 | 0 | 7 | 189 | 381 |
| Total | 34 | 411 | 14 | 0 | 459 | 0 | 391 | 55 | 0 | 446 | 0 | 0 | 0 | 0 | 0 | 436 | 154 | 0 | 14 | 604 | 1509 |
| Grand Total | 334 | 2413 | 155 | 1 | 2903 | 0 | 3470 | 445 | 0 | 3915 | 0 | 0 | 0 | 0 | 0 | 3512 | 1777 | 0 | 144 | 5433 | 12251 |

PDI File #: **196872 D**
 Location: **N: D Street-SB S: D Street-SB**
 Location: **E: Congress Street W: Congress Street**
 City, State: **Boston, MA**
 Client: **Nitsch/ B. Zimolka**
 Site Code: **TBA**
 Count Date: **Thursday, April 11, 2019**
 Start Time: **7:00 AM**
 End Time: **6:00 PM**
 Class:



Cars

| Approach % | D Street-SB | | | | | Congress Street | | | | | D Street-SB | | | | | Congress Street | | | | | Total |
|-------------------|-------------|------|------|--------|-------|-----------------|------|------|--------|-------|-------------|------|------|--------|-------|-----------------|------|------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| Approach % | 11.5 | 83.1 | 5.3 | 0.0 | | 0.0 | 88.6 | 11.4 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 64.6 | 32.7 | 0.0 | 2.7 | | |
| Total % | 2.7 | 19.7 | 1.3 | 0.0 | 23.7 | 0.0 | 28.3 | 3.6 | 0.0 | 32.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28.7 | 14.5 | 0.0 | 1.2 | 44.3 | |
| Exiting Leg Total | 1 | | | | | 1932 | | | | | 6370 | | | | | 3948 | | | | | 12251 |

AM Peak Hour Analysis from 07:00 AM to 10:00 AM begins at:

| 8:00 AM | D Street-SB | | | | | Congress Street | | | | | D Street-SB | | | | | Congress Street | | | | | Total |
|------------------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| 8:00 AM | 8 | 40 | 4 | 0 | 52 | 0 | 111 | 11 | 0 | 122 | 0 | 0 | 0 | 0 | 0 | 83 | 63 | 0 | 4 | 150 | 324 |
| 8:15 AM | 4 | 45 | 5 | 0 | 54 | 0 | 89 | 21 | 0 | 110 | 0 | 0 | 0 | 0 | 0 | 70 | 47 | 0 | 2 | 119 | 283 |
| 8:30 AM | 4 | 48 | 2 | 0 | 54 | 0 | 104 | 11 | 0 | 115 | 0 | 0 | 0 | 0 | 0 | 68 | 52 | 0 | 2 | 122 | 291 |
| 8:45 AM | 5 | 52 | 0 | 0 | 57 | 0 | 72 | 7 | 0 | 79 | 0 | 0 | 0 | 0 | 0 | 71 | 57 | 0 | 4 | 132 | 268 |
| Total Volume | 21 | 185 | 11 | 0 | 217 | 0 | 376 | 50 | 0 | 426 | 0 | 0 | 0 | 0 | 0 | 292 | 219 | 0 | 12 | 523 | 1166 |
| % Approach Total | 9.7 | 85.3 | 5.1 | 0.0 | | 0.0 | 88.3 | 11.7 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 55.8 | 41.9 | 0.0 | 2.3 | | |
| PHF | 0.656 | 0.889 | 0.550 | 0.000 | 0.952 | 0.000 | 0.847 | 0.595 | 0.000 | 0.873 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.880 | 0.869 | 0.000 | 0.750 | 0.872 | 0.900 |
| Entering Leg | 21 | 185 | 11 | 0 | 217 | 0 | 376 | 50 | 0 | 426 | 0 | 0 | 0 | 0 | 0 | 292 | 219 | 0 | 12 | 523 | 1166 |
| Exiting Leg | 0 | | | | | 230 | | | | | 527 | | | | | 409 | | | | | 1166 |
| Total | 217 | | | | | 656 | | | | | 527 | | | | | 932 | | | | | 2332 |

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

| 1:45 PM | D Street-SB | | | | | Congress Street | | | | | D Street-SB | | | | | Congress Street | | | | | Total |
|------------------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| 1:45 PM | 9 | 51 | 4 | 0 | 64 | 0 | 73 | 7 | 0 | 80 | 0 | 0 | 0 | 0 | 0 | 77 | 48 | 0 | 2 | 127 | 271 |
| 2:00 PM | 13 | 74 | 4 | 0 | 91 | 0 | 94 | 11 | 0 | 105 | 0 | 0 | 0 | 0 | 0 | 75 | 47 | 0 | 5 | 127 | 323 |
| 2:15 PM | 9 | 72 | 7 | 0 | 88 | 0 | 82 | 11 | 0 | 93 | 0 | 0 | 0 | 0 | 0 | 85 | 28 | 0 | 5 | 118 | 299 |
| 2:30 PM | 11 | 75 | 1 | 0 | 87 | 0 | 84 | 8 | 0 | 92 | 0 | 0 | 0 | 0 | 0 | 75 | 37 | 0 | 6 | 118 | 297 |
| Total Volume | 42 | 272 | 16 | 0 | 330 | 0 | 333 | 37 | 0 | 370 | 0 | 0 | 0 | 0 | 0 | 312 | 160 | 0 | 18 | 490 | 1190 |
| % Approach Total | 12.7 | 82.4 | 4.8 | 0.0 | | 0.0 | 90.0 | 10.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 63.7 | 32.7 | 0.0 | 3.7 | | |
| PHF | 0.808 | 0.907 | 0.571 | 0.000 | 0.907 | 0.000 | 0.886 | 0.841 | 0.000 | 0.881 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.918 | 0.833 | 0.000 | 0.750 | 0.965 | 0.921 |
| Entering Leg | 42 | 272 | 16 | 0 | 330 | 0 | 333 | 37 | 0 | 370 | 0 | 0 | 0 | 0 | 0 | 312 | 160 | 0 | 18 | 490 | 1190 |
| Exiting Leg | 0 | | | | | 176 | | | | | 621 | | | | | 393 | | | | | 1190 |
| Total | 330 | | | | | 546 | | | | | 621 | | | | | 883 | | | | | 2380 |

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

| 5:00 PM | D Street-SB | | | | | Congress Street | | | | | D Street-SB | | | | | Congress Street | | | | | Total |
|------------------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| 5:00 PM | 8 | 104 | 3 | 0 | 115 | 0 | 115 | 17 | 0 | 132 | 0 | 0 | 0 | 0 | 0 | 80 | 30 | 0 | 3 | 113 | 360 |
| 5:15 PM | 8 | 106 | 1 | 0 | 115 | 0 | 92 | 7 | 0 | 99 | 0 | 0 | 0 | 0 | 0 | 107 | 29 | 0 | 3 | 139 | 353 |
| 5:30 PM | 9 | 111 | 5 | 0 | 125 | 0 | 106 | 21 | 0 | 127 | 0 | 0 | 0 | 0 | 0 | 117 | 45 | 0 | 1 | 163 | 415 |
| 5:45 PM | 9 | 90 | 5 | 0 | 104 | 0 | 78 | 10 | 0 | 88 | 0 | 0 | 0 | 0 | 0 | 132 | 50 | 0 | 7 | 189 | 381 |
| Total Volume | 34 | 411 | 14 | 0 | 459 | 0 | 391 | 55 | 0 | 446 | 0 | 0 | 0 | 0 | 0 | 436 | 154 | 0 | 14 | 604 | 1509 |
| % Approach Total | 7.4 | 89.5 | 3.1 | 0.0 | | 0.0 | 87.7 | 12.3 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 72.2 | 25.5 | 0.0 | 2.3 | | |
| PHF | 0.944 | 0.926 | 0.700 | 0.000 | 0.918 | 0.000 | 0.850 | 0.655 | 0.000 | 0.845 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.826 | 0.770 | 0.000 | 0.500 | 0.799 | 0.909 |
| Entering Leg | 34 | 411 | 14 | 0 | 459 | 0 | 391 | 55 | 0 | 446 | 0 | 0 | 0 | 0 | 0 | 436 | 154 | 0 | 14 | 604 | 1509 |
| Exiting Leg | 0 | | | | | 168 | | | | | 902 | | | | | 439 | | | | | 1509 |
| Total | 459 | | | | | 614 | | | | | 902 | | | | | 1043 | | | | | 3018 |

PDI File #: **196872 D**
 Location: **N: D Street-SB S: D Street-SB**
 Location: **E: Congress Street W: Congress Street**
 City, State: **Boston, MA**
 Client: **Nitsch/ B. Zimolka**
 Site Code: **TBA**
 Count Date: **Thursday, April 11, 2019**
 Start Time: **7:00 AM**
 End Time: **6:00 PM**
 Class:



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

| | D Street-SB | | | | | Congress Street | | | | | D Street-SB | | | | | Congress Street | | | | | Total |
|--------------------|-------------|------------|-----------|----------|------------|-----------------|------------|-----------|----------|------------|-------------|----------|----------|----------|----------|-----------------|------------|----------|----------|------------|-------------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| 7:00 AM | 2 | 5 | 0 | 0 | 7 | 0 | 6 | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 10 | 6 | 0 | 0 | 16 | 31 |
| 7:15 AM | 6 | 6 | 0 | 0 | 12 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 11 | 9 | 0 | 0 | 20 | 38 |
| 7:30 AM | 3 | 3 | 1 | 0 | 7 | 0 | 19 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 4 | 11 | 0 | 1 | 16 | 42 |
| 7:45 AM | 5 | 2 | 2 | 0 | 9 | 0 | 18 | 1 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 3 | 6 | 0 | 1 | 10 | 38 |
| Total | 16 | 16 | 3 | 0 | 35 | 0 | 49 | 3 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 28 | 32 | 0 | 2 | 62 | 149 |
| 8:00 AM | 1 | 4 | 0 | 0 | 5 | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 8 | 5 | 0 | 0 | 13 | 35 |
| 8:15 AM | 5 | 3 | 0 | 0 | 8 | 0 | 18 | 1 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 11 | 11 | 0 | 0 | 22 | 49 |
| 8:30 AM | 1 | 4 | 0 | 0 | 5 | 0 | 25 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 3 | 7 | 0 | 0 | 10 | 40 |
| 8:45 AM | 1 | 1 | 0 | 0 | 2 | 0 | 22 | 1 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 8 | 6 | 0 | 0 | 14 | 39 |
| Total | 8 | 12 | 0 | 0 | 20 | 0 | 82 | 2 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 30 | 29 | 0 | 0 | 59 | 163 |
| 9:00 AM | 2 | 5 | 0 | 0 | 7 | 0 | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 8 | 12 | 0 | 0 | 20 | 41 |
| 9:15 AM | 1 | 3 | 1 | 0 | 5 | 0 | 15 | 1 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 8 | 6 | 0 | 0 | 14 | 35 |
| 9:30 AM | 0 | 4 | 0 | 0 | 4 | 0 | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 4 | 7 | 0 | 1 | 12 | 30 |
| 9:45 AM | 2 | 7 | 0 | 0 | 9 | 0 | 17 | 2 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 8 | 9 | 0 | 0 | 17 | 45 |
| Total | 5 | 19 | 1 | 0 | 25 | 0 | 60 | 3 | 0 | 63 | 0 | 0 | 0 | 0 | 0 | 28 | 34 | 0 | 1 | 63 | 151 |
| 10:00 AM | 0 | 6 | 1 | 0 | 7 | 0 | 17 | 1 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 6 | 8 | 0 | 0 | 14 | 39 |
| 10:15 AM | 0 | 8 | 0 | 0 | 8 | 0 | 9 | 2 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 8 | 10 | 0 | 0 | 18 | 37 |
| 10:30 AM | 2 | 4 | 0 | 0 | 6 | 0 | 16 | 2 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 8 | 5 | 0 | 0 | 13 | 37 |
| 10:45 AM | 3 | 5 | 1 | 0 | 9 | 0 | 13 | 3 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 9 | 8 | 0 | 0 | 17 | 42 |
| Total | 5 | 23 | 2 | 0 | 30 | 0 | 55 | 8 | 0 | 63 | 0 | 0 | 0 | 0 | 0 | 31 | 31 | 0 | 0 | 62 | 155 |
| 11:00 AM | 2 | 6 | 1 | 0 | 9 | 0 | 13 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 3 | 9 | 0 | 1 | 13 | 35 |
| 11:15 AM | 0 | 4 | 0 | 0 | 4 | 0 | 27 | 2 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 3 | 6 | 0 | 0 | 9 | 42 |
| 11:30 AM | 1 | 4 | 0 | 0 | 5 | 0 | 21 | 1 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 9 | 8 | 0 | 1 | 18 | 45 |
| 11:45 AM | 2 | 6 | 0 | 0 | 8 | 0 | 17 | 1 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 6 | 7 | 0 | 0 | 13 | 39 |
| Total | 5 | 20 | 1 | 0 | 26 | 0 | 78 | 4 | 0 | 82 | 0 | 0 | 0 | 0 | 0 | 21 | 30 | 0 | 2 | 53 | 161 |
| 12:00 PM | 0 | 3 | 0 | 0 | 3 | 0 | 19 | 0 | 0 | 19 | 0 | 1 | 0 | 0 | 1 | 7 | 13 | 0 | 0 | 20 | 43 |
| 12:15 PM | 0 | 2 | 1 | 0 | 3 | 0 | 24 | 1 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 6 | 9 | 0 | 0 | 15 | 43 |
| 12:30 PM | 2 | 1 | 0 | 0 | 3 | 0 | 19 | 1 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 8 | 7 | 0 | 0 | 15 | 38 |
| 12:45 PM | 1 | 9 | 0 | 0 | 10 | 0 | 30 | 1 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 7 | 10 | 0 | 0 | 17 | 58 |
| Total | 3 | 15 | 1 | 0 | 19 | 0 | 92 | 3 | 0 | 95 | 0 | 1 | 0 | 0 | 1 | 28 | 39 | 0 | 0 | 67 | 182 |
| 1:00 PM | 5 | 1 | 0 | 0 | 6 | 0 | 23 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 8 | 15 | 0 | 0 | 23 | 52 |
| 1:15 PM | 2 | 6 | 0 | 0 | 8 | 0 | 20 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 0 | 0 | 12 | 40 |
| 1:30 PM | 0 | 5 | 0 | 0 | 5 | 0 | 20 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 3 | 7 | 0 | 0 | 10 | 35 |
| 1:45 PM | 1 | 2 | 0 | 0 | 3 | 0 | 16 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 7 | 10 | 0 | 0 | 17 | 36 |
| Total | 8 | 14 | 0 | 0 | 22 | 0 | 79 | 0 | 0 | 79 | 0 | 0 | 0 | 0 | 0 | 24 | 38 | 0 | 0 | 62 | 163 |
| 2:00 PM | 1 | 4 | 0 | 0 | 5 | 0 | 23 | 1 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 10 | 39 |
| 2:15 PM | 0 | 2 | 0 | 0 | 2 | 0 | 16 | 1 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 7 | 9 | 0 | 0 | 16 | 35 |
| 2:30 PM | 0 | 3 | 0 | 0 | 3 | 0 | 19 | 1 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 16 | 5 | 0 | 1 | 22 | 45 |
| 2:45 PM | 0 | 11 | 1 | 0 | 12 | 0 | 21 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 8 | 7 | 0 | 0 | 15 | 48 |
| Total | 1 | 20 | 1 | 0 | 22 | 0 | 79 | 3 | 0 | 82 | 0 | 0 | 0 | 0 | 0 | 36 | 26 | 0 | 1 | 63 | 167 |
| 3:00 PM | 1 | 3 | 1 | 0 | 5 | 0 | 22 | 1 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 9 | 6 | 0 | 0 | 15 | 43 |
| 3:15 PM | 2 | 1 | 0 | 0 | 3 | 0 | 16 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 3 | 6 | 0 | 0 | 9 | 28 |
| 3:30 PM | 1 | 4 | 0 | 0 | 5 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 0 | 0 | 8 | 23 |
| 3:45 PM | 0 | 4 | 0 | 0 | 4 | 0 | 5 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 0 | 0 | 8 | 19 |
| Total | 4 | 12 | 1 | 0 | 17 | 0 | 53 | 3 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 17 | 23 | 0 | 0 | 40 | 113 |
| 4:00 PM | 1 | 2 | 0 | 0 | 3 | 0 | 13 | 1 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 7 | 5 | 0 | 0 | 12 | 29 |
| 4:15 PM | 2 | 1 | 0 | 0 | 3 | 0 | 5 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 6 | 15 |
| 4:30 PM | 0 | 2 | 0 | 0 | 2 | 0 | 4 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 6 | 3 | 0 | 0 | 9 | 16 |
| 4:45 PM | 1 | 2 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 5 | 11 |
| Total | 4 | 7 | 0 | 0 | 11 | 0 | 25 | 3 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 17 | 15 | 0 | 0 | 32 | 71 |
| 5:00 PM | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 5 | 7 | 0 | 0 | 12 | 17 |
| 5:15 PM | 0 | 4 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 0 | 0 | 9 | 15 |
| 5:30 PM | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 7 | 11 |
| 5:45 PM | 0 | 4 | 0 | 0 | 4 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 8 | 15 |
| Total | 0 | 9 | 2 | 0 | 11 | 0 | 10 | 1 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 18 | 18 | 0 | 0 | 36 | 58 |
| Grand Total | 59 | 167 | 12 | 0 | 238 | 0 | 662 | 33 | 0 | 695 | 0 | 1 | 0 | 0 | 1 | 278 | 315 | 0 | 6 | 599 | 1533 |

PDI File #: **196872 D**
 Location: **N: D Street-SB S: D Street-SB**
 Location: **E: Congress Street W: Congress Street**
 City, State: **Boston, MA**
 Client: **Nitsch/ B. Zimolka**
 Site Code: **TBA**
 Count Date: **Thursday, April 11, 2019**
 Start Time: **7:00 AM**
 End Time: **6:00 PM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



| | D Street-SB | | | | | Congress Street | | | | | D Street-SB | | | | | Congress Street | | | | | Total |
|--------------------|-------------|------|------|--------|-------|-----------------|------|------|--------|-------|-------------|-------|------|--------|-------|-----------------|------|------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| Approach % | 24.8 | 70.2 | 5.0 | 0.0 | | 0.0 | 95.3 | 4.7 | 0.0 | | 0.0 | 100.0 | 0.0 | 0.0 | | 46.4 | 52.6 | 0.0 | 1.0 | | |
| Total % | 3.8 | 10.9 | 0.8 | 0.0 | 15.5 | 0.0 | 43.2 | 2.2 | 0.0 | 45.3 | 0.0 | 0.1 | 0.0 | 0.0 | 0.1 | 18.1 | 20.5 | 0.0 | 0.4 | 39.1 | |
| Exiting Leg Total | 1 | | | | | 327 | | | | | 478 | | | | | 727 | | | | | 1533 |
| Buses | 5 | 25 | 3 | 0 | 33 | 0 | 37 | 1 | 0 | 38 | 0 | 1 | 0 | 0 | 1 | 46 | 141 | 0 | 0 | 187 | 259 |
| % Buses | 8.5 | 15.0 | 25.0 | 0.0 | 13.9 | 0.0 | 5.6 | 3.0 | 0.0 | 5.5 | 0.0 | 100.0 | 0.0 | 0.0 | 100.0 | 16.5 | 44.8 | 0.0 | 0.0 | 31.2 | 16.9 |
| Exiting Leg Total | 1 | | | | | 144 | | | | | 72 | | | | | 42 | | | | | 259 |
| Single-Unit Trucks | 46 | 109 | 6 | 0 | 161 | 0 | 214 | 32 | 0 | 246 | 0 | 0 | 0 | 0 | 0 | 157 | 150 | 0 | 4 | 311 | 718 |
| % Single-Unit | 78.0 | 65.3 | 50.0 | 0.0 | 67.6 | 0.0 | 32.3 | 97.0 | 0.0 | 35.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 56.5 | 47.6 | 0.0 | 66.7 | 51.9 | 46.8 |
| Exiting Leg Total | 0 | | | | | 156 | | | | | 298 | | | | | 264 | | | | | 718 |
| Articulated Trucks | 8 | 33 | 3 | 0 | 44 | 0 | 411 | 0 | 0 | 411 | 0 | 0 | 0 | 0 | 0 | 75 | 24 | 0 | 2 | 101 | 556 |
| % Articulated | 13.6 | 19.8 | 25.0 | 0.0 | 18.5 | 0.0 | 62.1 | 0.0 | 0.0 | 59.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27.0 | 7.6 | 0.0 | 33.3 | 16.9 | 36.3 |
| Exiting Leg Total | 0 | | | | | 27 | | | | | 108 | | | | | 421 | | | | | 556 |

AM Peak Hour Analysis from 07:00 AM to 10:00 AM begins at:

| 8:15 AM | D Street-SB | | | | | Congress Street | | | | | D Street-SB | | | | | Congress Street | | | | | Total |
|--------------------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| 8:15 AM | 5 | 3 | 0 | 0 | 8 | 0 | 18 | 1 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 11 | 11 | 0 | 0 | 22 | 49 |
| 8:30 AM | 1 | 4 | 0 | 0 | 5 | 0 | 25 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 3 | 7 | 0 | 0 | 10 | 40 |
| 8:45 AM | 1 | 1 | 0 | 0 | 2 | 0 | 22 | 1 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 8 | 6 | 0 | 0 | 14 | 39 |
| 9:00 AM | 2 | 5 | 0 | 0 | 7 | 0 | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 8 | 12 | 0 | 0 | 20 | 41 |
| Total Volume | 9 | 13 | 0 | 0 | 22 | 0 | 79 | 2 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | 30 | 36 | 0 | 0 | 66 | 169 |
| % Approach Total | 40.9 | 59.1 | 0.0 | 0.0 | | 0.0 | 97.5 | 2.5 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 45.5 | 54.5 | 0.0 | 0.0 | | |
| PHF | 0.450 | 0.650 | 0.000 | 0.000 | 0.688 | 0.000 | 0.790 | 0.500 | 0.000 | 0.810 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.682 | 0.750 | 0.000 | 0.000 | 0.750 | 0.862 |
| Buses | 0 | 3 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 14 | 0 | 0 | 18 | 23 |
| Buses % | 0.0 | 23.1 | 0.0 | 0.0 | 13.6 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13.3 | 38.9 | 0.0 | 0.0 | 27.3 | 13.6 |
| Single-Unit Trucks | 8 | 8 | 0 | 0 | 16 | 0 | 19 | 2 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 20 | 19 | 0 | 0 | 39 | 76 |
| Single-Unit % | 88.9 | 61.5 | 0.0 | 0.0 | 72.7 | 0.0 | 24.1 | 100.0 | 0.0 | 25.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 66.7 | 52.8 | 0.0 | 0.0 | 59.1 | 45.0 |
| Articulated Trucks | 1 | 2 | 0 | 0 | 3 | 0 | 58 | 0 | 0 | 58 | 0 | 0 | 0 | 0 | 0 | 6 | 3 | 0 | 0 | 9 | 70 |
| Articulated % | 11.1 | 15.4 | 0.0 | 0.0 | 13.6 | 0.0 | 73.4 | 0.0 | 0.0 | 71.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 8.3 | 0.0 | 0.0 | 13.6 | 41.4 |
| Buses | 0 | 3 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 14 | 0 | 0 | 18 | 23 |
| Single-Unit Trucks | 8 | 8 | 0 | 0 | 16 | 0 | 19 | 2 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 20 | 19 | 0 | 0 | 39 | 76 |
| Articulated Trucks | 1 | 2 | 0 | 0 | 3 | 0 | 58 | 0 | 0 | 58 | 0 | 0 | 0 | 0 | 0 | 6 | 3 | 0 | 0 | 9 | 70 |
| Total Entering Leg | 9 | 13 | 0 | 0 | 22 | 0 | 79 | 2 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | 30 | 36 | 0 | 0 | 66 | 169 |
| Buses | 0 | | | | | 14 | | | | | 7 | | | | | 2 | | | | | 23 |
| Single-Unit Trucks | 0 | | | | | 19 | | | | | 30 | | | | | 27 | | | | | 76 |
| Articulated Trucks | 0 | | | | | 3 | | | | | 8 | | | | | 59 | | | | | 70 |
| Total Exiting Leg | 0 | | | | | 36 | | | | | 45 | | | | | 88 | | | | | 169 |

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

| 12:15 PM | D Street-SB | | | | | Congress Street | | | | | D Street-SB | | | | | Congress Street | | | | | Total |
|--------------------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| 12:15 PM | 0 | 2 | 1 | 0 | 3 | 0 | 24 | 1 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 6 | 9 | 0 | 0 | 15 | 43 |
| 12:30 PM | 2 | 1 | 0 | 0 | 3 | 0 | 19 | 1 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 8 | 7 | 0 | 0 | 15 | 38 |
| 12:45 PM | 1 | 9 | 0 | 0 | 10 | 0 | 30 | 1 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 7 | 10 | 0 | 0 | 17 | 58 |
| 1:00 PM | 5 | 1 | 0 | 0 | 6 | 0 | 23 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 8 | 15 | 0 | 0 | 23 | 52 |
| Total Volume | 8 | 13 | 1 | 0 | 22 | 0 | 96 | 3 | 0 | 99 | 0 | 0 | 0 | 0 | 0 | 29 | 41 | 0 | 0 | 70 | 191 |
| % Approach Total | 36.4 | 59.1 | 4.5 | 0.0 | | 0.0 | 97.0 | 3.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 41.4 | 58.6 | 0.0 | 0.0 | | |
| PHF | 0.400 | 0.361 | 0.250 | 0.000 | 0.550 | 0.000 | 0.800 | 0.750 | 0.000 | 0.798 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.906 | 0.683 | 0.000 | 0.000 | 0.761 | 0.823 |
| Buses | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 13 | 0 | 0 | 15 | 18 |
| Buses % | 12.5 | 0.0 | 0.0 | 0.0 | 4.5 | 0.0 | 2.1 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.9 | 31.7 | 0.0 | 0.0 | 21.4 | 9.4 |
| Single-Unit Trucks | 4 | 9 | 1 | 0 | 14 | 0 | 21 | 3 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 18 | 21 | 0 | 0 | 39 | 77 |
| Single-Unit % | 50.0 | 69.2 | 100.0 | 0.0 | 63.6 | 0.0 | 21.9 | 100.0 | 0.0 | 24.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 62.1 | 51.2 | 0.0 | 0.0 | 55.7 | 40.3 |
| Articulated Trucks | 3 | 4 | 0 | 0 | 7 | 0 | 73 | 0 | 0 | 73 | 0 | 0 | 0 | 0 | 0 | 9 | 7 | 0 | 0 | 16 | 96 |

PDI File #: **196872 D**
 Location: **N: D Street-SB S: D Street-SB**
 Location: **E: Congress Street W: Congress Street**
 City, State: **Boston, MA**
 Client: **Nitsch/ B. Zimolka**
 Site Code: **TBA**
 Count Date: **Thursday, April 11, 2019**
 Start Time: **7:00 AM**
 End Time: **6:00 PM**
 Class:



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

| | D Street-SB | | | | | Congress Street | | | | | D Street-SB | | | | | Congress Street | | | | | Total |
|--------------------|-------------|------|------|--------|-------|-----------------|------|------|--------|-------|-------------|------|------|--------|-------|-----------------|------|------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| Articulated % | 37.5 | 30.8 | 0.0 | 0.0 | 31.8 | 0.0 | 76.0 | 0.0 | 0.0 | 73.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31.0 | 17.1 | 0.0 | 0.0 | 22.9 | 50.3 |
| Buses | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 13 | 0 | 0 | 15 | 18 |
| Single-Unit Trucks | 4 | 9 | 1 | 0 | 14 | 0 | 21 | 3 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 18 | 21 | 0 | 0 | 39 | 77 |
| Articulated Trucks | 3 | 4 | 0 | 0 | 7 | 0 | 73 | 0 | 0 | 73 | 0 | 0 | 0 | 0 | 0 | 9 | 7 | 0 | 0 | 16 | 96 |
| Total Entering Leg | 8 | 13 | 1 | 0 | 22 | 0 | 96 | 3 | 0 | 99 | 0 | 0 | 0 | 0 | 0 | 29 | 41 | 0 | 0 | 70 | 191 |
| Buses | | | | | 0 | | | | | 13 | | | | | 2 | | | | | 3 | 18 |
| Single-Unit Trucks | | | | | 0 | | | | | 22 | | | | | 30 | | | | | 25 | 77 |
| Articulated Trucks | | | | | 0 | | | | | 7 | | | | | 13 | | | | | 76 | 96 |
| Total Exiting Leg | | | | | 0 | | | | | 42 | | | | | 45 | | | | | 104 | 191 |

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

| | D Street-SB | | | | | Congress Street | | | | | D Street-SB | | | | | Congress Street | | | | | Total |
|--------------------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| 2:15 PM | 0 | 2 | 0 | 0 | 2 | 0 | 16 | 1 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 7 | 9 | 0 | 0 | 16 | 35 |
| 2:30 PM | 0 | 3 | 0 | 0 | 3 | 0 | 19 | 1 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 16 | 5 | 0 | 1 | 22 | 45 |
| 2:45 PM | 0 | 11 | 1 | 0 | 12 | 0 | 21 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 8 | 7 | 0 | 0 | 15 | 48 |
| 3:00 PM | 1 | 3 | 1 | 0 | 5 | 0 | 22 | 1 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 9 | 6 | 0 | 0 | 15 | 43 |
| Total Volume | 1 | 19 | 2 | 0 | 22 | 0 | 78 | 3 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | 40 | 27 | 0 | 1 | 68 | 171 |
| % Approach Total | 4.5 | 86.4 | 9.1 | 0.0 | | 0.0 | 96.3 | 3.7 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 58.8 | 39.7 | 0.0 | 1.5 | | |
| PHF | 0.250 | 0.432 | 0.500 | 0.000 | 0.458 | 0.000 | 0.886 | 0.750 | 0.000 | 0.880 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.625 | 0.750 | 0.000 | 0.250 | 0.773 | 0.891 |
| Buses | 0 | 4 | 0 | 0 | 4 | 0 | 9 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 10 | 15 | 0 | 0 | 25 | 39 |
| Buses % | 0.0 | 21.1 | 0.0 | 0.0 | 18.2 | 0.0 | 11.5 | 33.3 | 0.0 | 12.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25.0 | 55.6 | 0.0 | 0.0 | 36.8 | 22.8 |
| Single-Unit Trucks | 1 | 13 | 1 | 0 | 15 | 0 | 25 | 2 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 27 | 12 | 0 | 1 | 40 | 82 |
| Single-Unit % | 100.0 | 68.4 | 50.0 | 0.0 | 68.2 | 0.0 | 32.1 | 66.7 | 0.0 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 67.5 | 44.4 | 0.0 | 100.0 | 58.8 | 48.0 |
| Articulated Trucks | 0 | 2 | 1 | 0 | 3 | 0 | 44 | 0 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 50 |
| Articulated % | 0.0 | 10.5 | 50.0 | 0.0 | 13.6 | 0.0 | 56.4 | 0.0 | 0.0 | 54.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.5 | 0.0 | 0.0 | 0.0 | 4.4 | 29.2 |
| Buses | 0 | 4 | 0 | 0 | 4 | 0 | 9 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 10 | 15 | 0 | 0 | 25 | 39 |
| Single-Unit Trucks | 1 | 13 | 1 | 0 | 15 | 0 | 25 | 2 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 27 | 12 | 0 | 1 | 40 | 82 |
| Articulated Trucks | 0 | 2 | 1 | 0 | 3 | 0 | 44 | 0 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 50 |
| Total Entering Leg | 1 | 19 | 2 | 0 | 22 | 0 | 78 | 3 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | 40 | 27 | 0 | 1 | 68 | 171 |
| Buses | | | | | 0 | | | | | 15 | | | | | 15 | | | | | 9 | 39 |
| Single-Unit Trucks | | | | | 0 | | | | | 13 | | | | | 42 | | | | | 27 | 82 |
| Articulated Trucks | | | | | 0 | | | | | 1 | | | | | 5 | | | | | 44 | 50 |
| Total Exiting Leg | | | | | 0 | | | | | 29 | | | | | 62 | | | | | 80 | 171 |

PDI File #: **196872 D**
 Location: **N: D Street-SB S: D Street-SB**
 Location: **E: Congress Street W: Congress Street**
 City, State: **Boston, MA**
 Client: **Nitsch/ B. Zimolka**
 Site Code: **TBA**
 Count Date: **Thursday, April 11, 2019**
 Start Time: **7:00 AM**
 End Time: **6:00 PM**
 Class:



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

Buses

| | D Street-SB | | | | | Congress Street | | | | | D Street-SB | | | | | Congress Street | | | | | Total |
|-------------|-------------|------|------|--------|-------|-----------------|------|------|--------|-------|-------------|------|------|--------|-------|-----------------|------|------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 |
| 7:15 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 3 |
| 7:30 AM | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 7 |
| 7:45 AM | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 5 | 8 |
| Total | 1 | 3 | 1 | 0 | 5 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 11 | 0 | 0 | 13 | 20 |
| 8:00 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 5 |
| 8:15 AM | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 5 | 8 |
| 8:30 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 5 | 6 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 2 |
| Total | 0 | 4 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 11 | 0 | 0 | 16 | 21 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 7 |
| 9:15 AM | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 6 |
| 9:30 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 4 |
| 9:45 AM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 8 |
| Total | 1 | 2 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 18 | 0 | 0 | 20 | 25 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 6 |
| 10:15 AM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 5 | 7 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 6 |
| 10:45 AM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 4 |
| Total | 1 | 2 | 0 | 0 | 3 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 14 | 0 | 0 | 16 | 23 |
| 11:00 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 5 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 3 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 4 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 4 |
| Total | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 12 | 0 | 0 | 14 | 16 |
| 12:00 PM | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 4 | 7 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 3 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 5 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 5 | 6 |
| Total | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 3 | 13 | 0 | 0 | 16 | 21 |
| 1:00 PM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 4 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 5 |
| 1:30 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 4 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 4 |
| Total | 1 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 11 | 0 | 0 | 14 | 17 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 4 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 6 | 6 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 5 | 7 |
| 2:45 PM | 0 | 3 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 0 | 0 | 7 | 13 |
| Total | 0 | 3 | 0 | 0 | 3 | 0 | 4 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 9 | 13 | 0 | 0 | 22 | 30 |
| 3:00 PM | 0 | 1 | 0 | 0 | 1 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 0 | 7 | 13 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 5 |
| 3:30 PM | 1 | 2 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 7 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 5 |
| Total | 1 | 3 | 0 | 0 | 4 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 4 | 12 | 0 | 0 | 16 | 30 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 6 | 8 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 6 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 4 | 4 |
| 4:45 PM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 5 | 7 |
| Total | 0 | 2 | 0 | 0 | 2 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 6 | 13 | 0 | 0 | 19 | 25 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 0 | 0 | 7 | 9 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 6 |
| 5:30 PM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 4 | 6 |
| 5:45 PM | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 6 | 10 |
| Total | 0 | 3 | 2 | 0 | 5 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 8 | 13 | 0 | 0 | 21 | 31 |
| Grand Total | 5 | 25 | 3 | 0 | 33 | 0 | 37 | 1 | 0 | 38 | 0 | 1 | 0 | 0 | 1 | 46 | 141 | 0 | 0 | 187 | 259 |

PDI File #: **196872 D**
 Location: **N: D Street-SB S: D Street-SB**
 Location: **E: Congress Street W: Congress Street**
 City, State: **Boston, MA**
 Client: **Nitsch/ B. Zimolka**
 Site Code: **TBA**
 Count Date: **Thursday, April 11, 2019**
 Start Time: **7:00 AM**
 End Time: **6:00 PM**
 Class:



Buses

| Approach % | D Street-SB | | | | | Congress Street | | | | | D Street-SB | | | | | Congress Street | | | | | Total |
|-------------------|-------------|------|------|--------|-------|-----------------|------|------|--------|-------|-------------|-------|------|--------|-------|-----------------|------|------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| Approach % | 15.2 | 75.8 | 9.1 | 0.0 | | 0.0 | 97.4 | 2.6 | 0.0 | | 0.0 | 100.0 | 0.0 | 0.0 | | 24.6 | 75.4 | 0.0 | 0.0 | | |
| Total % | 1.9 | 9.7 | 1.2 | 0.0 | 12.7 | 0.0 | 14.3 | 0.4 | 0.0 | 14.7 | 0.0 | 0.4 | 0.0 | 0.0 | 0.4 | 17.8 | 54.4 | 0.0 | 0.0 | 72.2 | |
| Exiting Leg Total | 1 | | | | | 144 | | | | | 72 | | | | | 42 | | | | | 259 |

AM Peak Hour Analysis from 07:00 AM to 10:00 AM begins at:

| Time | D Street-SB | | | | | Congress Street | | | | | D Street-SB | | | | | Congress Street | | | | | Total |
|------------------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| 7:30 AM | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 7 |
| 7:45 AM | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 5 | 8 |
| 8:00 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 5 |
| 8:15 AM | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 5 | 8 |
| Total Volume | 1 | 5 | 1 | 0 | 7 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 4 | 14 | 0 | 0 | 18 | 28 |
| % Approach Total | 14.3 | 71.4 | 14.3 | 0.0 | | 0.0 | 100.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 22.2 | 77.8 | 0.0 | 0.0 | | |
| PHF | 0.250 | 0.625 | 0.250 | 0.000 | 0.875 | 0.000 | 0.750 | 0.000 | 0.000 | 0.750 | 0.000 | 0.000 | 0.000 | 0.000 | | 0.500 | 0.875 | 0.000 | 0.000 | 0.900 | 0.875 |
| Entering Leg | 1 | 5 | 1 | 0 | 7 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 4 | 14 | 0 | 0 | 18 | 28 |
| Exiting Leg | 0 | | | | | | | | | | 9 | | | | | 4 | | | | | 28 |
| Total | 7 | | | | | 18 | | | | | 9 | | | | | 22 | | | | | 56 |

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

| Time | D Street-SB | | | | | Congress Street | | | | | D Street-SB | | | | | Congress Street | | | | | Total |
|------------------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 6 |
| 10:15 AM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 5 | 7 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 6 |
| 10:45 AM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 4 |
| Total Volume | 1 | 2 | 0 | 0 | 3 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 14 | 0 | 0 | 16 | 23 |
| % Approach Total | 33.3 | 66.7 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 12.5 | 87.5 | 0.0 | 0.0 | | |
| PHF | 0.250 | 0.250 | 0.000 | 0.000 | 0.375 | 0.000 | 0.333 | 0.000 | 0.000 | 0.333 | 0.000 | 0.000 | 0.000 | 0.000 | | 0.250 | 0.700 | 0.000 | 0.000 | 0.800 | 0.821 |
| Entering Leg | 1 | 2 | 0 | 0 | 3 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 14 | 0 | 0 | 16 | 23 |
| Exiting Leg | 0 | | | | | 14 | | | | | 4 | | | | | 5 | | | | | 23 |
| Total | 3 | | | | | 18 | | | | | 4 | | | | | 21 | | | | | 46 |

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

| Time | D Street-SB | | | | | Congress Street | | | | | D Street-SB | | | | | Congress Street | | | | | Total |
|------------------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 6 | 6 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 5 | 7 |
| 2:45 PM | 0 | 3 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 0 | 0 | 7 | 13 |
| 3:00 PM | 0 | 1 | 0 | 0 | 1 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 0 | 7 | 13 |
| Total Volume | 0 | 4 | 0 | 0 | 4 | 0 | 9 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 10 | 15 | 0 | 0 | 25 | 39 |
| % Approach Total | 0.0 | 100.0 | 0.0 | 0.0 | | 0.0 | 90.0 | 10.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 40.0 | 60.0 | 0.0 | 0.0 | | |
| PHF | 0.000 | 0.333 | 0.000 | 0.000 | 0.333 | 0.000 | 0.450 | 0.250 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | | 0.833 | 0.750 | 0.000 | 0.000 | 0.893 | 0.750 |
| Entering Leg | 0 | 4 | 0 | 0 | 4 | 0 | 9 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 10 | 15 | 0 | 0 | 25 | 39 |
| Exiting Leg | 0 | | | | | 15 | | | | | 15 | | | | | 9 | | | | | 39 |
| Total | 4 | | | | | 25 | | | | | 15 | | | | | 34 | | | | | 78 |

PDI File #: **196872 D**
 Location: **N: D Street-SB S: D Street-SB**
 Location: **E: Congress Street W: Congress Street**
 City, State: **Boston, MA**
 Client: **Nitsch/ B. Zimolka**
 Site Code: **TBA**
 Count Date: **Thursday, April 11, 2019**
 Start Time: **7:00 AM**
 End Time: **6:00 PM**
 Class:



Single-Unit Trucks

| | D Street-SB | | | | | Congress Street | | | | | D Street-SB | | | | | Congress Street | | | | | Total |
|-------------|-------------|------|------|--------|-------|-----------------|------|------|--------|-------|-------------|------|------|--------|-------|-----------------|------|------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| 7:00 AM | 2 | 4 | 0 | 0 | 6 | 0 | 5 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 3 | 0 | 0 | 10 | 23 |
| 7:15 AM | 6 | 4 | 0 | 0 | 10 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 7 | 8 | 0 | 0 | 15 | 28 |
| 7:30 AM | 3 | 1 | 1 | 0 | 5 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 1 | 8 | 19 |
| 7:45 AM | 3 | 1 | 1 | 0 | 5 | 0 | 7 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 15 |
| Total | 14 | 10 | 2 | 0 | 26 | 0 | 21 | 3 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 14 | 19 | 0 | 2 | 35 | 85 |
| 8:00 AM | 1 | 3 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 5 | 13 |
| 8:15 AM | 5 | 1 | 0 | 0 | 6 | 0 | 4 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 7 | 7 | 0 | 0 | 14 | 25 |
| 8:30 AM | 0 | 3 | 0 | 0 | 3 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 14 |
| 8:45 AM | 1 | 0 | 0 | 0 | 1 | 0 | 4 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 0 | 7 | 13 |
| Total | 7 | 7 | 0 | 0 | 14 | 0 | 19 | 2 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 16 | 14 | 0 | 0 | 30 | 65 |
| 9:00 AM | 2 | 4 | 0 | 0 | 6 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 8 | 6 | 0 | 0 | 14 | 24 |
| 9:15 AM | 1 | 2 | 0 | 0 | 3 | 0 | 9 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 0 | 7 | 20 |
| 9:30 AM | 0 | 3 | 0 | 0 | 3 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 1 | 6 | 17 |
| 9:45 AM | 1 | 5 | 0 | 0 | 6 | 0 | 7 | 2 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 6 | 21 |
| Total | 4 | 14 | 0 | 0 | 18 | 0 | 28 | 3 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 17 | 15 | 0 | 1 | 33 | 82 |
| 10:00 AM | 0 | 6 | 1 | 0 | 7 | 0 | 9 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 4 | 21 |
| 10:15 AM | 0 | 6 | 0 | 0 | 6 | 0 | 5 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 0 | 7 | 20 |
| 10:30 AM | 2 | 3 | 0 | 0 | 5 | 0 | 5 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 7 | 19 |
| 10:45 AM | 1 | 2 | 1 | 0 | 4 | 0 | 3 | 3 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 6 | 5 | 0 | 0 | 11 | 21 |
| Total | 3 | 17 | 2 | 0 | 22 | 0 | 22 | 8 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 14 | 15 | 0 | 0 | 29 | 81 |
| 11:00 AM | 2 | 3 | 0 | 0 | 5 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 6 | 18 |
| 11:15 AM | 0 | 1 | 0 | 0 | 1 | 0 | 11 | 2 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 6 | 20 |
| 11:30 AM | 1 | 4 | 0 | 0 | 5 | 0 | 4 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 6 | 5 | 0 | 0 | 11 | 21 |
| 11:45 AM | 1 | 5 | 0 | 0 | 6 | 0 | 6 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 6 | 19 |
| Total | 4 | 13 | 0 | 0 | 17 | 0 | 28 | 4 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 12 | 17 | 0 | 0 | 29 | 78 |
| 12:00 PM | 0 | 2 | 0 | 0 | 2 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 8 | 0 | 0 | 12 | 18 |
| 12:15 PM | 0 | 2 | 1 | 0 | 3 | 0 | 6 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 5 | 6 | 0 | 0 | 11 | 21 |
| 12:30 PM | 1 | 1 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 6 | 11 |
| 12:45 PM | 0 | 6 | 0 | 0 | 6 | 0 | 7 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 0 | 7 | 21 |
| Total | 1 | 11 | 1 | 0 | 13 | 0 | 19 | 3 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 17 | 19 | 0 | 0 | 36 | 71 |
| 1:00 PM | 3 | 0 | 0 | 0 | 3 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 5 | 10 | 0 | 0 | 15 | 24 |
| 1:15 PM | 2 | 4 | 0 | 0 | 6 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 5 | 13 |
| 1:30 PM | 0 | 3 | 0 | 0 | 3 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 0 | 7 | 19 |
| 1:45 PM | 1 | 1 | 0 | 0 | 2 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 10 | 16 |
| Total | 6 | 8 | 0 | 0 | 14 | 0 | 21 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 15 | 22 | 0 | 0 | 37 | 72 |
| 2:00 PM | 0 | 1 | 0 | 0 | 1 | 0 | 9 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 5 | 16 |
| 2:15 PM | 0 | 1 | 0 | 0 | 1 | 0 | 4 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 10 | 16 |
| 2:30 PM | 0 | 3 | 0 | 0 | 3 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 11 | 3 | 0 | 1 | 15 | 27 |
| 2:45 PM | 0 | 7 | 0 | 0 | 7 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 0 | 0 | 8 | 21 |
| Total | 0 | 12 | 0 | 0 | 12 | 0 | 28 | 2 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 25 | 12 | 0 | 1 | 38 | 80 |
| 3:00 PM | 1 | 2 | 1 | 0 | 4 | 0 | 6 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 7 | 18 |
| 3:15 PM | 2 | 1 | 0 | 0 | 3 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 6 | 15 |
| 3:30 PM | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 5 | 9 |
| 3:45 PM | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 10 |
| Total | 3 | 9 | 1 | 0 | 13 | 0 | 14 | 3 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 11 | 11 | 0 | 0 | 22 | 52 |
| 4:00 PM | 1 | 2 | 0 | 0 | 3 | 0 | 6 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 13 |
| 4:15 PM | 2 | 1 | 0 | 0 | 3 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 8 |
| 4:30 PM | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 6 |
| 4:45 PM | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 4 | 4 | 0 | 0 | 8 | 0 | 10 | 3 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 8 | 29 |
| 5:00 PM | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 5 | 8 |
| 5:15 PM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 4 | 7 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 4 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 4 |
| Total | 0 | 4 | 0 | 0 | 4 | 0 | 4 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 9 | 5 | 0 | 0 | 14 | 23 |
| Grand Total | 46 | 109 | 6 | 0 | 161 | 0 | 214 | 32 | 0 | 246 | 0 | 0 | 0 | 0 | 0 | 157 | 150 | 0 | 4 | 311 | 718 |

PDI File #: **196872 D**
 Location: **N: D Street-SB S: D Street-SB**
 Location: **E: Congress Street W: Congress Street**
 City, State: **Boston, MA**
 Client: **Nitsch/ B. Zimolka**
 Site Code: **TBA**
 Count Date: **Thursday, April 11, 2019**
 Start Time: **7:00 AM**
 End Time: **6:00 PM**
 Class:



Single-Unit Trucks

| | D Street-SB | | | | | Congress Street | | | | | D Street-SB | | | | | Congress Street | | | | | Total |
|-------------------|-------------|------|------|--------|-------|-----------------|------|------|--------|-------|-------------|------|------|--------|-------|-----------------|------|------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| Approach % | 28.6 | 67.7 | 3.7 | 0.0 | | 0.0 | 87.0 | 13.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 50.5 | 48.2 | 0.0 | 1.3 | | |
| Total % | 6.4 | 15.2 | 0.8 | 0.0 | 22.4 | 0.0 | 29.8 | 4.5 | 0.0 | 34.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21.9 | 20.9 | 0.0 | 0.6 | 43.3 | |
| Exiting Leg Total | 0 | | | | | 156 | | | | | 298 | | | | | 264 | | | | | 718 |

AM Peak Hour Analysis from 07:00 AM to 10:00 AM begins at:

| | D Street-SB | | | | | Congress Street | | | | | D Street-SB | | | | | Congress Street | | | | | Total |
|------------------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| 7:00 AM | 2 | 4 | 0 | 0 | 6 | 0 | 5 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 3 | 0 | 0 | 10 | 23 |
| 7:15 AM | 6 | 4 | 0 | 0 | 10 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 7 | 8 | 0 | 0 | 15 | 28 |
| 7:30 AM | 3 | 1 | 1 | 0 | 5 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 1 | 8 | 19 |
| 7:45 AM | 3 | 1 | 1 | 0 | 5 | 0 | 7 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 15 |
| Total Volume | 14 | 10 | 2 | 0 | 26 | 0 | 21 | 3 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 14 | 19 | 0 | 2 | 35 | 85 |
| % Approach Total | 53.8 | 38.5 | 7.7 | 0.0 | | 0.0 | 87.5 | 12.5 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 40.0 | 54.3 | 0.0 | 5.7 | | |
| PHF | 0.583 | 0.625 | 0.500 | 0.000 | 0.650 | 0.000 | 0.750 | 0.375 | 0.000 | 0.750 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.594 | 0.000 | 0.500 | 0.583 | 0.759 |
| Entering Leg | 14 | 10 | 2 | 0 | 26 | 0 | 21 | 3 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 14 | 19 | 0 | 2 | 35 | 85 |
| Exiting Leg | 0 | | | | | | | | | | 21 | | | | | 27 | | | | | 37 |
| Total | 26 | | | | | 45 | | | | | 27 | | | | | 72 | | | | | 170 |

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

| | D Street-SB | | | | | Congress Street | | | | | D Street-SB | | | | | Congress Street | | | | | Total |
|------------------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| 10:00 AM | 0 | 6 | 1 | 0 | 7 | 0 | 9 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 4 | 21 |
| 10:15 AM | 0 | 6 | 0 | 0 | 6 | 0 | 5 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 0 | 7 | 20 |
| 10:30 AM | 2 | 3 | 0 | 0 | 5 | 0 | 5 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 7 | 19 |
| 10:45 AM | 1 | 2 | 1 | 0 | 4 | 0 | 3 | 3 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 6 | 5 | 0 | 0 | 11 | 21 |
| Total Volume | 3 | 17 | 2 | 0 | 22 | 0 | 22 | 8 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 14 | 15 | 0 | 0 | 29 | 81 |
| % Approach Total | 13.6 | 77.3 | 9.1 | 0.0 | | 0.0 | 73.3 | 26.7 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 48.3 | 51.7 | 0.0 | 0.0 | | |
| PHF | 0.375 | 0.708 | 0.500 | 0.000 | 0.786 | 0.000 | 0.611 | 0.667 | 0.000 | 0.750 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.583 | 0.625 | 0.000 | 0.000 | 0.659 | 0.964 |
| Entering Leg | 3 | 17 | 2 | 0 | 22 | 0 | 22 | 8 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 14 | 15 | 0 | 0 | 29 | 81 |
| Exiting Leg | 0 | | | | | 17 | | | | | 39 | | | | | 25 | | | | | 81 |
| Total | 22 | | | | | 47 | | | | | 39 | | | | | 54 | | | | | 162 |

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

| | D Street-SB | | | | | Congress Street | | | | | D Street-SB | | | | | Congress Street | | | | | Total |
|------------------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| 2:15 PM | 0 | 1 | 0 | 0 | 1 | 0 | 4 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 10 | 16 |
| 2:30 PM | 0 | 3 | 0 | 0 | 3 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 11 | 3 | 0 | 1 | 15 | 27 |
| 2:45 PM | 0 | 7 | 0 | 0 | 7 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 0 | 0 | 8 | 21 |
| 3:00 PM | 1 | 2 | 1 | 0 | 4 | 0 | 6 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 7 | 18 |
| Total Volume | 1 | 13 | 1 | 0 | 15 | 0 | 25 | 2 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 27 | 12 | 0 | 1 | 40 | 82 |
| % Approach Total | 6.7 | 86.7 | 6.7 | 0.0 | | 0.0 | 92.6 | 7.4 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 67.5 | 30.0 | 0.0 | 2.5 | | |
| PHF | 0.250 | 0.464 | 0.250 | 0.000 | 0.536 | 0.000 | 0.694 | 0.500 | 0.000 | 0.750 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.614 | 0.600 | 0.000 | 0.250 | 0.667 | 0.759 |
| Entering Leg | 1 | 13 | 1 | 0 | 15 | 0 | 25 | 2 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 27 | 12 | 0 | 1 | 40 | 82 |
| Exiting Leg | 0 | | | | | 13 | | | | | 42 | | | | | 27 | | | | | 82 |
| Total | 15 | | | | | 40 | | | | | 42 | | | | | 67 | | | | | 164 |

PDI File #: **196872 D**
 Location: **N: D Street-SB S: D Street-SB**
 Location: **E: Congress Street W: Congress Street**
 City, State: **Boston, MA**
 Client: **Nitsch/ B. Zimolka**
 Site Code: **TBA**
 Count Date: **Thursday, April 11, 2019**
 Start Time: **7:00 AM**
 End Time: **6:00 PM**
 Class:



Articulated Trucks

| | D Street-SB | | | | | Congress Street | | | | | D Street-SB | | | | | Congress Street | | | | | Total |
|-------------|-------------|------|------|--------|-------|-----------------|------|------|--------|-------|-------------|------|------|--------|-------|-----------------|------|------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| 7:00 AM | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 4 | 6 |
| 7:15 AM | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 7 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 16 |
| 7:45 AM | 1 | 1 | 0 | 0 | 2 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 15 |
| Total | 1 | 3 | 0 | 0 | 4 | 0 | 26 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 12 | 2 | 0 | 0 | 14 | 44 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 4 | 17 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 16 |
| 8:30 AM | 1 | 0 | 0 | 0 | 1 | 0 | 18 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 20 |
| 8:45 AM | 0 | 1 | 0 | 0 | 1 | 0 | 18 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 5 | 24 |
| Total | 1 | 1 | 0 | 0 | 2 | 0 | 62 | 0 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 9 | 4 | 0 | 0 | 13 | 77 |
| 9:00 AM | 0 | 1 | 0 | 0 | 1 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 9:15 AM | 0 | 0 | 1 | 0 | 1 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 9 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 9 |
| 9:45 AM | 0 | 2 | 0 | 0 | 2 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 16 |
| Total | 0 | 3 | 1 | 0 | 4 | 0 | 30 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 0 | 10 | 44 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 5 | 12 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 6 | 10 |
| 10:30 AM | 0 | 1 | 0 | 0 | 1 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 12 |
| 10:45 AM | 1 | 3 | 0 | 0 | 4 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 17 |
| Total | 1 | 4 | 0 | 0 | 5 | 0 | 29 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 15 | 2 | 0 | 0 | 17 | 51 |
| 11:00 AM | 0 | 2 | 1 | 0 | 3 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 3 | 12 |
| 11:15 AM | 0 | 3 | 0 | 0 | 3 | 0 | 15 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 19 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 3 | 20 |
| 11:45 AM | 1 | 1 | 0 | 0 | 2 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 16 |
| Total | 1 | 6 | 1 | 0 | 8 | 0 | 49 | 0 | 0 | 49 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 2 | 10 | 67 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 4 | 18 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 19 |
| 12:30 PM | 1 | 0 | 0 | 0 | 1 | 0 | 16 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 5 | 22 |
| 12:45 PM | 1 | 3 | 0 | 0 | 4 | 0 | 22 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 5 | 31 |
| Total | 2 | 3 | 0 | 0 | 5 | 0 | 70 | 0 | 0 | 70 | 0 | 0 | 0 | 0 | 0 | 8 | 7 | 0 | 0 | 15 | 90 |
| 1:00 PM | 1 | 1 | 0 | 0 | 2 | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 5 | 24 |
| 1:15 PM | 0 | 2 | 0 | 0 | 2 | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 22 |
| 1:30 PM | 0 | 1 | 0 | 0 | 1 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 1:45 PM | 0 | 1 | 0 | 0 | 1 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 16 |
| Total | 1 | 5 | 0 | 0 | 6 | 0 | 57 | 0 | 0 | 57 | 0 | 0 | 0 | 0 | 0 | 6 | 5 | 0 | 0 | 11 | 74 |
| 2:00 PM | 1 | 3 | 0 | 0 | 4 | 0 | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 19 |
| 2:15 PM | 0 | 1 | 0 | 0 | 1 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 11 |
| 2:45 PM | 0 | 1 | 1 | 0 | 2 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| Total | 1 | 5 | 1 | 0 | 7 | 0 | 47 | 0 | 0 | 47 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 57 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 12 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 8 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 31 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 8 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 PM | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 6 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 0 | 1 | 0 | 0 | 1 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 5 | 17 |
| 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 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 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 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 4 |
| Grand Total | 8 | 33 | 3 | 0 | 44 | 0 | 411 | 0 | 0 | 411 | 0 | 0 | 0 | 0 | 0 | 75 | 24 | 0 | 2 | 101 | 556 |

PDI File #: **196872 D**
 Location: **N: D Street-SB S: D Street-SB**
 Location: **E: Congress Street W: Congress Street**
 City, State: **Boston, MA**
 Client: **Nitsch/ B. Zimolka**
 Site Code: **TBA**
 Count Date: **Thursday, April 11, 2019**
 Start Time: **7:00 AM**
 End Time: **6:00 PM**
 Class:



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

Articulated Trucks

| | D Street-SB | | | | | Congress Street | | | | | D Street-SB | | | | | Congress Street | | | | | Total |
|-------------------|-------------|------|------|--------|-------|-----------------|-------|------|--------|-------|-------------|------|------|--------|-------|-----------------|------|------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| Approach % | 18.2 | 75.0 | 6.8 | 0.0 | | 0.0 | 100.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 74.3 | 23.8 | 0.0 | 2.0 | | |
| Total % | 1.4 | 5.9 | 0.5 | 0.0 | 7.9 | 0.0 | 73.9 | 0.0 | 0.0 | 73.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13.5 | 4.3 | 0.0 | 0.4 | 18.2 | |
| Exiting Leg Total | 0 | | | | | 27 | | | | | 108 | | | | | 421 | | | | | 556 |

AM Peak Hour Analysis from 07:00 AM to 10:00 AM begins at:

| | D Street-SB | | | | | Congress Street | | | | | D Street-SB | | | | | Congress Street | | | | | Total |
|------------------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 4 | 17 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 16 |
| 8:30 AM | 1 | 0 | 0 | 0 | 1 | 0 | 18 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 20 |
| 8:45 AM | 0 | 1 | 0 | 0 | 1 | 0 | 18 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 5 | 24 |
| Total Volume | 1 | 1 | 0 | 0 | 2 | 0 | 62 | 0 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 9 | 4 | 0 | 0 | 13 | 77 |
| % Approach Total | 50.0 | 50.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 69.2 | 30.8 | 0.0 | 0.0 | | |
| PHF | 0.250 | 0.250 | 0.000 | 0.000 | 0.500 | 0.000 | 0.861 | 0.000 | 0.000 | 0.861 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.750 | 0.500 | 0.000 | 0.000 | 0.650 | 0.802 |
| Entering Leg | 1 | 1 | 0 | 0 | 2 | 0 | 62 | 0 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 9 | 4 | 0 | 0 | 13 | 77 |
| Exiting Leg | 0 | | | | | 4 | | | | | 10 | | | | | 63 | | | | | 77 |
| Total | 2 | | | | | 66 | | | | | 10 | | | | | 76 | | | | | 154 |

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

| | D Street-SB | | | | | Congress Street | | | | | D Street-SB | | | | | Congress Street | | | | | Total |
|------------------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| 12:30 PM | 1 | 0 | 0 | 0 | 1 | 0 | 16 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 5 | 22 |
| 12:45 PM | 1 | 3 | 0 | 0 | 4 | 0 | 22 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 5 | 31 |
| 1:00 PM | 1 | 1 | 0 | 0 | 2 | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 5 | 24 |
| 1:15 PM | 0 | 2 | 0 | 0 | 2 | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 22 |
| Total Volume | 3 | 6 | 0 | 0 | 9 | 0 | 72 | 0 | 0 | 72 | 0 | 0 | 0 | 0 | 0 | 10 | 8 | 0 | 0 | 18 | 99 |
| % Approach Total | 33.3 | 66.7 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 55.6 | 44.4 | 0.0 | 0.0 | | |
| PHF | 0.750 | 0.500 | 0.000 | 0.000 | 0.563 | 0.000 | 0.818 | 0.000 | 0.000 | 0.818 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.833 | 0.667 | 0.000 | 0.000 | 0.900 | 0.798 |
| Entering Leg | 3 | 6 | 0 | 0 | 9 | 0 | 72 | 0 | 0 | 72 | 0 | 0 | 0 | 0 | 0 | 10 | 8 | 0 | 0 | 18 | 99 |
| Exiting Leg | 0 | | | | | 8 | | | | | 16 | | | | | 75 | | | | | 99 |
| Total | 9 | | | | | 80 | | | | | 16 | | | | | 93 | | | | | 198 |

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

| | D Street-SB | | | | | Congress Street | | | | | D Street-SB | | | | | Congress Street | | | | | Total |
|------------------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| 2:00 PM | 1 | 3 | 0 | 0 | 4 | 0 | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 19 |
| 2:15 PM | 0 | 1 | 0 | 0 | 1 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 11 |
| 2:45 PM | 0 | 1 | 1 | 0 | 2 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| Total Volume | 1 | 5 | 1 | 0 | 7 | 0 | 47 | 0 | 0 | 47 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 57 |
| % Approach Total | 14.3 | 71.4 | 14.3 | 0.0 | | 0.0 | 100.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 66.7 | 33.3 | 0.0 | 0.0 | | |
| PHF | 0.250 | 0.417 | 0.250 | 0.000 | 0.438 | 0.000 | 0.839 | 0.000 | 0.000 | 0.839 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.250 | 0.000 | 0.000 | 0.375 | 0.750 |
| Entering Leg | 1 | 5 | 1 | 0 | 7 | 0 | 47 | 0 | 0 | 47 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 57 |
| Exiting Leg | 0 | | | | | 2 | | | | | 7 | | | | | 48 | | | | | 57 |
| Total | 7 | | | | | 49 | | | | | 7 | | | | | 51 | | | | | 114 |

PDI File #: 196872 D
 Location: N: D Street-SB S: D Street-SB
 Location: E: Congress Street W: Congress Street
 City, State: Boston, MA
 Client: Nitsch/ B. Zimolka
 Site Code: TBA
 Count Date: Thursday, April 11, 2019
 Start Time: 7:00 AM
 End Time: 6:00 PM
 Class:



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

Bicycles (on Roadway and Crosswalks)

| | D Street-SB | | | | | | | | Congress Street | | | | | | | | D Street-SB | | | | | | | | Congress Street | | | | | | | | Total |
|-------------|-------------|------|------|--------|-------|-------|-------|---|-----------------|------|------|--------|-------|-------|-------|---|-------------|------|------|--------|-------|-------|-------|---|-----------------|------|------|--------|-------|-------|-------|--|-------|
| | from North | | | | | | | | from East | | | | | | | | from South | | | | | | | | from West | | | | | | | | |
| | Right | Thru | Left | U-Turn | CW-EB | CW-WB | Total | | Right | Thru | Left | U-Turn | CW-SB | CW-NB | Total | | Right | Thru | Left | U-Turn | CW-WB | CW-EB | Total | | Right | Thru | Left | U-Turn | CW-NB | CW-SB | Total | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | | |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | | | |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | | | |
| Total | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 8 | | |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | | |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | | | |
| Total | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 3 | | |
| 9:00 AM | 0 | 1 | 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 | | |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | | |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | | |
| Total | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | | |
| 10:00 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 | | |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | | |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | | |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 3 | | |
| 11:00 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 | | |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | | |
| 11:30 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 | | |
| 11:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | | |
| Total | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | | |
| 12:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| 12:15 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 | | |
| 12:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| 12:45 PM | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | | |
| Total | 3 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | | |
| 1:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | | |
| 1:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | | |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| 1:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| Total | 1 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 7 | | |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| 2:15 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 | | |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| 2:45 PM | 1 | 2 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 3 | 7 | | | |
| Total | 1 | 2 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 3 | 9 | | | |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | | | |
| 3:15 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 | | |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | | | |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 4 | | | |
| 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 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 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 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | 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 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 2 | | |
| Total | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 8 | | | | |
| 5:00 PM | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 5 | | | |
| 5:15 PM | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | | | |
| 5:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 3 | | | |
| 5:45 PM | 0 | 2 | 0 | 0 | 1 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 6 | | | |
| Total | 1 | 6 | 0 | 0 | 1 | 0 | 8 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 6 | 17 | | | |
| Grand Total | 6 | 13 | 0 | 0 | 2 | 2 | 23 | 0 | 16 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 1 | 0 | 2 | 0 | 3 | 12 | 9 | 0 | 0 | 1 | 7 | 29 | 71 | | | | |

PDI File #: 196872 D
 Location: N: D Street-SB S: D Street-SB
 Location: E: Congress Street W: Congress Street
 City, State: Boston, MA
 Client: Nitsch/ B. Zimolka
 Site Code: TBA
 Count Date: Thursday, April 11, 2019
 Start Time: 7:00 AM
 End Time: 6:00 PM
 Class:



Bicycles (on Roadway and Crosswalks)

| | D Street-SB | | | | | | | Congress Street | | | | | | | D Street-SB | | | | | | | Congress Street | | | | | | | Total |
|-------------------|-------------|------|------|--------|-------|-------|-------|-----------------|------|------|--------|-------|-------|-------|-------------|------|------|--------|-------|-------|-------|-----------------|------|------|--------|-------|-------|-------|-------|
| | from North | | | | | | | from East | | | | | | | from South | | | | | | | from West | | | | | | | |
| | Right | Thru | Left | U-Turn | CW-EB | CW-WB | Total | Right | Thru | Left | U-Turn | CW-SB | CW-NB | Total | Right | Thru | Left | U-Turn | CW-WB | CW-EB | Total | Right | Thru | Left | U-Turn | CW-NB | CW-SB | Total | |
| Approach % | 26.1 | 56.5 | 0.0 | 0.0 | 8.7 | 8.7 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33.3 | 0.0 | 66.7 | 0.0 | 41.4 | 31.0 | 0.0 | 0.0 | 3.4 | 24.1 | | | | | |
| Total % | 8.5 | 18.3 | 0.0 | 0.0 | 2.8 | 2.8 | 32.4 | 0.0 | 22.5 | 0.0 | 0.0 | 0.0 | 0.0 | 22.5 | 0.0 | 0.0 | 1.4 | 0.0 | 2.8 | 0.0 | 4.2 | 16.9 | 12.7 | 0.0 | 0.0 | 1.4 | 9.9 | 40.8 | |
| Exiting Leg Total | 4 | | | | | | | 9 | | | | | | | 27 | | | | | | | 31 | | | | | | | 71 |

AM Peak Hour Analysis from 07:00 AM to 10:00 AM begins at:

| | D Street-SB | | | | | | | Congress Street | | | | | | | D Street-SB | | | | | | | Congress Street | | | | | | | Total |
|------------------|-------------|-------|-------|--------|-------|-------|-------|-----------------|-------|-------|--------|-------|-------|-------|-------------|-------|-------|--------|-------|-------|-------|-----------------|-------|-------|--------|-------|-------|-------|-------|
| | from North | | | | | | | from East | | | | | | | from South | | | | | | | from West | | | | | | | |
| | Right | Thru | Left | U-Turn | CW-EB | CW-WB | Total | Right | Thru | Left | U-Turn | CW-SB | CW-NB | Total | Right | Thru | Left | U-Turn | CW-WB | CW-EB | Total | Right | Thru | Left | U-Turn | CW-NB | CW-SB | Total | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | | |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.250 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | | |
| Entering Leg | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | | |
| Exiting Leg | 1 | | | | | | | 2 | | | | | | | 0 | | | | | | | 5 | | | | | | | |
| Total | 2 | | | | | | | 6 | | | | | | | 1 | | | | | | | 7 | | | | | | | 16 |

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

| | D Street-SB | | | | | | | Congress Street | | | | | | | D Street-SB | | | | | | | Congress Street | | | | | | | Total |
|------------------|-------------|-------|-------|--------|-------|-------|-------|-----------------|-------|-------|--------|-------|-------|-------|-------------|-------|-------|--------|-------|-------|-------|-----------------|-------|-------|--------|-------|-------|-------|-------|
| | from North | | | | | | | from East | | | | | | | from South | | | | | | | from West | | | | | | | |
| | Right | Thru | Left | U-Turn | CW-EB | CW-WB | Total | Right | Thru | Left | U-Turn | CW-SB | CW-NB | Total | Right | Thru | Left | U-Turn | CW-WB | CW-EB | Total | Right | Thru | Left | U-Turn | CW-NB | CW-SB | Total | |
| 12:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:45 PM | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | |
| 1:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | |
| Total Volume | 4 | 1 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 3 | |
| % Approach Total | 80.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33.3 | 66.7 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | |
| PHF | 0.500 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.625 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.375 | | |
| Entering Leg | 4 | 1 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 3 | |
| Exiting Leg | 0 | | | | | | | 2 | | | | | | | 2 | | | | | | | 4 | | | | | | | |
| Total | 5 | | | | | | | 2 | | | | | | | 2 | | | | | | | 7 | | | | | | | 16 |

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

| | D Street-SB | | | | | | | Congress Street | | | | | | | D Street-SB | | | | | | | Congress Street | | | | | | | Total |
|------------------|-------------|-------|-------|--------|-------|-------|-------|-----------------|-------|-------|--------|-------|-------|-------|-------------|-------|-------|--------|-------|-------|-------|-----------------|-------|-------|--------|-------|-------|-------|-------|
| | from North | | | | | | | from East | | | | | | | from South | | | | | | | from West | | | | | | | |
| | Right | Thru | Left | U-Turn | CW-EB | CW-WB | Total | Right | Thru | Left | U-Turn | CW-SB | CW-NB | Total | Right | Thru | Left | U-Turn | CW-WB | CW-EB | Total | Right | Thru | Left | U-Turn | CW-NB | CW-SB | Total | |
| 5:00 PM | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 5:15 PM | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 5:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 5:45 PM | 0 | 2 | 0 | 0 | 1 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | |
| Total Volume | 1 | 6 | 0 | 0 | 1 | 0 | 8 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | |
| % Approach Total | 12.5 | 75.0 | 0.0 | 0.0 | 12.5 | 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 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | | | | | |
| PHF | 0.250 | 0.750 | 0.000 | 0.000 | 0.250 | 0.000 | 0.667 | 0.000 | 0.750 | 0.000 | 0.000 | 0.000 | 0.750 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.750 | 0.000 | 0.000 | 0.000 | 0.000 | 0.750 | 0.750 | | |
| Entering Leg | 1 | 6 | 0 | 0 | 1 | 0 | 8 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | | |
| Exiting Leg | 1 | | | | | | | 0 | | | | | | | 9 | | | | | | | 7 | | | | | | | |
| Total | 9 | | | | | | | 3 | | | | | | | 9 | | | | | | | 13 | | | | | | | 34 |

PDI File #: 196872 D
 Location: N: D Street-SB S: D Street-SB
 Location: E: Congress Street W: Congress Street
 City, State: Boston, MA
 Client: Nitsch/ B. Zimolka
 Site Code: TBA
 Count Date: Thursday, April 11, 2019
 Start Time: 7:00 AM
 End Time: 6:00 PM
 Class:



Pedestrians

| | D Street-SB | | | | | | | | Congress Street | | | | | | | | D Street-SB | | | | | | | | Congress Street | | | | | | | | Total |
|-------------|-------------|------|------|--------|-------|-------|-------|--|-----------------|------|------|--------|-------|-------|-------|---|-------------|------|------|--------|-------|-------|-------|---|-----------------|------|------|--------|-------|-------|-------|------|-------|
| | from North | | | | | | | | from East | | | | | | | | from South | | | | | | | | from West | | | | | | | | |
| | Right | Thru | Left | U-Turn | CW-EB | CW-WB | Total | | Right | Thru | Left | U-Turn | CW-SB | CW-NB | Total | | Right | Thru | Left | U-Turn | CW-WB | CW-EB | Total | | Right | Thru | Left | U-Turn | CW-NB | CW-SB | Total | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 3 | 9 | 12 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 1 | 2 | 3 | | 0 | 0 | 0 | 0 | 10 | 11 | 21 | 36 | |
| 7:15 AM | 0 | 0 | 0 | 0 | 2 | 11 | 13 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 1 | 1 | 2 | | 0 | 0 | 0 | 0 | 19 | 9 | 28 | 43 | |
| 7:30 AM | 0 | 0 | 0 | 0 | 3 | 7 | 10 | | 0 | 0 | 0 | 0 | 0 | 1 | 1 | | 0 | 0 | 0 | 0 | 2 | 3 | 5 | | 0 | 0 | 0 | 0 | 11 | 6 | 17 | 33 | |
| 7:45 AM | 0 | 0 | 0 | 0 | 6 | 8 | 14 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 1 | 3 | 4 | | 0 | 0 | 0 | 0 | 14 | 6 | 20 | 38 | |
| Total | 0 | 0 | 0 | 0 | 14 | 35 | 49 | | 0 | 0 | 0 | 0 | 0 | 1 | 1 | | 0 | 0 | 0 | 0 | 5 | 9 | 14 | | 0 | 0 | 0 | 0 | 54 | 32 | 86 | 150 | |
| 8:00 AM | 0 | 0 | 0 | 0 | 9 | 33 | 42 | | 0 | 0 | 0 | 0 | 0 | 1 | 1 | | 0 | 0 | 0 | 0 | 5 | 8 | 13 | | 0 | 0 | 0 | 0 | 26 | 6 | 32 | 88 | |
| 8:15 AM | 0 | 0 | 0 | 0 | 2 | 17 | 19 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 2 | 4 | 6 | | 0 | 0 | 0 | 0 | 29 | 4 | 33 | 58 | |
| 8:30 AM | 0 | 0 | 0 | 0 | 3 | 19 | 22 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 8 | 1 | 9 | | 0 | 0 | 0 | 0 | 37 | 6 | 43 | 74 | |
| 8:45 AM | 0 | 0 | 0 | 0 | 2 | 6 | 8 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 5 | 2 | 7 | | 0 | 0 | 0 | 0 | 18 | 6 | 24 | 39 | |
| Total | 0 | 0 | 0 | 0 | 16 | 75 | 91 | | 0 | 0 | 0 | 0 | 0 | 1 | 1 | | 0 | 0 | 0 | 0 | 20 | 15 | 35 | | 0 | 0 | 0 | 0 | 110 | 22 | 132 | 259 | |
| 9:00 AM | 0 | 0 | 0 | 0 | 2 | 11 | 13 | | 0 | 0 | 0 | 0 | 0 | 2 | 2 | | 0 | 0 | 0 | 0 | 5 | 1 | 6 | | 0 | 0 | 0 | 0 | 13 | 10 | 23 | 44 | |
| 9:15 AM | 0 | 0 | 0 | 0 | 3 | 8 | 11 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 7 | 0 | 7 | | 0 | 0 | 0 | 0 | 21 | 1 | 22 | 40 | |
| 9:30 AM | 0 | 0 | 0 | 0 | 6 | 9 | 15 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 1 | 1 | 2 | | 0 | 0 | 0 | 0 | 11 | 9 | 20 | 37 | |
| 9:45 AM | 0 | 0 | 0 | 0 | 1 | 5 | 6 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 3 | 0 | 3 | | 0 | 0 | 0 | 0 | 7 | 6 | 13 | 22 | |
| Total | 0 | 0 | 0 | 0 | 12 | 33 | 45 | | 0 | 0 | 0 | 0 | 0 | 2 | 2 | | 0 | 0 | 0 | 0 | 16 | 2 | 18 | | 0 | 0 | 0 | 0 | 52 | 26 | 78 | 143 | |
| 10:00 AM | 0 | 0 | 0 | 0 | 1 | 4 | 5 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 1 | 3 | 4 | | 0 | 0 | 0 | 0 | 11 | 10 | 21 | 30 | |
| 10:15 AM | 0 | 0 | 0 | 0 | 4 | 7 | 11 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 4 | 1 | 5 | | 0 | 0 | 0 | 0 | 12 | 12 | 24 | 40 | |
| 10:30 AM | 0 | 0 | 0 | 0 | 2 | 8 | 10 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 1 | 1 | | 0 | 0 | 0 | 0 | 10 | 4 | 14 | 25 | |
| 10:45 AM | 0 | 0 | 0 | 0 | 8 | 4 | 12 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 1 | 0 | 1 | | 0 | 0 | 0 | 0 | 7 | 2 | 9 | 22 | |
| Total | 0 | 0 | 0 | 0 | 15 | 23 | 38 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 6 | 5 | 11 | | 0 | 0 | 0 | 0 | 40 | 28 | 68 | 117 | |
| 11:00 AM | 0 | 0 | 0 | 0 | 2 | 4 | 6 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 3 | 0 | 3 | | 0 | 0 | 0 | 0 | 10 | 12 | 22 | 31 | |
| 11:15 AM | 0 | 0 | 0 | 0 | 11 | 4 | 15 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 1 | 1 | | 0 | 0 | 0 | 0 | 12 | 7 | 19 | 35 | |
| 11:30 AM | 0 | 0 | 0 | 0 | 5 | 4 | 9 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 7 | 4 | 11 | | 0 | 0 | 0 | 0 | 21 | 13 | 34 | 54 | |
| 11:45 AM | 0 | 0 | 0 | 0 | 8 | 11 | 19 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 3 | 1 | 4 | | 0 | 0 | 0 | 0 | 9 | 14 | 23 | 46 | |
| Total | 0 | 0 | 0 | 0 | 26 | 23 | 49 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 13 | 6 | 19 | | 0 | 0 | 0 | 0 | 52 | 46 | 98 | 166 | |
| 12:00 PM | 0 | 0 | 0 | 0 | 24 | 7 | 31 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 5 | 2 | 7 | | 0 | 0 | 0 | 0 | 22 | 4 | 26 | 64 | |
| 12:15 PM | 0 | 0 | 0 | 0 | 11 | 13 | 24 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 2 | 3 | 5 | | 0 | 0 | 0 | 0 | 12 | 14 | 26 | 55 | |
| 12:30 PM | 0 | 0 | 0 | 0 | 9 | 21 | 30 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 3 | 3 | | 0 | 0 | 0 | 0 | 12 | 22 | 34 | 67 | |
| 12:45 PM | 0 | 0 | 0 | 0 | 13 | 9 | 22 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 8 | 5 | 13 | | 0 | 0 | 0 | 0 | 21 | 15 | 36 | 71 | |
| Total | 0 | 0 | 0 | 0 | 57 | 50 | 107 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 15 | 13 | 28 | | 0 | 0 | 0 | 0 | 67 | 55 | 122 | 257 | |
| 1:00 PM | 0 | 0 | 0 | 0 | 6 | 9 | 15 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 1 | 5 | 6 | | 0 | 0 | 0 | 0 | 12 | 14 | 26 | 47 | |
| 1:15 PM | 0 | 0 | 0 | 0 | 10 | 6 | 16 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 2 | 4 | 6 | | 0 | 0 | 0 | 0 | 21 | 17 | 38 | 60 | |
| 1:30 PM | 0 | 0 | 0 | 0 | 10 | 11 | 21 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 4 | 1 | 5 | | 0 | 0 | 0 | 0 | 3 | 25 | 28 | 54 | |
| 1:45 PM | 0 | 0 | 0 | 0 | 4 | 5 | 9 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 9 | 5 | 14 | | 0 | 0 | 0 | 0 | 14 | 11 | 25 | 48 | |
| Total | 0 | 0 | 0 | 0 | 30 | 31 | 61 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 16 | 15 | 31 | | 0 | 0 | 0 | 0 | 50 | 67 | 117 | 209 | |
| 2:00 PM | 0 | 0 | 0 | 0 | 3 | 3 | 6 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 4 | 2 | 6 | | 0 | 0 | 0 | 0 | 11 | 10 | 21 | 33 | |
| 2:15 PM | 0 | 0 | 0 | 0 | 11 | 12 | 23 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 2 | 3 | 5 | | 0 | 0 | 0 | 0 | 8 | 20 | 28 | 56 | |
| 2:30 PM | 0 | 0 | 0 | 0 | 7 | 6 | 13 | | 0 | 0 | 0 | 0 | 0 | 1 | 1 | | 0 | 0 | 0 | 0 | 0 | 6 | 6 | | 0 | 0 | 0 | 0 | 10 | 15 | 25 | 45 | |
| 2:45 PM | 0 | 0 | 0 | 0 | 6 | 8 | 14 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 3 | 6 | 9 | | 0 | 0 | 0 | 0 | 7 | 18 | 25 | 48 | |
| Total | 0 | 0 | 0 | 0 | 27 | 29 | 56 | | 0 | 0 | 0 | 0 | 0 | 1 | 1 | | 0 | 0 | 0 | 0 | 9 | 17 | 26 | | 0 | 0 | 0 | 0 | 36 | 63 | 99 | 182 | |
| 3:00 PM | 0 | 0 | 0 | 0 | 9 | 7 | 16 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 2 | 3 | 5 | | 0 | 0 | 0 | 0 | 5 | 17 | 22 | 43 | |
| 3:15 PM | 0 | 0 | 0 | 0 | 10 | 7 | 17 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 7 | 4 | 11 | | 0 | 0 | 0 | 0 | 8 | 6 | 14 | 42 | |
| 3:30 PM | 0 | 0 | 0 | 0 | 7 | 13 | 20 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 3 | 2 | 5 | | 0 | 0 | 0 | 0 | 16 | 13 | 29 | 54 | |
| 3:45 PM | 0 | 0 | 0 | 0 | 7 | 3 | 10 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 1 | 1 | 2 | | 0 | 0 | 0 | 0 | 3 | 7 | 10 | 22 | |
| Total | 0 | 0 | 0 | 0 | 33 | 30 | 63 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 13 | 10 | 23 | | 0 | 0 | 0 | 0 | 32 | 43 | 75 | 161 | |
| 4:00 PM | 0 | 0 | 0 | 0 | 13 | 3 | 16 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 2 | 3 | 5 | | 0 | 0 | 0 | 0 | 8 | 13 | 21 | 42 | |
| 4:15 PM | 0 | 0 | 0 | 0 | 11 | 9 | 20 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 7 | 6 | 13 | | 0 | 0 | 0 | 0 | 13 | 14 | 27 | 60 | |
| 4:30 PM | 0 | 0 | 0 | 0 | 12 | 10 | 22 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 4 | 1 | 5 | | 0 | 0 | 0 | 0 | 10 | 14 | 24 | 51 | |
| 4:45 PM | 0 | 0 | 0 | 0 | 12 | 3 | 15 | | 0 | 0 | 0 | 0 | 2 | 2 | | 0 | 0 | 0 | 0 | 4 | 4 | 8 | | 0 | 0 | 0 | 0 | 10 | 14 | 24 | 49 | | |
| Total | 0 | 0 | 0 | 0 | 48 | 25 | 73 | | 0 | 0 | 0 | 0 | 2 | 2 | | 0 | 0 | 0 | 0 | 17 | 14 | 31 | | 0 | 0 | 0 | 0 | 41 | 55 | 96 | 202 | | |
| 5:00 PM | 0 | 0 | 0 | 0 | 13 | 14 | 27 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 2 | 2 | 4 | | 0 | 0 | 0 | 0 | 5 | 27 | 32 | 63 | |
| 5:15 PM | 0 | 0 | 0 | 0 | 20 | 10 | 30 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 4 | 7 | 11 | | 0 | 0 | 0 | 0 | 11 | 19 | 30 | 71 | |
| 5:30 PM | 0 | 0 | 0 | 0 | 24 | 10 | 34 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 1 | 6 | 7 | | 0 | 0 | 0 | 0 | 10 | 28 | 38 | 79 | |
| 5:45 PM | 0 | 0 | 0 | 0 | 26 | 6 | 32 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 7 | 3 | 10 | | 0 | 0 | 0 | 0 | 23 | 17 | 40 | 82 | |
| Total | 0 | 0 | 0 | 0 | 83 | 40 | 123 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 14 | 18 | 32 | | 0 | 0 | 0 | 0 | 49 | 91 | 140 | 295 | |
| Grand Total | 0 | 0 | 0 | 0 | 361 | 394 | 755 | | 0 | 0 | 0 | 0 | 2 | 5 | 7 | | 0 | 0 | 0 | 0 | 144 | 124 | 268 | | 0 | 0 | 0 | 0 | 583 | 528 | 1111 | 2141 | |

PDI File #: 196872 D
 Location: N: D Street-SB S: D Street-SB
 Location: E: Congress Street W: Congress Street
 City, State: Boston, MA
 Client: Nitsch/ B. Zimolka
 Site Code: TBA
 Count Date: Thursday, April 11, 2019
 Start Time: 7:00 AM
 End Time: 6:00 PM
 Class:



Pedestrians

| | D Street-SB | | | | | | | Congress Street | | | | | | | D Street-SB | | | | | | | Congress Street | | | | | | | Total | | | | | |
|-------------------|-------------|------|------|--------|-------|-------|-------|-----------------|------|------|--------|-------|-------|-------|-------------|------|------|--------|-------|-------|-------|-----------------|------|------|--------|-------|-------|-------|-------|--|--|--|--|--|
| | from North | | | | | | | from East | | | | | | | from South | | | | | | | from West | | | | | | | | | | | | |
| | Right | Thru | Left | U-Turn | CW-EB | CW-WB | Total | Right | Thru | Left | U-Turn | CW-SB | CW-NB | Total | Right | Thru | Left | U-Turn | CW-WB | CW-EB | Total | Right | Thru | Left | U-Turn | CW-NB | CW-SB | Total | | | | | | |
| Approach % | 0 | 0 | 0 | 0 | 47.8 | 52.2 | 0 | 0 | 0 | 0 | 28.6 | 71.4 | 0 | 0 | 0 | 0 | 53.7 | 46.3 | 0 | 0 | 0 | 0 | 52.5 | 47.5 | | | | | | | | | | |
| Total % | 0 | 0 | 0 | 0 | 16.9 | 18.4 | 35.3 | 0 | 0 | 0 | 0 | 0.09 | 0.23 | 0.33 | 0 | 0 | 0 | 0 | 6.73 | 5.79 | 12.5 | 0 | 0 | 0 | 0 | 27.2 | 24.7 | 51.9 | | | | | | |
| Exiting Leg Total | 755 | | | | | | | 7 | | | | | | | 268 | | | | | | | 1111 | | | | | | | 2141 | | | | | |

AM Peak Hour Analysis from 07:00 AM to 10:00 AM begins at:

| | D Street-SB | | | | | | | Congress Street | | | | | | | D Street-SB | | | | | | | Congress Street | | | | | | | Total |
|------------------|-------------|-------|-------|--------|-------|-------|-------|-----------------|-------|-------|--------|-------|-------|-------|-------------|-------|-------|--------|-------|-------|-------|-----------------|-------|-------|--------|-------|-------|-------|-------|
| | from North | | | | | | | from East | | | | | | | from South | | | | | | | from West | | | | | | | |
| | Right | Thru | Left | U-Turn | CW-EB | CW-WB | Total | Right | Thru | Left | U-Turn | CW-SB | CW-NB | Total | Right | Thru | Left | U-Turn | CW-WB | CW-EB | Total | Right | Thru | Left | U-Turn | CW-NB | CW-SB | Total | |
| 8:00 AM | 0 | 0 | 0 | 0 | 9 | 33 | 42 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 5 | 8 | 13 | 0 | 0 | 0 | 0 | 26 | 6 | 32 | 88 |
| 8:15 AM | 0 | 0 | 0 | 0 | 2 | 17 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 6 | 0 | 0 | 0 | 0 | 29 | 4 | 33 | 58 |
| 8:30 AM | 0 | 0 | 0 | 0 | 3 | 19 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 9 | 0 | 0 | 0 | 0 | 37 | 6 | 43 | 74 |
| 8:45 AM | 0 | 0 | 0 | 0 | 2 | 6 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 7 | 0 | 0 | 0 | 0 | 18 | 6 | 24 | 39 |
| Total Volume | 0 | 0 | 0 | 0 | 16 | 75 | 91 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 20 | 15 | 35 | 0 | 0 | 0 | 0 | 110 | 22 | 132 | 259 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 17.6 | 82.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 57.1 | 42.9 | 0.0 | 0.0 | 0.0 | 0.0 | 83.3 | 16.7 | | | | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.444 | 0.568 | 0.542 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.625 | 0.469 | 0.673 | 0.000 | 0.000 | 0.000 | 0.000 | 0.743 | 0.917 | 0.767 | 0.736 |
| Entering Leg | 0 | 0 | 0 | 0 | 16 | 75 | 91 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 20 | 15 | 35 | 0 | 0 | 0 | 0 | 110 | 22 | 132 | 259 |
| Exiting Leg | 91 | | | | | | | 1 | | | | | | | 35 | | | | | | | 132 | | | | | | | 259 |
| Total | 182 | | | | | | | 2 | | | | | | | 70 | | | | | | | 264 | | | | | | | 518 |

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

| | D Street-SB | | | | | | | Congress Street | | | | | | | D Street-SB | | | | | | | Congress Street | | | | | | | Total |
|------------------|-------------|-------|-------|--------|-------|-------|-------|-----------------|-------|-------|--------|-------|-------|-------|-------------|-------|-------|--------|-------|-------|-------|-----------------|-------|-------|--------|-------|-------|-------|-------|
| | from North | | | | | | | from East | | | | | | | from South | | | | | | | from West | | | | | | | |
| | Right | Thru | Left | U-Turn | CW-EB | CW-WB | Total | Right | Thru | Left | U-Turn | CW-SB | CW-NB | Total | Right | Thru | Left | U-Turn | CW-WB | CW-EB | Total | Right | Thru | Left | U-Turn | CW-NB | CW-SB | Total | |
| 12:00 PM | 0 | 0 | 0 | 0 | 24 | 7 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 7 | 0 | 0 | 0 | 0 | 22 | 4 | 26 | 64 |
| 12:15 PM | 0 | 0 | 0 | 0 | 11 | 13 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 5 | 0 | 0 | 0 | 0 | 12 | 14 | 26 | 55 |
| 12:30 PM | 0 | 0 | 0 | 0 | 9 | 21 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 12 | 22 | 34 | 67 |
| 12:45 PM | 0 | 0 | 0 | 0 | 13 | 9 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 5 | 13 | 0 | 0 | 0 | 0 | 21 | 15 | 36 | 71 |
| Total Volume | 0 | 0 | 0 | 0 | 57 | 50 | 107 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 13 | 28 | 0 | 0 | 0 | 0 | 67 | 55 | 122 | 257 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 53.3 | 46.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 53.6 | 46.4 | 0.0 | 0.0 | 0.0 | 0.0 | 54.9 | 45.1 | | | | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.594 | 0.595 | 0.863 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.469 | 0.650 | 0.538 | 0.000 | 0.000 | 0.000 | 0.000 | 0.761 | 0.625 | 0.847 | 0.905 | |
| Entering Leg | 0 | 0 | 0 | 0 | 57 | 50 | 107 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 13 | 28 | 0 | 0 | 0 | 0 | 67 | 55 | 122 | 257 |
| Exiting Leg | 107 | | | | | | | 0 | | | | | | | 28 | | | | | | | 122 | | | | | | | 257 |
| Total | 214 | | | | | | | 0 | | | | | | | 56 | | | | | | | 244 | | | | | | | 514 |

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

| | D Street-SB | | | | | | | Congress Street | | | | | | | D Street-SB | | | | | | | Congress Street | | | | | | | Total |
|------------------|-------------|-------|-------|--------|-------|-------|-------|-----------------|-------|-------|--------|-------|-------|-------|-------------|-------|-------|--------|-------|-------|-------|-----------------|-------|-------|--------|-------|-------|-------|-------|
| | from North | | | | | | | from East | | | | | | | from South | | | | | | | from West | | | | | | | |
| | Right | Thru | Left | U-Turn | CW-EB | CW-WB | Total | Right | Thru | Left | U-Turn | CW-SB | CW-NB | Total | Right | Thru | Left | U-Turn | CW-WB | CW-EB | Total | Right | Thru | Left | U-Turn | CW-NB | CW-SB | Total | |
| 5:00 PM | 0 | 0 | 0 | 0 | 13 | 14 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 5 | 27 | 32 | 63 |
| 5:15 PM | 0 | 0 | 0 | 0 | 20 | 10 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 7 | 11 | 0 | 0 | 0 | 0 | 11 | 19 | 30 | 71 |
| 5:30 PM | 0 | 0 | 0 | 0 | 24 | 10 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 7 | 0 | 0 | 0 | 0 | 10 | 28 | 38 | 79 |
| 5:45 PM | 0 | 0 | 0 | 0 | 26 | 6 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 3 | 10 | 0 | 0 | 0 | 0 | 23 | 17 | 40 | 82 |
| Total Volume | 0 | 0 | 0 | 0 | 83 | 40 | 123 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 18 | 32 | 0 | 0 | 0 | 0 | 49 | 91 | 140 | 295 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 67.5 | 32.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 43.8 | 56.3 | 0.0 | 0.0 | 0.0 | 0.0 | 35.0 | 65.0 | | | | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.798 | 0.714 | 0.904 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.643 | 0.727 | 0.000 | 0.000 | 0.000 | 0.000 | 0.533 | 0.813 | 0.875 | 0.899 | |
| Entering Leg | 0 | 0 | 0 | 0 | 83 | 40 | 123 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 18 | 32 | 0 | 0 | 0 | 0 | 49 | 91 | 140 | 295 |
| Exiting Leg | 123 | | | | | | | 0 | | | | | | | 32 | | | | | | | 140 | | | | | | | 295 |
| Total | 246 | | | | | | | 0 | | | | | | | 64 | | | | | | | 280 | | | | | | | 590 |

PDI File #: **196872 E**
 Location: **N: D Street-NB S: D Street-NB**
 Location: **E: Congress Street W: Congress Street**
 City, State: **Boston, MA**
 Client: **Nitsch/ B. Zimolka**
 Site Code: **TBA**
 Count Date: **Thursday, April 11, 2019**
 Start Time: **7:00 AM**
 End Time: **6:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

| | D Street-NB | | | | | Congress Street | | | | | D Street-NB | | | | | Congress Street | | | | | Total |
|-------------|-------------|-------|------|--------|-------|-----------------|------|------|--------|-------|-------------|------|------|--------|-------|-----------------|------|------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 4 | 21 | 0 | 0 | 25 | 4 | 16 | 79 | 0 | 99 | 0 | 26 | 24 | 0 | 50 | 174 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 8 | 19 | 0 | 0 | 27 | 3 | 26 | 111 | 0 | 140 | 0 | 40 | 14 | 0 | 54 | 221 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 11 | 22 | 0 | 0 | 33 | 5 | 27 | 108 | 0 | 140 | 0 | 38 | 15 | 0 | 53 | 226 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 8 | 19 | 0 | 0 | 27 | 5 | 20 | 86 | 0 | 111 | 0 | 37 | 14 | 0 | 51 | 189 |
| Total | 0 | 0 | 0 | 0 | 0 | 31 | 81 | 0 | 0 | 112 | 17 | 89 | 384 | 0 | 490 | 0 | 141 | 67 | 0 | 208 | 810 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 3 | 22 | 0 | 0 | 25 | 7 | 21 | 115 | 0 | 143 | 0 | 53 | 19 | 0 | 72 | 240 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 8 | 27 | 0 | 1 | 36 | 8 | 21 | 97 | 0 | 126 | 0 | 44 | 24 | 0 | 68 | 230 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 4 | 21 | 0 | 0 | 25 | 3 | 42 | 120 | 0 | 165 | 0 | 52 | 10 | 0 | 62 | 252 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 6 | 13 | 0 | 0 | 19 | 6 | 42 | 86 | 0 | 134 | 0 | 49 | 19 | 0 | 68 | 221 |
| Total | 0 | 0 | 0 | 0 | 0 | 21 | 83 | 0 | 1 | 105 | 24 | 126 | 418 | 0 | 568 | 0 | 198 | 72 | 0 | 270 | 943 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 5 | 27 | 0 | 0 | 32 | 3 | 33 | 68 | 0 | 104 | 0 | 53 | 10 | 0 | 63 | 199 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 6 | 15 | 0 | 0 | 21 | 5 | 42 | 100 | 0 | 147 | 0 | 40 | 22 | 0 | 62 | 230 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 9 | 26 | 0 | 0 | 35 | 3 | 22 | 69 | 0 | 94 | 0 | 33 | 21 | 0 | 54 | 183 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 11 | 27 | 0 | 0 | 38 | 6 | 22 | 71 | 0 | 99 | 0 | 46 | 16 | 0 | 62 | 199 |
| Total | 0 | 0 | 0 | 0 | 0 | 31 | 95 | 0 | 0 | 126 | 17 | 119 | 308 | 0 | 444 | 0 | 172 | 69 | 0 | 241 | 811 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 6 | 18 | 0 | 1 | 25 | 5 | 27 | 72 | 0 | 104 | 0 | 38 | 15 | 0 | 53 | 182 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 23 | 0 | 0 | 24 | 2 | 26 | 57 | 0 | 85 | 0 | 43 | 15 | 0 | 58 | 167 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 7 | 22 | 0 | 0 | 29 | 9 | 29 | 66 | 0 | 104 | 0 | 31 | 9 | 0 | 40 | 173 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 8 | 19 | 0 | 0 | 27 | 3 | 21 | 56 | 0 | 80 | 0 | 27 | 23 | 0 | 50 | 157 |
| Total | 0 | 0 | 0 | 0 | 0 | 22 | 82 | 0 | 1 | 105 | 19 | 103 | 251 | 0 | 373 | 0 | 139 | 62 | 0 | 201 | 679 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 9 | 19 | 0 | 0 | 28 | 2 | 20 | 66 | 0 | 88 | 0 | 45 | 20 | 0 | 65 | 181 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 8 | 23 | 0 | 0 | 31 | 4 | 18 | 85 | 0 | 107 | 0 | 34 | 18 | 0 | 52 | 190 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 6 | 27 | 0 | 0 | 33 | 2 | 30 | 78 | 0 | 110 | 0 | 34 | 18 | 0 | 52 | 195 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 8 | 21 | 0 | 0 | 29 | 4 | 26 | 45 | 0 | 75 | 0 | 31 | 15 | 0 | 46 | 150 |
| Total | 0 | 0 | 0 | 0 | 0 | 31 | 90 | 0 | 0 | 121 | 12 | 94 | 274 | 0 | 380 | 0 | 144 | 71 | 0 | 215 | 716 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 2 | 27 | 0 | 0 | 29 | 5 | 35 | 69 | 0 | 109 | 0 | 37 | 16 | 0 | 53 | 191 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 5 | 34 | 0 | 1 | 40 | 7 | 22 | 64 | 0 | 93 | 0 | 35 | 18 | 0 | 53 | 186 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 26 | 0 | 0 | 27 | 7 | 24 | 72 | 0 | 103 | 0 | 27 | 11 | 0 | 38 | 168 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 5 | 31 | 0 | 0 | 36 | 6 | 12 | 83 | 0 | 101 | 0 | 31 | 18 | 0 | 49 | 186 |
| Total | 0 | 0 | 0 | 0 | 0 | 13 | 118 | 0 | 1 | 132 | 25 | 93 | 288 | 0 | 406 | 0 | 130 | 63 | 0 | 193 | 731 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 2 | 25 | 0 | 0 | 27 | 2 | 21 | 74 | 0 | 97 | 0 | 31 | 18 | 0 | 49 | 173 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 4 | 28 | 0 | 0 | 32 | 5 | 14 | 84 | 0 | 103 | 0 | 23 | 20 | 0 | 43 | 178 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 5 | 28 | 0 | 1 | 34 | 4 | 13 | 71 | 0 | 88 | 0 | 36 | 15 | 0 | 51 | 173 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 5 | 22 | 0 | 0 | 27 | 3 | 19 | 73 | 0 | 95 | 0 | 36 | 28 | 0 | 64 | 186 |
| Total | 0 | 0 | 0 | 0 | 0 | 16 | 103 | 0 | 1 | 120 | 14 | 67 | 302 | 0 | 383 | 0 | 126 | 81 | 0 | 207 | 710 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 8 | 27 | 0 | 0 | 35 | 3 | 27 | 97 | 0 | 127 | 0 | 35 | 20 | 0 | 55 | 217 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 2 | 22 | 0 | 0 | 24 | 3 | 20 | 83 | 0 | 106 | 0 | 27 | 16 | 0 | 43 | 173 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 6 | 22 | 0 | 0 | 28 | 4 | 25 | 88 | 0 | 117 | 0 | 17 | 19 | 0 | 36 | 181 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 5 | 24 | 0 | 0 | 29 | 4 | 21 | 68 | 0 | 93 | 0 | 34 | 13 | 0 | 47 | 169 |
| Total | 0 | 0 | 0 | 0 | 0 | 21 | 95 | 0 | 0 | 116 | 14 | 93 | 336 | 0 | 443 | 0 | 113 | 68 | 0 | 181 | 740 |
| 3:00 PM | 0 | 3 | 0 | 0 | 3 | 5 | 43 | 0 | 0 | 48 | 5 | 7 | 80 | 0 | 92 | 0 | 23 | 17 | 0 | 40 | 183 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 6 | 16 | 0 | 0 | 22 | 5 | 21 | 78 | 0 | 104 | 0 | 28 | 20 | 0 | 48 | 174 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 3 | 27 | 0 | 0 | 30 | 4 | 19 | 71 | 0 | 94 | 0 | 20 | 19 | 0 | 39 | 163 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 4 | 27 | 0 | 0 | 31 | 4 | 25 | 68 | 0 | 97 | 0 | 31 | 16 | 0 | 47 | 175 |
| Total | 0 | 3 | 0 | 0 | 3 | 18 | 113 | 0 | 0 | 131 | 18 | 72 | 297 | 0 | 387 | 0 | 102 | 72 | 0 | 174 | 695 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 6 | 31 | 0 | 0 | 37 | 4 | 28 | 58 | 0 | 90 | 0 | 32 | 18 | 0 | 50 | 177 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 7 | 30 | 0 | 0 | 37 | 2 | 25 | 73 | 0 | 100 | 0 | 33 | 18 | 0 | 51 | 188 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 5 | 36 | 0 | 0 | 41 | 4 | 25 | 77 | 0 | 106 | 0 | 32 | 18 | 0 | 50 | 197 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 8 | 37 | 0 | 0 | 45 | 6 | 42 | 74 | 0 | 122 | 0 | 33 | 10 | 0 | 43 | 210 |
| Total | 0 | 0 | 0 | 0 | 0 | 26 | 134 | 0 | 0 | 160 | 16 | 120 | 282 | 0 | 418 | 0 | 130 | 64 | 0 | 194 | 772 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 4 | 45 | 0 | 0 | 49 | 5 | 23 | 81 | 0 | 109 | 0 | 19 | 17 | 0 | 36 | 194 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 4 | 28 | 0 | 0 | 32 | 7 | 36 | 70 | 0 | 113 | 0 | 12 | 24 | 0 | 36 | 181 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 8 | 43 | 0 | 0 | 51 | 8 | 41 | 83 | 1 | 133 | 0 | 24 | 30 | 0 | 54 | 238 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 14 | 28 | 0 | 0 | 42 | 10 | 50 | 65 | 0 | 125 | 0 | 30 | 28 | 0 | 58 | 225 |
| Total | 0 | 0 | 0 | 0 | 0 | 30 | 144 | 0 | 0 | 174 | 30 | 150 | 299 | 1 | 480 | 0 | 85 | 99 | 0 | 184 | 838 |
| Grand Total | 0 | 3 | 0 | 0 | 3 | 260 | 1138 | 0 | 4 | 1402 | 206 | 1126 | 3439 | 1 | 4772 | 0 | 1480 | 788 | 0 | 2268 | 8445 |
| Approach % | 0.0 | 100.0 | 0.0 | 0.0 | | 18.5 | 81.2 | 0.0 | 0.3 | | 4.3 | 23.6 | 72.1 | 0.0 | | 0.0 | 65.3 | 34.7 | 0.0 | | |

PDI File #: **196872 E**
 Location: **N: D Street-NB S: D Street-NB**
 Location: **E: Congress Street W: Congress Street**
 City, State: **Boston, MA**
 Client: **Nitsch/ B. Zimolka**
 Site Code: **TBA**
 Count Date: **Thursday, April 11, 2019**
 Start Time: **7:00 AM**
 End Time: **6:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

| | D Street-NB | | | | | Congress Street | | | | | D Street-NB | | | | | Congress Street | | | | | Total |
|-------------------|-------------|-------|------|--------|-------|-----------------|------|------|--------|-------|-------------|------|------|--------|-------|-----------------|------|------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| Total % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.1 | 13.5 | 0.0 | 0.0 | 16.6 | 2.4 | 13.3 | 40.7 | 0.0 | 56.5 | 0.0 | 17.5 | 9.3 | 0.0 | 26.9 | |
| Exiting Leg Total | 2174 | | | | | 1690 | | | | | 4 | | | | | 4577 | | | | | 8445 |
| Cars | 0 | 3 | 0 | 0 | 3 | 245 | 1049 | 0 | 4 | 1298 | 185 | 1002 | 2831 | 1 | 4019 | 0 | 1206 | 728 | 0 | 1934 | 7254 |
| % Cars | 0.0 | 100.0 | 0.0 | 0.0 | 100.0 | 94.2 | 92.2 | 0.0 | 100.0 | 92.6 | 89.8 | 89.0 | 82.3 | 100.0 | 84.2 | 0.0 | 81.5 | 92.4 | 0.0 | 85.3 | 85.9 |
| Exiting Leg Total | 1975 | | | | | 1395 | | | | | 4 | | | | | 3880 | | | | | 7254 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 15 | 89 | 0 | 0 | 104 | 21 | 124 | 608 | 0 | 753 | 0 | 274 | 60 | 0 | 334 | 1191 |
| % Heavy Vehicles | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.8 | 7.8 | 0.0 | 0.0 | 7.4 | 10.2 | 11.0 | 17.7 | 0.0 | 15.8 | 0.0 | 18.5 | 7.6 | 0.0 | 14.7 | 14.1 |
| Exiting Leg Total | 199 | | | | | 295 | | | | | 0 | | | | | 697 | | | | | 1191 |

AM Peak Hour Analysis from 07:00 AM to 10:00 AM begins at:

| 8:00 AM | D Street-NB | | | | | Congress Street | | | | | D Street-NB | | | | | Congress Street | | | | | Total |
|--------------------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 3 | 22 | 0 | 0 | 25 | 7 | 21 | 115 | 0 | 143 | 0 | 53 | 19 | 0 | 72 | 240 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 8 | 27 | 0 | 1 | 36 | 8 | 21 | 97 | 0 | 126 | 0 | 44 | 24 | 0 | 68 | 230 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 4 | 21 | 0 | 0 | 25 | 3 | 42 | 120 | 0 | 165 | 0 | 52 | 10 | 0 | 62 | 252 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 6 | 13 | 0 | 0 | 19 | 6 | 42 | 86 | 0 | 134 | 0 | 49 | 19 | 0 | 68 | 221 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 21 | 83 | 0 | 1 | 105 | 24 | 126 | 418 | 0 | 568 | 0 | 198 | 72 | 0 | 270 | 943 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 79.0 | 0.0 | 1.0 | 100.0 | 4.2 | 22.2 | 73.6 | 0.0 | 100.0 | 0.0 | 73.3 | 26.7 | 0.0 | 100.0 | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.656 | 0.769 | 0.000 | 0.250 | 0.729 | 0.750 | 0.750 | 0.871 | 0.000 | 0.861 | 0.000 | 0.934 | 0.750 | 0.000 | 0.938 | 0.936 |
| Cars | 0 | 0 | 0 | 0 | 0 | 21 | 80 | 0 | 1 | 102 | 21 | 113 | 337 | 0 | 471 | 0 | 178 | 64 | 0 | 242 | 815 |
| Cars % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 96.4 | 0.0 | 100.0 | 97.1 | 87.5 | 89.7 | 80.6 | 0.0 | 82.9 | 0.0 | 89.9 | 88.9 | 0.0 | 89.6 | 86.4 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 3 | 13 | 81 | 0 | 97 | 0 | 20 | 8 | 0 | 28 | 128 |
| Heavy Vehicles % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.6 | 0.0 | 0.0 | 2.9 | 12.5 | 10.3 | 19.4 | 0.0 | 17.1 | 0.0 | 10.1 | 11.1 | 0.0 | 10.4 | 13.6 |
| Cars Enter Leg | 0 | 0 | 0 | 0 | 0 | 21 | 80 | 0 | 1 | 102 | 21 | 113 | 337 | 0 | 471 | 0 | 178 | 64 | 0 | 242 | 815 |
| Heavy Enter Leg | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 3 | 13 | 81 | 0 | 97 | 0 | 20 | 8 | 0 | 28 | 128 |
| Total Entering Leg | 0 | 0 | 0 | 0 | 0 | 21 | 83 | 0 | 1 | 105 | 24 | 126 | 418 | 0 | 568 | 0 | 198 | 72 | 0 | 270 | 943 |
| Cars Exiting Leg | 198 | | | | | 200 | | | | | 0 | | | | | 417 | | | | | 815 |
| Heavy Exiting Leg | 21 | | | | | 23 | | | | | 0 | | | | | 84 | | | | | 128 |
| Total Exiting Leg | 219 | | | | | 223 | | | | | 0 | | | | | 501 | | | | | 943 |

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

| 1:45 PM | D Street-NB | | | | | Congress Street | | | | | D Street-NB | | | | | Congress Street | | | | | Total |
|--------------------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 5 | 22 | 0 | 0 | 27 | 3 | 19 | 73 | 0 | 95 | 0 | 36 | 28 | 0 | 64 | 186 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 8 | 27 | 0 | 0 | 35 | 3 | 27 | 97 | 0 | 127 | 0 | 35 | 20 | 0 | 55 | 217 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 2 | 22 | 0 | 0 | 24 | 3 | 20 | 83 | 0 | 106 | 0 | 27 | 16 | 0 | 43 | 173 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 6 | 22 | 0 | 0 | 28 | 4 | 25 | 88 | 0 | 117 | 0 | 17 | 19 | 0 | 36 | 181 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 21 | 93 | 0 | 0 | 114 | 13 | 91 | 341 | 0 | 445 | 0 | 115 | 83 | 0 | 198 | 757 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18.4 | 81.6 | 0.0 | 0.0 | 100.0 | 2.9 | 20.4 | 76.6 | 0.0 | 100.0 | 0.0 | 58.1 | 41.9 | 0.0 | 100.0 | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.656 | 0.861 | 0.000 | 0.000 | 0.814 | 0.813 | 0.843 | 0.879 | 0.000 | 0.876 | 0.000 | 0.799 | 0.741 | 0.000 | 0.773 | 0.872 |
| Cars | 0 | 0 | 0 | 0 | 0 | 20 | 84 | 0 | 0 | 104 | 13 | 83 | 272 | 0 | 368 | 0 | 95 | 76 | 0 | 171 | 643 |
| Cars % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 95.2 | 90.3 | 0.0 | 0.0 | 91.2 | 100.0 | 91.2 | 79.8 | 0.0 | 82.7 | 0.0 | 82.6 | 91.6 | 0.0 | 86.4 | 84.9 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 0 | 0 | 10 | 0 | 8 | 69 | 0 | 77 | 0 | 20 | 7 | 0 | 27 | 114 |
| Heavy Vehicles % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.8 | 9.7 | 0.0 | 0.0 | 8.8 | 0.0 | 8.8 | 20.2 | 0.0 | 17.3 | 0.0 | 17.4 | 8.4 | 0.0 | 13.6 | 15.1 |
| Cars Enter Leg | 0 | 0 | 0 | 0 | 0 | 20 | 84 | 0 | 0 | 104 | 13 | 83 | 272 | 0 | 368 | 0 | 95 | 76 | 0 | 171 | 643 |
| Heavy Enter Leg | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 0 | 0 | 10 | 0 | 8 | 69 | 0 | 77 | 0 | 20 | 7 | 0 | 27 | 114 |
| Total Entering Leg | 0 | 0 | 0 | 0 | 0 | 21 | 93 | 0 | 0 | 114 | 13 | 91 | 341 | 0 | 445 | 0 | 115 | 83 | 0 | 198 | 757 |
| Cars Exiting Leg | 179 | | | | | 108 | | | | | 0 | | | | | 356 | | | | | 643 |
| Heavy Exiting Leg | 16 | | | | | 20 | | | | | 0 | | | | | 78 | | | | | 114 |
| Total Exiting Leg | 195 | | | | | 128 | | | | | 0 | | | | | 434 | | | | | 757 |

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

| 5:00 PM | D Street-NB | | | | | Congress Street | | | | | D Street-NB | | | | | Congress Street | | | | | Total |
|---------|-------------|------|------|--------|-------|-----------------|------|------|--------|-------|-------------|------|------|--------|-------|-----------------|------|------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 4 | 45 | 0 | 0 | 49 | 5 | 23 | 81 | 0 | 109 | 0 | 19 | 17 | 0 | 36 | 194 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 4 | 28 | 0 | 0 | 32 | 7 | 36 | 70 | 0 | 113 | 0 | 12 | 24 | 0 | 36 | 181 |

PDI File #: **196872 E**
 Location: **N: D Street-NB S: D Street-NB**
 Location: **E: Congress Street W: Congress Street**
 City, State: **Boston, MA**
 Client: **Nitsch/ B. Zimolka**
 Site Code: **TBA**
 Count Date: **Thursday, April 11, 2019**
 Start Time: **7:00 AM**
 End Time: **6:00 PM**
 Class:



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

Cars and Heavy Vehicles (Combined)

| | D Street-NB | | | | | Congress Street | | | | | D Street-NB | | | | | Congress Street | | | | | Total | | | | |
|--------------------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------|-----|-----|-----|-----|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | | | | | |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 8 | 43 | 0 | 0 | 51 | 8 | 41 | 83 | 1 | 133 | 0 | 24 | 30 | 0 | 54 | 238 | | | | |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 14 | 28 | 0 | 0 | 42 | 10 | 50 | 65 | 0 | 125 | 0 | 30 | 28 | 0 | 58 | 225 | | | | |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 30 | 144 | 0 | 0 | 174 | 30 | 150 | 299 | 1 | 480 | 0 | 85 | 99 | 0 | 184 | 838 | | | | |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | | 17.2 | 82.8 | 0.0 | 0.0 | | 6.3 | 31.3 | 62.3 | 0.2 | | 0.0 | 46.2 | 53.8 | 0.0 | | | | | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.536 | 0.800 | 0.000 | 0.000 | 0.853 | 0.750 | 0.750 | 0.901 | 0.250 | 0.902 | 0.000 | 0.708 | 0.825 | 0.000 | 0.793 | 0.880 | | | | |
| Cars | 0 | 0 | 0 | 0 | 0 | 30 | 140 | 0 | 0 | 170 | 30 | 144 | 292 | 1 | 467 | 0 | 66 | 98 | 0 | 164 | 801 | | | | |
| Cars % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 97.2 | 0.0 | 0.0 | 97.7 | 100.0 | 96.0 | 97.7 | 100.0 | 97.3 | 0.0 | 77.6 | 99.0 | 0.0 | 89.1 | 95.6 | | | | |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 6 | 7 | 0 | 13 | 0 | 19 | 1 | 0 | 20 | 37 | | | | |
| Heavy Vehicles % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.8 | 0.0 | 0.0 | 2.3 | 0.0 | 4.0 | 2.3 | 0.0 | 2.7 | 0.0 | 22.4 | 1.0 | 0.0 | 10.9 | 4.4 | | | | |
| Cars Enter Leg | 0 | 0 | 0 | 0 | 0 | 30 | 140 | 0 | 0 | 170 | 30 | 144 | 292 | 1 | 467 | 0 | 66 | 98 | 0 | 164 | 801 | | | | |
| Heavy Enter Leg | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 6 | 7 | 0 | 13 | 0 | 19 | 1 | 0 | 20 | 37 | | | | |
| Total Entering Leg | 0 | 0 | 0 | 0 | 0 | 30 | 144 | 0 | 0 | 174 | 30 | 150 | 299 | 1 | 480 | 0 | 85 | 99 | 0 | 184 | 838 | | | | |
| Cars Exiting Leg | | | | | | | | | | | | | | | | | | | | | 272 | 96 | 432 | 801 | |
| Heavy Exiting Leg | | | | | | | | | | | | | | | | | | | | | 7 | 19 | 0 | 11 | 37 |
| Total Exiting Leg | | | | | | | | | | | | | | | | | | | | | 279 | 115 | 1 | 443 | 838 |

PDI File #: **196872 E**
 Location: **N: D Street-NB S: D Street-NB**
 Location: **E: Congress Street W: Congress Street**
 City, State: **Boston, MA**
 Client: **Nitsch/ B. Zimolka**
 Site Code: **TBA**
 Count Date: **Thursday, April 11, 2019**
 Start Time: **7:00 AM**
 End Time: **6:00 PM**
 Class:



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

Cars

| | D Street-NB | | | | | Congress Street | | | | | D Street-NB | | | | | Congress Street | | | | | Total |
|-------------|-------------|------|------|--------|-------|-----------------|------|------|--------|-------|-------------|------|------|--------|-------|-----------------|------|------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 3 | 19 | 0 | 0 | 22 | 3 | 13 | 74 | 0 | 90 | 0 | 21 | 21 | 0 | 42 | 154 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 7 | 18 | 0 | 0 | 25 | 2 | 21 | 105 | 0 | 128 | 0 | 33 | 12 | 0 | 45 | 198 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 11 | 21 | 0 | 0 | 32 | 4 | 24 | 91 | 0 | 119 | 0 | 31 | 10 | 0 | 41 | 192 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 8 | 16 | 0 | 0 | 24 | 5 | 15 | 70 | 0 | 90 | 0 | 31 | 12 | 0 | 43 | 157 |
| Total | 0 | 0 | 0 | 0 | 0 | 29 | 74 | 0 | 0 | 103 | 14 | 73 | 340 | 0 | 427 | 0 | 116 | 55 | 0 | 171 | 701 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 3 | 21 | 0 | 0 | 24 | 6 | 18 | 99 | 0 | 123 | 0 | 50 | 18 | 0 | 68 | 215 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 8 | 26 | 0 | 1 | 35 | 7 | 20 | 80 | 0 | 107 | 0 | 38 | 19 | 0 | 57 | 199 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 4 | 21 | 0 | 0 | 25 | 2 | 39 | 94 | 0 | 135 | 0 | 45 | 10 | 0 | 55 | 215 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 6 | 12 | 0 | 0 | 18 | 6 | 36 | 64 | 0 | 106 | 0 | 45 | 17 | 0 | 62 | 186 |
| Total | 0 | 0 | 0 | 0 | 0 | 21 | 80 | 0 | 1 | 102 | 21 | 113 | 337 | 0 | 471 | 0 | 178 | 64 | 0 | 242 | 815 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 4 | 27 | 0 | 0 | 31 | 3 | 26 | 54 | 0 | 83 | 0 | 42 | 9 | 0 | 51 | 165 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 4 | 13 | 0 | 0 | 17 | 4 | 37 | 87 | 0 | 128 | 0 | 37 | 19 | 0 | 56 | 201 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 8 | 24 | 0 | 0 | 32 | 2 | 18 | 57 | 0 | 77 | 0 | 26 | 18 | 0 | 44 | 153 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 9 | 25 | 0 | 0 | 34 | 6 | 18 | 56 | 0 | 80 | 0 | 36 | 16 | 0 | 52 | 166 |
| Total | 0 | 0 | 0 | 0 | 0 | 25 | 89 | 0 | 0 | 114 | 15 | 99 | 254 | 0 | 368 | 0 | 141 | 62 | 0 | 203 | 685 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 6 | 15 | 0 | 1 | 22 | 4 | 21 | 54 | 0 | 79 | 0 | 30 | 14 | 0 | 44 | 145 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 18 | 0 | 0 | 19 | 2 | 23 | 51 | 0 | 76 | 0 | 35 | 12 | 0 | 47 | 142 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 6 | 18 | 0 | 0 | 24 | 9 | 27 | 52 | 0 | 88 | 0 | 26 | 9 | 0 | 35 | 147 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 8 | 16 | 0 | 0 | 24 | 2 | 17 | 42 | 0 | 61 | 0 | 18 | 22 | 0 | 40 | 125 |
| Total | 0 | 0 | 0 | 0 | 0 | 21 | 67 | 0 | 1 | 89 | 17 | 88 | 199 | 0 | 304 | 0 | 109 | 57 | 0 | 166 | 559 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 8 | 18 | 0 | 0 | 26 | 2 | 18 | 55 | 0 | 75 | 0 | 36 | 18 | 0 | 54 | 155 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 7 | 18 | 0 | 0 | 25 | 3 | 14 | 63 | 0 | 80 | 0 | 29 | 17 | 0 | 46 | 151 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 6 | 24 | 0 | 0 | 30 | 2 | 27 | 57 | 0 | 86 | 0 | 27 | 17 | 0 | 44 | 160 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 8 | 17 | 0 | 0 | 25 | 4 | 23 | 31 | 0 | 58 | 0 | 24 | 15 | 0 | 39 | 122 |
| Total | 0 | 0 | 0 | 0 | 0 | 29 | 77 | 0 | 0 | 106 | 11 | 82 | 206 | 0 | 299 | 0 | 116 | 67 | 0 | 183 | 588 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 2 | 26 | 0 | 0 | 28 | 5 | 30 | 49 | 0 | 84 | 0 | 25 | 13 | 0 | 38 | 150 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 4 | 32 | 0 | 1 | 37 | 7 | 20 | 41 | 0 | 68 | 0 | 26 | 17 | 0 | 43 | 148 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 24 | 0 | 0 | 25 | 6 | 23 | 54 | 0 | 83 | 0 | 21 | 10 | 0 | 31 | 139 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 5 | 26 | 0 | 0 | 31 | 6 | 11 | 56 | 0 | 73 | 0 | 21 | 18 | 0 | 39 | 143 |
| Total | 0 | 0 | 0 | 0 | 0 | 12 | 108 | 0 | 1 | 121 | 24 | 84 | 200 | 0 | 308 | 0 | 93 | 58 | 0 | 151 | 580 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 2 | 24 | 0 | 0 | 26 | 1 | 16 | 52 | 0 | 69 | 0 | 20 | 14 | 0 | 34 | 129 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 3 | 27 | 0 | 0 | 30 | 2 | 14 | 66 | 0 | 82 | 0 | 18 | 19 | 0 | 37 | 149 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 5 | 26 | 0 | 1 | 32 | 4 | 11 | 53 | 0 | 68 | 0 | 30 | 14 | 0 | 44 | 144 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 5 | 20 | 0 | 0 | 25 | 3 | 16 | 59 | 0 | 78 | 0 | 29 | 25 | 0 | 54 | 157 |
| Total | 0 | 0 | 0 | 0 | 0 | 15 | 97 | 0 | 1 | 113 | 10 | 57 | 230 | 0 | 297 | 0 | 97 | 72 | 0 | 169 | 579 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 8 | 24 | 0 | 0 | 32 | 3 | 26 | 76 | 0 | 105 | 0 | 30 | 20 | 0 | 50 | 187 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 2 | 21 | 0 | 0 | 23 | 3 | 18 | 67 | 0 | 88 | 0 | 22 | 13 | 0 | 35 | 146 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 5 | 19 | 0 | 0 | 24 | 4 | 23 | 70 | 0 | 97 | 0 | 14 | 18 | 0 | 32 | 153 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 5 | 23 | 0 | 0 | 28 | 3 | 19 | 48 | 0 | 70 | 0 | 28 | 12 | 0 | 40 | 138 |
| Total | 0 | 0 | 0 | 0 | 0 | 20 | 87 | 0 | 0 | 107 | 13 | 86 | 261 | 0 | 360 | 0 | 94 | 63 | 0 | 157 | 624 |
| 3:00 PM | 0 | 3 | 0 | 0 | 3 | 4 | 41 | 0 | 0 | 45 | 5 | 6 | 58 | 0 | 69 | 0 | 17 | 16 | 0 | 33 | 150 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 6 | 15 | 0 | 0 | 21 | 3 | 19 | 63 | 0 | 85 | 0 | 22 | 20 | 0 | 42 | 148 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 3 | 24 | 0 | 0 | 27 | 4 | 17 | 64 | 0 | 85 | 0 | 17 | 17 | 0 | 34 | 146 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 4 | 24 | 0 | 0 | 28 | 3 | 25 | 64 | 0 | 92 | 0 | 26 | 15 | 0 | 41 | 161 |
| Total | 0 | 3 | 0 | 0 | 3 | 17 | 104 | 0 | 0 | 121 | 15 | 67 | 249 | 0 | 331 | 0 | 82 | 68 | 0 | 150 | 605 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 6 | 28 | 0 | 0 | 34 | 3 | 26 | 48 | 0 | 77 | 0 | 26 | 18 | 0 | 44 | 155 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 7 | 28 | 0 | 0 | 35 | 2 | 23 | 69 | 0 | 94 | 0 | 30 | 18 | 0 | 48 | 177 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 5 | 34 | 0 | 0 | 39 | 4 | 22 | 74 | 0 | 100 | 0 | 29 | 18 | 0 | 47 | 186 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 8 | 36 | 0 | 0 | 44 | 6 | 38 | 72 | 0 | 116 | 0 | 29 | 10 | 0 | 39 | 199 |
| Total | 0 | 0 | 0 | 0 | 0 | 26 | 126 | 0 | 0 | 152 | 15 | 109 | 263 | 0 | 387 | 0 | 114 | 64 | 0 | 178 | 717 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 4 | 44 | 0 | 0 | 48 | 5 | 22 | 78 | 0 | 105 | 0 | 13 | 17 | 0 | 30 | 183 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 4 | 28 | 0 | 0 | 32 | 7 | 34 | 68 | 0 | 109 | 0 | 8 | 23 | 0 | 31 | 172 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 8 | 42 | 0 | 0 | 50 | 8 | 38 | 82 | 1 | 129 | 0 | 19 | 30 | 0 | 49 | 228 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 14 | 26 | 0 | 0 | 40 | 10 | 50 | 64 | 0 | 124 | 0 | 26 | 28 | 0 | 54 | 218 |
| Total | 0 | 0 | 0 | 0 | 0 | 30 | 140 | 0 | 0 | 170 | 30 | 144 | 292 | 1 | 467 | 0 | 66 | 98 | 0 | 164 | 801 |
| Grand Total | 0 | 3 | 0 | 0 | 3 | 245 | 1049 | 0 | 4 | 1298 | 185 | 1002 | 2831 | 1 | 4019 | 0 | 1206 | 728 | 0 | 1934 | 7254 |

PDI File #: 196872 E
 Location: N: D Street-NB S: D Street-NB
 Location: E: Congress Street W: Congress Street
 City, State: Boston, MA
 Client: Nitsch/ B. Zimolka
 Site Code: TBA
 Count Date: Thursday, April 11, 2019
 Start Time: 7:00 AM
 End Time: 6:00 PM
 Class:



Cars

| Approach % | D Street-NB | | | | | Congress Street | | | | | D Street-NB | | | | | Congress Street | | | | | Total |
|-------------------|-------------|------|------|--------|-------|-----------------|------|------|--------|-------|-------------|------|------|--------|-------|-----------------|------|------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 18.9 | 80.8 | 0.0 | 0.3 | | 4.6 | 24.9 | 70.4 | 0.0 | | 0.0 | 62.4 | 37.6 | 0.0 | | | |
| Total % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.4 | 14.5 | 0.0 | 0.1 | 17.9 | 2.6 | 13.8 | 39.0 | 0.0 | 55.4 | 0.0 | 16.6 | 10.0 | 0.0 | 26.7 | |
| Exiting Leg Total | 1975 | | | | | 1395 | | | | | 4 | | | | | 3880 | | | | | 7254 |

AM Peak Hour Analysis from 07:00 AM to 10:00 AM begins at:

| 8:00 AM | D Street-NB | | | | | Congress Street | | | | | D Street-NB | | | | | Congress Street | | | | | Total |
|------------------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 3 | 21 | 0 | 0 | 24 | 6 | 18 | 99 | 0 | 123 | 0 | 50 | 18 | 0 | 68 | 215 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 8 | 26 | 0 | 1 | 35 | 7 | 20 | 80 | 0 | 107 | 0 | 38 | 19 | 0 | 57 | 199 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 4 | 21 | 0 | 0 | 25 | 2 | 39 | 94 | 0 | 135 | 0 | 45 | 10 | 0 | 55 | 215 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 6 | 12 | 0 | 0 | 18 | 6 | 36 | 64 | 0 | 106 | 0 | 45 | 17 | 0 | 62 | 186 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 21 | 80 | 0 | 1 | 102 | 21 | 113 | 337 | 0 | 471 | 0 | 178 | 64 | 0 | 242 | 815 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.6 | 78.4 | 0.0 | 1.0 | | 4.5 | 24.0 | 71.5 | 0.0 | | 0.0 | 73.6 | 26.4 | 0.0 | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.656 | 0.769 | 0.000 | 0.250 | 0.729 | 0.750 | 0.724 | 0.851 | 0.000 | 0.872 | 0.000 | 0.890 | 0.842 | 0.000 | 0.890 | 0.948 |
| Entering Leg | 0 | 0 | 0 | 0 | 0 | 21 | 80 | 0 | 1 | 102 | 21 | 113 | 337 | 0 | 471 | 0 | 178 | 64 | 0 | 242 | 815 |
| Exiting Leg | 198 | | | | | 200 | | | | | 0 | | | | | 417 | | | | | 815 |
| Total | 198 | | | | | 302 | | | | | 471 | | | | | 659 | | | | | 1630 |

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

| 1:45 PM | D Street-NB | | | | | Congress Street | | | | | D Street-NB | | | | | Congress Street | | | | | Total |
|------------------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 5 | 20 | 0 | 0 | 25 | 3 | 16 | 59 | 0 | 78 | 0 | 29 | 25 | 0 | 54 | 157 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 8 | 24 | 0 | 0 | 32 | 3 | 26 | 76 | 0 | 105 | 0 | 30 | 20 | 0 | 50 | 187 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 2 | 21 | 0 | 0 | 23 | 3 | 18 | 67 | 0 | 88 | 0 | 22 | 13 | 0 | 35 | 146 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 5 | 19 | 0 | 0 | 24 | 4 | 23 | 70 | 0 | 97 | 0 | 14 | 18 | 0 | 32 | 153 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 20 | 84 | 0 | 0 | 104 | 13 | 83 | 272 | 0 | 368 | 0 | 95 | 76 | 0 | 171 | 643 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19.2 | 80.8 | 0.0 | 0.0 | | 3.5 | 22.6 | 73.9 | 0.0 | | 0.0 | 55.6 | 44.4 | 0.0 | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.625 | 0.875 | 0.000 | 0.000 | 0.813 | 0.813 | 0.798 | 0.895 | 0.000 | 0.876 | 0.000 | 0.792 | 0.760 | 0.000 | 0.792 | 0.860 |
| Entering Leg | 0 | 0 | 0 | 0 | 0 | 20 | 84 | 0 | 0 | 104 | 13 | 83 | 272 | 0 | 368 | 0 | 95 | 76 | 0 | 171 | 643 |
| Exiting Leg | 179 | | | | | 108 | | | | | 0 | | | | | 356 | | | | | 643 |
| Total | 179 | | | | | 212 | | | | | 368 | | | | | 527 | | | | | 1286 |

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

| 5:00 PM | D Street-NB | | | | | Congress Street | | | | | D Street-NB | | | | | Congress Street | | | | | Total |
|------------------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 4 | 44 | 0 | 0 | 48 | 5 | 22 | 78 | 0 | 105 | 0 | 13 | 17 | 0 | 30 | 183 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 4 | 28 | 0 | 0 | 32 | 7 | 34 | 68 | 0 | 109 | 0 | 8 | 23 | 0 | 31 | 172 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 8 | 42 | 0 | 0 | 50 | 8 | 38 | 82 | 1 | 129 | 0 | 19 | 30 | 0 | 49 | 228 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 14 | 26 | 0 | 0 | 40 | 10 | 50 | 64 | 0 | 124 | 0 | 26 | 28 | 0 | 54 | 218 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 30 | 140 | 0 | 0 | 170 | 30 | 144 | 292 | 1 | 467 | 0 | 66 | 98 | 0 | 164 | 801 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17.6 | 82.4 | 0.0 | 0.0 | | 6.4 | 30.8 | 62.5 | 0.2 | | 0.0 | 40.2 | 59.8 | 0.0 | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.536 | 0.795 | 0.000 | 0.000 | 0.850 | 0.750 | 0.720 | 0.890 | 0.250 | 0.905 | 0.000 | 0.635 | 0.817 | 0.000 | 0.759 | 0.878 |
| Entering Leg | 0 | 0 | 0 | 0 | 0 | 30 | 140 | 0 | 0 | 170 | 30 | 144 | 292 | 1 | 467 | 0 | 66 | 98 | 0 | 164 | 801 |
| Exiting Leg | 272 | | | | | 96 | | | | | 1 | | | | | 432 | | | | | 801 |
| Total | 272 | | | | | 266 | | | | | 468 | | | | | 596 | | | | | 1602 |

PDI File #: 196872 E
 Location: N: D Street-NB S: D Street-NB
 Location: E: Congress Street W: Congress Street
 City, State: Boston, MA
 Client: Nitsch/ B. Zimolka
 Site Code: TBA
 Count Date: Thursday, April 11, 2019
 Start Time: 7:00 AM
 End Time: 6:00 PM
 Class:



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

| | D Street-NB | | | | | Congress Street | | | | | D Street-NB | | | | | Congress Street | | | | | Total |
|-------------|-------------|------|------|--------|-------|-----------------|------|------|--------|-------|-------------|------|------|--------|-------|-----------------|------|------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 1 | 3 | 5 | 0 | 9 | 0 | 5 | 3 | 0 | 8 | 20 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 1 | 5 | 6 | 0 | 12 | 0 | 7 | 2 | 0 | 9 | 23 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 3 | 17 | 0 | 21 | 0 | 7 | 5 | 0 | 12 | 34 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 5 | 16 | 0 | 21 | 0 | 6 | 2 | 0 | 8 | 32 |
| Total | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 0 | 0 | 9 | 3 | 16 | 44 | 0 | 63 | 0 | 25 | 12 | 0 | 37 | 109 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 3 | 16 | 0 | 20 | 0 | 3 | 1 | 0 | 4 | 25 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 17 | 0 | 19 | 0 | 6 | 5 | 0 | 11 | 31 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 26 | 0 | 30 | 0 | 7 | 0 | 0 | 7 | 37 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 6 | 22 | 0 | 28 | 0 | 4 | 2 | 0 | 6 | 35 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 3 | 13 | 81 | 0 | 97 | 0 | 20 | 8 | 0 | 28 | 128 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 7 | 14 | 0 | 21 | 0 | 11 | 1 | 0 | 12 | 34 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 4 | 1 | 5 | 13 | 0 | 19 | 0 | 3 | 3 | 0 | 6 | 29 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 1 | 4 | 12 | 0 | 17 | 0 | 7 | 3 | 0 | 10 | 30 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 4 | 0 | 4 | 15 | 0 | 19 | 0 | 10 | 0 | 0 | 10 | 33 |
| Total | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 0 | 0 | 12 | 2 | 20 | 54 | 0 | 76 | 0 | 31 | 7 | 0 | 38 | 126 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 1 | 6 | 18 | 0 | 25 | 0 | 8 | 1 | 0 | 9 | 37 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 3 | 6 | 0 | 9 | 0 | 8 | 3 | 0 | 11 | 25 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 5 | 0 | 2 | 14 | 0 | 16 | 0 | 5 | 0 | 0 | 5 | 26 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 1 | 4 | 14 | 0 | 19 | 0 | 9 | 1 | 0 | 10 | 32 |
| Total | 0 | 0 | 0 | 0 | 0 | 1 | 15 | 0 | 0 | 16 | 2 | 15 | 52 | 0 | 69 | 0 | 30 | 5 | 0 | 35 | 120 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 2 | 11 | 0 | 13 | 0 | 9 | 2 | 0 | 11 | 26 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 6 | 1 | 4 | 22 | 0 | 27 | 0 | 5 | 1 | 0 | 6 | 39 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 3 | 21 | 0 | 24 | 0 | 7 | 1 | 0 | 8 | 35 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 3 | 14 | 0 | 17 | 0 | 7 | 0 | 0 | 7 | 28 |
| Total | 0 | 0 | 0 | 0 | 0 | 2 | 13 | 0 | 0 | 15 | 1 | 12 | 68 | 0 | 81 | 0 | 28 | 4 | 0 | 32 | 128 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 5 | 20 | 0 | 25 | 0 | 12 | 3 | 0 | 15 | 41 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 2 | 23 | 0 | 25 | 0 | 9 | 1 | 0 | 10 | 38 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 1 | 18 | 0 | 20 | 0 | 6 | 1 | 0 | 7 | 29 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 1 | 27 | 0 | 28 | 0 | 10 | 0 | 0 | 10 | 43 |
| Total | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 0 | 0 | 11 | 1 | 9 | 88 | 0 | 98 | 0 | 37 | 5 | 0 | 42 | 151 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 5 | 22 | 0 | 28 | 0 | 11 | 4 | 0 | 15 | 44 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 3 | 0 | 18 | 0 | 21 | 0 | 5 | 1 | 0 | 6 | 29 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 18 | 0 | 20 | 0 | 6 | 1 | 0 | 7 | 29 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 3 | 14 | 0 | 17 | 0 | 7 | 3 | 0 | 10 | 29 |
| Total | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 0 | 7 | 4 | 10 | 72 | 0 | 86 | 0 | 29 | 9 | 0 | 38 | 131 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 21 | 0 | 22 | 0 | 5 | 0 | 0 | 5 | 30 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 16 | 0 | 18 | 0 | 5 | 3 | 0 | 8 | 27 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 0 | 2 | 18 | 0 | 20 | 0 | 3 | 1 | 0 | 4 | 28 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 2 | 20 | 0 | 23 | 0 | 6 | 1 | 0 | 7 | 31 |
| Total | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 0 | 0 | 9 | 1 | 7 | 75 | 0 | 83 | 0 | 19 | 5 | 0 | 24 | 116 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 1 | 22 | 0 | 23 | 0 | 6 | 1 | 0 | 7 | 33 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 2 | 15 | 0 | 19 | 0 | 6 | 0 | 0 | 6 | 26 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 2 | 7 | 0 | 9 | 0 | 3 | 2 | 0 | 5 | 17 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 1 | 0 | 4 | 0 | 5 | 0 | 5 | 1 | 0 | 6 | 14 |
| Total | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 0 | 0 | 10 | 3 | 5 | 48 | 0 | 56 | 0 | 20 | 4 | 0 | 24 | 90 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 1 | 2 | 10 | 0 | 13 | 0 | 6 | 0 | 0 | 6 | 22 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 4 | 0 | 6 | 0 | 3 | 0 | 0 | 3 | 11 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 3 | 3 | 0 | 6 | 0 | 3 | 0 | 0 | 3 | 11 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 4 | 2 | 0 | 6 | 0 | 4 | 0 | 0 | 4 | 11 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 1 | 11 | 19 | 0 | 31 | 0 | 16 | 0 | 0 | 16 | 55 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 4 | 0 | 6 | 0 | 0 | 6 | 11 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 4 | 0 | 4 | 1 | 0 | 5 | 9 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 1 | 0 | 4 | 0 | 5 | 0 | 0 | 5 | 10 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 4 | 0 | 0 | 4 | 7 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 6 | 7 | 0 | 13 | 0 | 19 | 1 | 0 | 20 | 37 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 15 | 89 | 0 | 0 | 104 | 21 | 124 | 608 | 0 | 753 | 0 | 274 | 60 | 0 | 334 | 1191 |

PDI File #: 196872 E
 Location: N: D Street-NB S: D Street-NB
 Location: E: Congress Street W: Congress Street
 City, State: Boston, MA
 Client: Nitsch/ B. Zimolka
 Site Code: TBA
 Count Date: Thursday, April 11, 2019
 Start Time: 7:00 AM
 End Time: 6:00 PM
 Class: Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)



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

| | D Street-NB | | | | | Congress Street | | | | | D Street-NB | | | | | Congress Street | | | | | Total |
|--------------------|-------------|------|------|--------|-------|-----------------|------|------|--------|-------|-------------|------|------|--------|-------|-----------------|------|------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| Approach % | 0.0 | 0.0 | 0.0 | 0.0 | | 14.4 | 85.6 | 0.0 | 0.0 | | 2.8 | 16.5 | 80.7 | 0.0 | | 0.0 | 82.0 | 18.0 | 0.0 | | |
| Total % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.3 | 7.5 | 0.0 | 0.0 | 8.7 | 1.8 | 10.4 | 51.0 | 0.0 | 63.2 | 0.0 | 23.0 | 5.0 | 0.0 | 28.0 | |
| Exiting Leg Total | 199 | | | | | 295 | | | | | 0 | | | | | 697 | | | | | 1191 |
| Buses | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 3 | 23 | 30 | 0 | 56 | 0 | 140 | 2 | 0 | 142 | 203 |
| % Buses | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 4.8 | 14.3 | 18.5 | 4.9 | 0.0 | 7.4 | 0.0 | 51.1 | 3.3 | 0.0 | 42.5 | 17.0 |
| Exiting Leg Total | 25 | | | | | 143 | | | | | 0 | | | | | 35 | | | | | 203 |
| Single-Unit Trucks | 0 | 0 | 0 | 0 | 0 | 14 | 80 | 0 | 0 | 94 | 17 | 91 | 176 | 0 | 284 | 0 | 115 | 50 | 0 | 165 | 543 |
| % Single-Unit | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 93.3 | 89.9 | 0.0 | 0.0 | 90.4 | 81.0 | 73.4 | 28.9 | 0.0 | 37.7 | 0.0 | 42.0 | 83.3 | 0.0 | 49.4 | 45.6 |
| Exiting Leg Total | 155 | | | | | 132 | | | | | 0 | | | | | 256 | | | | | 543 |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 5 | 1 | 10 | 402 | 0 | 413 | 0 | 19 | 8 | 0 | 27 | 445 |
| % Articulated | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.7 | 4.5 | 0.0 | 0.0 | 4.8 | 4.8 | 8.1 | 66.1 | 0.0 | 54.8 | 0.0 | 6.9 | 13.3 | 0.0 | 8.1 | 37.4 |
| Exiting Leg Total | 19 | | | | | 20 | | | | | 0 | | | | | 406 | | | | | 445 |

AM Peak Hour Analysis from 07:00 AM to 10:00 AM begins at:

| 8:15 AM | D Street-NB | | | | | Congress Street | | | | | D Street-NB | | | | | Congress Street | | | | | Total |
|--------------------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 17 | 0 | 19 | 0 | 6 | 5 | 0 | 11 | 31 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 26 | 0 | 30 | 0 | 7 | 0 | 0 | 7 | 37 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 6 | 22 | 0 | 28 | 0 | 4 | 2 | 0 | 6 | 35 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 7 | 14 | 0 | 21 | 0 | 11 | 1 | 0 | 12 | 34 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 2 | 17 | 79 | 0 | 98 | 0 | 28 | 8 | 0 | 36 | 137 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | | 33.3 | 66.7 | 0.0 | 0.0 | | 2.0 | 17.3 | 80.6 | 0.0 | | 0.0 | 77.8 | 22.2 | 0.0 | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.500 | 0.000 | 0.000 | 0.750 | 0.500 | 0.607 | 0.760 | 0.000 | 0.817 | 0.000 | 0.636 | 0.400 | 0.000 | 0.750 | 0.926 |
| Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 5 | 0 | 13 | 0 | 0 | 13 | 18 |
| Buses % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23.5 | 1.3 | 0.0 | 5.1 | 0.0 | 46.4 | 0.0 | 0.0 | 36.1 | 13.1 |
| Single-Unit Trucks | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 2 | 13 | 20 | 0 | 35 | 0 | 13 | 7 | 0 | 20 | 58 |
| Single-Unit % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 100.0 | 0.0 | 0.0 | 100.0 | 100.0 | 76.5 | 25.3 | 0.0 | 35.7 | 0.0 | 46.4 | 87.5 | 0.0 | 55.6 | 42.3 |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 0 | 58 | 0 | 2 | 1 | 0 | 3 | 61 |
| 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 | 73.4 | 0.0 | 59.2 | 0.0 | 7.1 | 12.5 | 0.0 | 8.3 | 44.5 |
| Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 5 | 0 | 13 | 0 | 0 | 13 | 18 |
| Single-Unit Trucks | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 2 | 13 | 20 | 0 | 35 | 0 | 13 | 7 | 0 | 20 | 58 |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 0 | 58 | 0 | 2 | 1 | 0 | 3 | 61 |
| Total Entering Leg | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 2 | 17 | 79 | 0 | 98 | 0 | 28 | 8 | 0 | 36 | 137 |
| Buses | 4 | | | | | 13 | | | | | 0 | | | | | 1 | | | | | 18 |
| Single-Unit Trucks | 21 | | | | | 15 | | | | | 0 | | | | | 22 | | | | | 58 |
| Articulated Trucks | 1 | | | | | 2 | | | | | 0 | | | | | 58 | | | | | 61 |
| Total Exiting Leg | 26 | | | | | 30 | | | | | 0 | | | | | 81 | | | | | 137 |

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

| 12:15 PM | D Street-NB | | | | | Congress Street | | | | | D Street-NB | | | | | Congress Street | | | | | Total |
|--------------------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 2 | 23 | 0 | 25 | 0 | 9 | 1 | 0 | 10 | 38 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 1 | 18 | 0 | 20 | 0 | 6 | 1 | 0 | 7 | 29 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 1 | 27 | 0 | 28 | 0 | 10 | 0 | 0 | 10 | 43 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 5 | 22 | 0 | 28 | 0 | 11 | 4 | 0 | 15 | 44 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 0 | 0 | 11 | 2 | 9 | 90 | 0 | 101 | 0 | 36 | 6 | 0 | 42 | 154 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | | 9.1 | 90.9 | 0.0 | 0.0 | | 2.0 | 8.9 | 89.1 | 0.0 | | 0.0 | 85.7 | 14.3 | 0.0 | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.500 | 0.000 | 0.000 | 0.500 | 0.500 | 0.450 | 0.833 | 0.000 | 0.902 | 0.000 | 0.818 | 0.375 | 0.000 | 0.700 | 0.875 |
| Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 4 | 0 | 12 | 0 | 0 | 12 | 16 |
| Buses % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 11.1 | 2.2 | 0.0 | 4.0 | 0.0 | 33.3 | 0.0 | 0.0 | 28.6 | 10.4 |
| Single-Unit Trucks | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 0 | 0 | 11 | 1 | 8 | 16 | 0 | 25 | 0 | 18 | 5 | 0 | 23 | 59 |
| Single-Unit % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 100.0 | 0.0 | 0.0 | 100.0 | 50.0 | 88.9 | 17.8 | 0.0 | 24.8 | 0.0 | 50.0 | 83.3 | 0.0 | 54.8 | 38.3 |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 0 | 72 | 0 | 6 | 1 | 0 | 7 | 79 |

PDI File #: **196872 E**
 Location: **N: D Street-NB S: D Street-NB**
 Location: **E: Congress Street W: Congress Street**
 City, State: **Boston, MA**
 Client: **Nitsch/ B. Zimolka**
 Site Code: **TBA**
 Count Date: **Thursday, April 11, 2019**
 Start Time: **7:00 AM**
 End Time: **6:00 PM**
 Class:



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

| | D Street-NB | | | | | Congress Street | | | | | D Street-NB | | | | | Congress Street | | | | | Total |
|--------------------|-------------|------|------|--------|-------|-----------------|------|------|--------|-------|-------------|------|------|--------|-------|-----------------|------|------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| 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 | 80.0 | 0.0 | 71.3 | 0.0 | 16.7 | 16.7 | 0.0 | 16.7 | 51.3 |
| Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 4 | 0 | 12 | 0 | 0 | 12 | 16 |
| Single-Unit Trucks | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 0 | 0 | 11 | 1 | 8 | 16 | 0 | 25 | 0 | 18 | 5 | 0 | 23 | 59 |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 0 | 72 | 0 | 6 | 1 | 0 | 7 | 79 |
| Total Entering Leg | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 0 | 0 | 11 | 2 | 9 | 90 | 0 | 101 | 0 | 36 | 6 | 0 | 42 | 154 |
| Buses | | | | | | | | | | | | | | | | | | | | | |
| Single-Unit Trucks | | | | | | | | | | | | | | | | | | | | | |
| Articulated Trucks | | | | | | | | | | | | | | | | | | | | | |
| Total Exiting Leg | 16 | | | | | 38 | | | | | 0 | | | | | 100 | | | | | 154 |

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

| | D Street-NB | | | | | Congress Street | | | | | D Street-NB | | | | | Congress Street | | | | | Total |
|--------------------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 16 | 0 | 18 | 0 | 5 | 3 | 0 | 8 | 27 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 0 | 2 | 18 | 0 | 20 | 0 | 3 | 1 | 0 | 4 | 28 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 2 | 20 | 0 | 23 | 0 | 6 | 1 | 0 | 7 | 31 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 1 | 22 | 0 | 23 | 0 | 6 | 1 | 0 | 7 | 33 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 0 | 0 | 9 | 1 | 7 | 76 | 0 | 84 | 0 | 20 | 6 | 0 | 26 | 119 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | | 22.2 | 77.8 | 0.0 | 0.0 | | 1.2 | 8.3 | 90.5 | 0.0 | | 0.0 | 76.9 | 23.1 | 0.0 | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.583 | 0.000 | 0.000 | 0.563 | 0.250 | 0.875 | 0.864 | 0.000 | 0.913 | 0.000 | 0.833 | 0.500 | 0.000 | 0.813 | 0.902 |
| Buses | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 9 | 0 | 11 | 0 | 13 | 2 | 0 | 15 | 27 |
| Buses % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14.3 | 0.0 | 0.0 | 11.1 | 0.0 | 28.6 | 11.8 | 0.0 | 13.1 | 0.0 | 65.0 | 33.3 | 0.0 | 57.7 | 22.7 |
| Single-Unit Trucks | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 0 | 0 | 8 | 1 | 4 | 22 | 0 | 27 | 0 | 7 | 3 | 0 | 10 | 45 |
| Single-Unit % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 85.7 | 0.0 | 0.0 | 88.9 | 100.0 | 57.1 | 28.9 | 0.0 | 32.1 | 0.0 | 35.0 | 50.0 | 0.0 | 38.5 | 37.8 |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 45 | 0 | 46 | 0 | 0 | 1 | 0 | 1 | 47 |
| Articulated % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14.3 | 59.2 | 0.0 | 54.8 | 0.0 | 0.0 | 16.7 | 0.0 | 3.8 | 39.5 |
| Buses | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 9 | 0 | 11 | 0 | 13 | 2 | 0 | 15 | 27 |
| Single-Unit Trucks | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 0 | 0 | 8 | 1 | 4 | 22 | 0 | 27 | 0 | 7 | 3 | 0 | 10 | 45 |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 45 | 0 | 46 | 0 | 0 | 1 | 0 | 1 | 47 |
| Total Entering Leg | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 0 | 0 | 9 | 1 | 7 | 76 | 0 | 84 | 0 | 20 | 6 | 0 | 26 | 119 |
| Buses | | | | | | | | | | | | | | | | | | | | | |
| Single-Unit Trucks | | | | | | | | | | | | | | | | | | | | | |
| Articulated Trucks | | | | | | | | | | | | | | | | | | | | | |
| Total Exiting Leg | 15 | | | | | 21 | | | | | 0 | | | | | 83 | | | | | 119 |

PDI File #: **196872 E**
 Location: **N: D Street-NB S: D Street-NB**
 Location: **E: Congress Street W: Congress Street**
 City, State: **Boston, MA**
 Client: **Nitsch/ B. Zimolka**
 Site Code: **TBA**
 Count Date: **Thursday, April 11, 2019**
 Start Time: **7:00 AM**
 End Time: **6:00 PM**
 Class:



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

Buses

| | D Street-NB | | | | | Congress Street | | | | | D Street-NB | | | | | Congress Street | | | | | Total |
|-------------|-------------|------|------|--------|-------|-----------------|------|------|--------|-------|-------------|------|------|--------|-------|-----------------|------|------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 4 | 0 | 0 | 4 | 6 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 5 | 0 | 0 | 5 | 7 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 4 | 0 | 12 | 0 | 0 | 12 | 16 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 3 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 4 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 4 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 3 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 0 | 10 | 0 | 0 | 10 | 14 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 6 | 0 | 0 | 6 | 7 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 4 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 3 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 7 | 0 | 0 | 7 | 8 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 4 | 0 | 18 | 0 | 0 | 18 | 22 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 5 | 0 | 0 | 5 | 7 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 3 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 4 | 0 | 3 | 0 | 0 | 3 | 7 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 4 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 0 | 7 | 0 | 14 | 0 | 0 | 14 | 21 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 4 | 5 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 3 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 4 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 3 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 12 | 0 | 0 | 12 | 15 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 0 | 5 | 0 | 0 | 5 | 8 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 3 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 3 | 5 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 4 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 0 | 6 | 0 | 14 | 0 | 0 | 14 | 20 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 4 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 3 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 3 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 4 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 11 | 0 | 0 | 11 | 14 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 3 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 4 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 5 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 4 | 0 | 4 | 0 | 0 | 4 | 8 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 4 | 0 | 6 | 0 | 12 | 1 | 0 | 13 | 20 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 4 | 1 | 0 | 5 | 10 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 5 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 3 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 4 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 7 | 0 | 7 | 0 | 11 | 1 | 0 | 12 | 22 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 4 | 0 | 4 | 0 | 0 | 4 | 8 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 5 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 3 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 4 | 5 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 3 | 3 | 0 | 7 | 0 | 13 | 0 | 0 | 13 | 21 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 3 | 5 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 0 | 2 | 0 | 0 | 2 | 5 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 4 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 4 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 5 | 0 | 13 | 0 | 0 | 13 | 18 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 3 | 23 | 30 | 0 | 56 | 0 | 140 | 2 | 0 | 142 | 203 |

PDI File #: **196872 E**
 Location: **N: D Street-NB S: D Street-NB**
 Location: **E: Congress Street W: Congress Street**
 City, State: **Boston, MA**
 Client: **Nitsch/ B. Zimolka**
 Site Code: **TBA**
 Count Date: **Thursday, April 11, 2019**
 Start Time: **7:00 AM**
 End Time: **6:00 PM**
 Class:



Buses

| | D Street-NB | | | | | Congress Street | | | | | D Street-NB | | | | | Congress Street | | | | | Total |
|-------------------|-------------|------|------|--------|-------|-----------------|-------|------|--------|-------|-------------|------|------|--------|-------|-----------------|------|------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| Approach % | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | 0.0 | | 5.4 | 41.1 | 53.6 | 0.0 | | 0.0 | 98.6 | 1.4 | 0.0 | | |
| Total % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 1.5 | 11.3 | 14.8 | 0.0 | 27.6 | 0.0 | 69.0 | 1.0 | 0.0 | 70.0 | |
| Exiting Leg Total | 25 | | | | | 143 | | | | | 0 | | | | | 35 | | | | | 203 |

AM Peak Hour Analysis from 07:00 AM to 10:00 AM begins at:

| | D Street-NB | | | | | Congress Street | | | | | D Street-NB | | | | | Congress Street | | | | | Total |
|------------------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 7 | 0 | 0 | 7 | 8 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 5 | 0 | 0 | 5 | 7 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 3 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 4 | 0 | 3 | 0 | 0 | 3 | 7 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 0 | 7 | 0 | 18 | 0 | 0 | 18 | 25 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 42.9 | 57.1 | 0.0 | | 0.0 | 100.0 | 0.0 | 0.0 | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.750 | 0.333 | 0.000 | 0.438 | 0.000 | 0.643 | 0.000 | 0.000 | 0.643 | 0.781 |
| Entering Leg | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 0 | 7 | 0 | 18 | 0 | 0 | 18 | 25 |
| Exiting Leg | 3 | | | | | 18 | | | | | 0 | | | | | 4 | | | | | 25 |
| Total | 3 | | | | | 18 | | | | | 7 | | | | | 22 | | | | | 50 |

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

| | D Street-NB | | | | | Congress Street | | | | | D Street-NB | | | | | Congress Street | | | | | Total |
|------------------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 5 | 0 | 0 | 5 | 7 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 3 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 4 | 0 | 3 | 0 | 0 | 3 | 7 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 4 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 0 | 7 | 0 | 14 | 0 | 0 | 14 | 21 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 42.9 | 57.1 | 0.0 | | 0.0 | 100.0 | 0.0 | 0.0 | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.750 | 0.333 | 0.000 | 0.438 | 0.000 | 0.700 | 0.000 | 0.000 | 0.700 | 0.750 |
| Entering Leg | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 0 | 7 | 0 | 14 | 0 | 0 | 14 | 21 |
| Exiting Leg | 3 | | | | | 14 | | | | | 0 | | | | | 4 | | | | | 21 |
| Total | 3 | | | | | 14 | | | | | 7 | | | | | 18 | | | | | 42 |

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

| | D Street-NB | | | | | Congress Street | | | | | D Street-NB | | | | | Congress Street | | | | | Total |
|------------------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 5 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 4 | 0 | 4 | 0 | 0 | 4 | 8 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 4 | 1 | 0 | 5 | 10 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 5 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 11 | 0 | 13 | 0 | 12 | 1 | 0 | 13 | 28 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | 0.0 | | 0.0 | 15.4 | 84.6 | 0.0 | | 0.0 | 92.3 | 7.7 | 0.0 | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.500 | 0.000 | 0.500 | 0.550 | 0.000 | 0.650 | 0.000 | 0.750 | 0.250 | 0.000 | 0.650 | 0.700 |
| Entering Leg | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 11 | 0 | 13 | 0 | 12 | 1 | 0 | 13 | 28 |
| Exiting Leg | 3 | | | | | 12 | | | | | 0 | | | | | 13 | | | | | 28 |
| Total | 3 | | | | | 14 | | | | | 13 | | | | | 26 | | | | | 56 |

PDI File #: **196872 E**
 Location: **N: D Street-NB S: D Street-NB**
 Location: **E: Congress Street W: Congress Street**
 City, State: **Boston, MA**
 Client: **Nitsch/ B. Zimolka**
 Site Code: **TBA**
 Count Date: **Thursday, April 11, 2019**
 Start Time: **7:00 AM**
 End Time: **6:00 PM**
 Class:



Single-Unit Trucks

| | D Street-NB | | | | | Congress Street | | | | | D Street-NB | | | | | Congress Street | | | | | Total |
|-------------|-------------|------|------|--------|-------|-----------------|------|------|--------|-------|-------------|------|------|--------|-------|-----------------|------|------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 1 | 3 | 4 | 0 | 8 | 0 | 3 | 2 | 0 | 5 | 16 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 1 | 5 | 2 | 0 | 8 | 0 | 6 | 2 | 0 | 8 | 18 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 2 | 5 | 0 | 8 | 0 | 3 | 5 | 0 | 8 | 17 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 4 | 5 | 0 | 9 | 0 | 0 | 2 | 0 | 2 | 14 |
| Total | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 0 | 0 | 9 | 3 | 14 | 16 | 0 | 33 | 0 | 12 | 11 | 0 | 23 | 65 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 5 | 0 | 8 | 0 | 0 | 1 | 0 | 1 | 10 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 3 | 0 | 4 | 0 | 3 | 4 | 0 | 7 | 12 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 8 | 0 | 12 | 0 | 3 | 0 | 0 | 3 | 15 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 4 | 4 | 0 | 8 | 0 | 2 | 2 | 0 | 4 | 13 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 2 | 10 | 20 | 0 | 32 | 0 | 8 | 7 | 0 | 15 | 50 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 6 | 5 | 0 | 11 | 0 | 5 | 1 | 0 | 6 | 18 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 4 | 1 | 5 | 7 | 0 | 13 | 0 | 0 | 2 | 0 | 2 | 19 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 4 | 6 | 0 | 10 | 0 | 4 | 2 | 0 | 6 | 19 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 4 | 0 | 3 | 5 | 0 | 8 | 0 | 3 | 0 | 0 | 3 | 15 |
| Total | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 0 | 0 | 12 | 1 | 18 | 23 | 0 | 42 | 0 | 12 | 5 | 0 | 17 | 71 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 1 | 4 | 10 | 0 | 15 | 0 | 2 | 1 | 0 | 3 | 21 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 3 | 2 | 0 | 5 | 0 | 4 | 3 | 0 | 7 | 17 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 5 | 0 | 0 | 3 | 0 | 3 | 0 | 2 | 0 | 0 | 2 | 10 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 1 | 2 | 4 | 0 | 7 | 0 | 6 | 1 | 0 | 7 | 17 |
| Total | 0 | 0 | 0 | 0 | 0 | 1 | 15 | 0 | 0 | 16 | 2 | 9 | 19 | 0 | 30 | 0 | 14 | 5 | 0 | 19 | 65 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 1 | 5 | 0 | 6 | 0 | 5 | 1 | 0 | 6 | 14 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 6 | 1 | 4 | 7 | 0 | 12 | 0 | 3 | 1 | 0 | 4 | 22 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 2 | 5 | 0 | 7 | 0 | 4 | 1 | 0 | 5 | 15 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 3 | 3 | 0 | 6 | 0 | 4 | 0 | 0 | 4 | 14 |
| Total | 0 | 0 | 0 | 0 | 0 | 2 | 13 | 0 | 0 | 15 | 1 | 10 | 20 | 0 | 31 | 0 | 16 | 3 | 0 | 19 | 65 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 4 | 0 | 7 | 0 | 6 | 2 | 0 | 8 | 16 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 2 | 6 | 0 | 8 | 0 | 6 | 1 | 0 | 7 | 18 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 6 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 1 | 4 | 0 | 5 | 0 | 4 | 0 | 0 | 4 | 14 |
| Total | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 0 | 0 | 11 | 0 | 7 | 15 | 0 | 22 | 0 | 17 | 4 | 0 | 21 | 54 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 4 | 5 | 0 | 10 | 0 | 7 | 3 | 0 | 10 | 21 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 6 | 0 | 1 | 1 | 0 | 2 | 8 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 7 | 0 | 7 | 0 | 4 | 1 | 0 | 5 | 14 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 3 | 0 | 5 | 0 | 2 | 3 | 0 | 5 | 11 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 4 | 6 | 18 | 0 | 28 | 0 | 14 | 8 | 0 | 22 | 54 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 7 | 0 | 8 | 0 | 1 | 0 | 0 | 1 | 12 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 4 | 0 | 5 | 0 | 2 | 2 | 0 | 4 | 10 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 1 | 8 | 0 | 9 | 0 | 1 | 1 | 0 | 2 | 14 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 5 | 0 | 7 | 0 | 2 | 0 | 0 | 2 | 10 |
| Total | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 0 | 0 | 8 | 1 | 4 | 24 | 0 | 29 | 0 | 6 | 3 | 0 | 9 | 46 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 1 | 5 | 0 | 6 | 0 | 2 | 0 | 0 | 2 | 11 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 6 | 0 | 10 | 0 | 4 | 0 | 0 | 4 | 14 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 3 | 7 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 3 | 6 |
| Total | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 0 | 7 | 3 | 5 | 11 | 0 | 19 | 0 | 9 | 3 | 0 | 12 | 38 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 3 | 0 | 2 | 0 | 0 | 2 | 8 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 5 | 6 | 0 | 11 | 0 | 2 | 0 | 0 | 2 | 19 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 2 | 0 | 3 | 0 | 0 | 3 | 6 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 3 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 3 | 4 | 0 | 7 | 0 | 5 | 1 | 0 | 6 | 16 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 14 | 80 | 0 | 0 | 94 | 17 | 91 | 176 | 0 | 284 | 0 | 115 | 50 | 0 | 165 | 543 |

PDI File #: **196872 E**
 Location: **N: D Street-NB S: D Street-NB**
 Location: **E: Congress Street W: Congress Street**
 City, State: **Boston, MA**
 Client: **Nitsch/ B. Zimolka**
 Site Code: **TBA**
 Count Date: **Thursday, April 11, 2019**
 Start Time: **7:00 AM**
 End Time: **6:00 PM**
 Class:



Single-Unit Trucks

| | D Street-NB | | | | | Congress Street | | | | | D Street-NB | | | | | Congress Street | | | | | Total |
|-------------------|-------------|------|------|--------|-------|-----------------|------|------|--------|-------|-------------|------|------|--------|-------|-----------------|------|------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| Approach % | 0.0 | 0.0 | 0.0 | 0.0 | | 14.9 | 85.1 | 0.0 | 0.0 | | 6.0 | 32.0 | 62.0 | 0.0 | | 0.0 | 69.7 | 30.3 | 0.0 | | |
| Total % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.6 | 14.7 | 0.0 | 0.0 | 17.3 | 3.1 | 16.8 | 32.4 | 0.0 | 52.3 | 0.0 | 21.2 | 9.2 | 0.0 | 30.4 | |
| Exiting Leg Total | 155 | | | | | 132 | | | | | 0 | | | | | 256 | | | | | 543 |

AM Peak Hour Analysis from 07:00 AM to 10:00 AM begins at:

| | D Street-NB | | | | | Congress Street | | | | | D Street-NB | | | | | Congress Street | | | | | Total |
|------------------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 4 | 1 | 5 | 7 | 0 | 13 | 0 | 0 | 2 | 0 | 2 | 19 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 4 | 6 | 0 | 10 | 0 | 4 | 2 | 0 | 6 | 19 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 4 | 0 | 3 | 5 | 0 | 8 | 0 | 3 | 0 | 0 | 3 | 15 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 1 | 4 | 10 | 0 | 15 | 0 | 2 | 1 | 0 | 3 | 21 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 5 | 9 | 0 | 0 | 14 | 2 | 16 | 28 | 0 | 46 | 0 | 9 | 5 | 0 | 14 | 74 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | | 35.7 | 64.3 | 0.0 | 0.0 | | 4.3 | 34.8 | 60.9 | 0.0 | | 0.0 | 64.3 | 35.7 | 0.0 | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.625 | 0.750 | 0.000 | 0.000 | 0.875 | 0.500 | 0.800 | 0.700 | 0.000 | 0.767 | 0.000 | 0.563 | 0.625 | 0.000 | 0.583 | 0.881 |
| Entering Leg | 0 | 0 | 0 | 0 | 0 | 5 | 9 | 0 | 0 | 14 | 2 | 16 | 28 | 0 | 46 | 0 | 9 | 5 | 0 | 14 | 74 |
| Exiting Leg | 26 | | | | | 11 | | | | | 0 | | | | | 37 | | | | | 74 |
| Total | 26 | | | | | 25 | | | | | 46 | | | | | 51 | | | | | 148 |

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

| | D Street-NB | | | | | Congress Street | | | | | D Street-NB | | | | | Congress Street | | | | | Total |
|------------------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 1 | 2 | 4 | 0 | 7 | 0 | 6 | 1 | 0 | 7 | 17 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 1 | 5 | 0 | 6 | 0 | 5 | 1 | 0 | 6 | 14 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 6 | 1 | 4 | 7 | 0 | 12 | 0 | 3 | 1 | 0 | 4 | 22 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 2 | 5 | 0 | 7 | 0 | 4 | 1 | 0 | 5 | 15 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 2 | 12 | 0 | 0 | 14 | 2 | 9 | 21 | 0 | 32 | 0 | 18 | 4 | 0 | 22 | 68 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | | 14.3 | 85.7 | 0.0 | 0.0 | | 6.3 | 28.1 | 65.6 | 0.0 | | 0.0 | 81.8 | 18.2 | 0.0 | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.600 | 0.000 | 0.000 | 0.583 | 0.500 | 0.563 | 0.750 | 0.000 | 0.667 | 0.000 | 0.750 | 1.000 | 0.000 | 0.786 | 0.773 |
| Entering Leg | 0 | 0 | 0 | 0 | 0 | 2 | 12 | 0 | 0 | 14 | 2 | 9 | 21 | 0 | 32 | 0 | 18 | 4 | 0 | 22 | 68 |
| Exiting Leg | 15 | | | | | 20 | | | | | 0 | | | | | 33 | | | | | 68 |
| Total | 15 | | | | | 34 | | | | | 32 | | | | | 55 | | | | | 136 |

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

| | D Street-NB | | | | | Congress Street | | | | | D Street-NB | | | | | Congress Street | | | | | Total |
|------------------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 1 | 8 | 0 | 9 | 0 | 1 | 1 | 0 | 2 | 14 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 5 | 0 | 7 | 0 | 2 | 0 | 0 | 2 | 10 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 1 | 5 | 0 | 6 | 0 | 2 | 0 | 0 | 2 | 11 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 6 | 0 | 10 | 0 | 4 | 0 | 0 | 4 | 14 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 0 | 7 | 3 | 5 | 24 | 0 | 32 | 0 | 9 | 1 | 0 | 10 | 49 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | | 28.6 | 71.4 | 0.0 | 0.0 | | 9.4 | 15.6 | 75.0 | 0.0 | | 0.0 | 90.0 | 10.0 | 0.0 | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.625 | 0.000 | 0.000 | 0.583 | 0.375 | 0.625 | 0.750 | 0.000 | 0.800 | 0.000 | 0.563 | 0.250 | 0.000 | 0.625 | 0.875 |
| Entering Leg | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 0 | 7 | 3 | 5 | 24 | 0 | 32 | 0 | 9 | 1 | 0 | 10 | 49 |
| Exiting Leg | 8 | | | | | 12 | | | | | 0 | | | | | 29 | | | | | 49 |
| Total | 8 | | | | | 19 | | | | | 32 | | | | | 39 | | | | | 98 |

PDI File #: **196872 E**
 Location: **N: D Street-NB S: D Street-NB**
 Location: **E: Congress Street W: Congress Street**
 City, State: **Boston, MA**
 Client: **Nitsch/ B. Zimolka**
 Site Code: **TBA**
 Count Date: **Thursday, April 11, 2019**
 Start Time: **7:00 AM**
 End Time: **6:00 PM**
 Class:



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

Articulated Trucks

| | D Street-NB | | | | | Congress Street | | | | | D Street-NB | | | | | Congress Street | | | | | Total |
|-------------|-------------|------|------|--------|-------|-----------------|------|------|--------|-------|-------------|------|------|--------|-------|-----------------|------|------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 2 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 11 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 10 | 0 | 1 | 0 | 0 | 1 | 11 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 26 | 0 | 1 | 1 | 0 | 2 | 28 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 11 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 12 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 13 | 0 | 1 | 1 | 0 | 2 | 15 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 18 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 18 | 0 | 1 | 0 | 0 | 1 | 19 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 60 | 0 | 61 | 0 | 2 | 1 | 0 | 3 | 64 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 1 | 0 | 1 | 6 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 1 | 1 | 0 | 2 | 8 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 10 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 30 | 0 | 1 | 2 | 0 | 3 | 33 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 0 | 8 | 0 | 1 | 0 | 0 | 1 | 9 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 1 | 0 | 0 | 1 | 5 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 11 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 29 | 0 | 32 | 0 | 2 | 0 | 0 | 2 | 34 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 1 | 0 | 1 | 7 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 14 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 16 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 11 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 0 | 47 | 0 | 0 | 1 | 0 | 1 | 48 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 | 0 | 15 | 0 | 1 | 1 | 0 | 2 | 17 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 17 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 16 | 0 | 2 | 0 | 0 | 2 | 18 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 22 | 0 | 3 | 0 | 0 | 3 | 25 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 69 | 0 | 70 | 0 | 6 | 1 | 0 | 7 | 77 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 17 | 0 | 1 | 1 | 0 | 2 | 19 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 15 | 0 | 15 | 0 | 1 | 0 | 0 | 1 | 18 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 12 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 11 | 0 | 11 | 0 | 2 | 0 | 0 | 2 | 14 |
| Total | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 1 | 54 | 0 | 55 | 0 | 4 | 1 | 0 | 5 | 63 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 14 | 0 | 1 | 0 | 0 | 1 | 15 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 13 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 9 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 12 | 0 | 0 | 1 | 0 | 1 | 13 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 47 | 0 | 48 | 0 | 1 | 1 | 0 | 2 | 50 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 12 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 7 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 7 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 30 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 6 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 4 | 0 | 1 | 0 | 0 | 1 | 5 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 10 | 0 | 13 | 0 | 1 | 0 | 0 | 1 | 15 |
| 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 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 3 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 5 | 1 | 10 | 402 | 0 | 413 | 0 | 19 | 8 | 0 | 27 | 445 |

PDI File #: **196872 E**
 Location: **N: D Street-NB S: D Street-NB**
 Location: **E: Congress Street W: Congress Street**
 City, State: **Boston, MA**
 Client: **Nitsch/ B. Zimolka**
 Site Code: **TBA**
 Count Date: **Thursday, April 11, 2019**
 Start Time: **7:00 AM**
 End Time: **6:00 PM**
 Class:



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

Articulated Trucks

| Approach % | D Street-NB | | | | | Congress Street | | | | | D Street-NB | | | | | Congress Street | | | | | Total |
|-------------------|-------------|------|------|--------|-------|-----------------|------|------|--------|-------|-------------|------|------|--------|-------|-----------------|------|------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| Approach % | 0.0 | 0.0 | 0.0 | 0.0 | | 20.0 | 80.0 | 0.0 | 0.0 | | 0.2 | 2.4 | 97.3 | 0.0 | | 0.0 | 70.4 | 29.6 | 0.0 | | |
| Total % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.9 | 0.0 | 0.0 | 1.1 | 0.2 | 2.2 | 90.3 | 0.0 | 92.8 | 0.0 | 4.3 | 1.8 | 0.0 | 6.1 | |
| Exiting Leg Total | 19 | | | | | 20 | | | | | 0 | | | | | 406 | | | | | 445 |

AM Peak Hour Analysis from 07:00 AM to 10:00 AM begins at:

| 8:00 AM | D Street-NB | | | | | Congress Street | | | | | D Street-NB | | | | | Congress Street | | | | | Total |
|------------------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 11 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 12 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 13 | 0 | 1 | 1 | 0 | 2 | 15 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 18 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 18 | 0 | 1 | 0 | 0 | 1 | 19 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 60 | 0 | 61 | 0 | 2 | 1 | 0 | 3 | 64 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 1.6 | 0.0 | 98.4 | 0.0 | | 0.0 | 66.7 | 33.3 | 0.0 | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.833 | 0.000 | 0.847 | 0.000 | 0.500 | 0.250 | 0.000 | 0.375 | 0.842 |
| Entering Leg | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 60 | 0 | 61 | 0 | 2 | 1 | 0 | 3 | 64 |
| Exiting Leg | | | | | | | | | | | | | | | | | | | | | 60 |
| Total | 1 | | | | | 3 | | | | | 61 | | | | | 63 | | | | | 128 |

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

| 12:30 PM | D Street-NB | | | | | Congress Street | | | | | D Street-NB | | | | | Congress Street | | | | | Total |
|------------------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 16 | 0 | 2 | 0 | 0 | 2 | 18 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 22 | 0 | 3 | 0 | 0 | 3 | 25 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 17 | 0 | 1 | 1 | 0 | 2 | 19 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 15 | 0 | 15 | 0 | 1 | 0 | 0 | 1 | 18 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 70 | 0 | 70 | 0 | 7 | 1 | 0 | 8 | 80 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | | 50.0 | 50.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 100.0 | 0.0 | | 0.0 | 87.5 | 12.5 | 0.0 | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.250 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.795 | 0.000 | 0.795 | 0.000 | 0.583 | 0.250 | 0.000 | 0.667 | 0.800 |
| Entering Leg | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 70 | 0 | 70 | 0 | 7 | 1 | 0 | 8 | 80 |
| Exiting Leg | | | | | | | | | | | | | | | | | | | | | 71 |
| Total | 2 | | | | | 9 | | | | | 70 | | | | | 79 | | | | | 160 |

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

| 2:00 PM | D Street-NB | | | | | Congress Street | | | | | D Street-NB | | | | | Congress Street | | | | | Total |
|------------------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------------|-------|-------|--------|-------|-----------------|-------|-------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 14 | 0 | 1 | 0 | 0 | 1 | 15 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 13 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 9 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 12 | 0 | 0 | 1 | 0 | 1 | 13 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 47 | 0 | 48 | 0 | 1 | 1 | 0 | 2 | 50 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 2.1 | 97.9 | 0.0 | | 0.0 | 50.0 | 50.0 | 0.0 | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.839 | 0.000 | 0.857 | 0.000 | 0.250 | 0.250 | 0.000 | 0.500 | 0.833 |
| Entering Leg | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 47 | 0 | 48 | 0 | 1 | 1 | 0 | 2 | 50 |
| Exiting Leg | | | | | | | | | | | | | | | | | | | | | 47 |
| Total | 2 | | | | | 1 | | | | | 48 | | | | | 49 | | | | | 100 |

PDI File #: 196872 E
 Location: N: D Street-NB S: D Street-NB
 Location: E: Congress Street W: Congress Street
 City, State: Boston, MA
 Client: Nitsch/ B. Zimolka
 Site Code: TBA
 Count Date: Thursday, April 11, 2019
 Start Time: 7:00 AM
 End Time: 6:00 PM
 Class:



Bicycles (on Roadway and Crosswalks)

| | D Street-NB | | | | | | | Congress Street | | | | | | | D Street-NB | | | | | | | Congress Street | | | | | | | Total | | | | |
|-------------------|-------------|------|------|--------|-------|-------|-------|-----------------|------|------|--------|-------|-------|-------|-------------|------|------|--------|-------|-------|-------|-----------------|------|------|--------|-------|-------|-------|-------|--|--|--|--|
| | from North | | | | | | | from East | | | | | | | from South | | | | | | | from West | | | | | | | | | | | |
| | Right | Thru | Left | U-Turn | CW-EB | CW-WB | Total | Right | Thru | Left | U-Turn | CW-SB | CW-NB | Total | Right | Thru | Left | U-Turn | CW-WB | CW-EB | Total | Right | Thru | Left | U-Turn | CW-NB | CW-SB | Total | | | | | |
| Approach % | 0.0 | 0.0 | 25.0 | 0.0 | 25.0 | 50.0 | 12.5 | 12.5 | 0.0 | 0.0 | 12.5 | 62.5 | 17.1 | 46.3 | 29.3 | 0.0 | 4.9 | 2.4 | 0.0 | 91.7 | 8.3 | 0.0 | 0.0 | 0.0 | | | | | | | | | |
| Total % | 0.0 | 0.0 | 1.4 | 0.0 | 1.4 | 2.7 | 5.5 | 2.7 | 2.7 | 0.0 | 0.0 | 2.7 | 21.9 | 9.6 | 26.0 | 16.4 | 0.0 | 2.7 | 1.4 | 56.2 | 0.0 | 15.1 | 1.4 | 0.0 | 0.0 | 0.0 | 16.4 | | | | | | |
| Exiting Leg Total | 25 | | | | | | | 31 | | | | | | | 3 | | | | | | | 14 | | | | | | | 73 | | | | |

AM Peak Hour Analysis from 07:00 AM to 10:00 AM begins at:

| | D Street-NB | | | | | | | Congress Street | | | | | | | D Street-NB | | | | | | | Congress Street | | | | | | | Total |
|------------------|-------------|-------|-------|--------|-------|-------|-------|-----------------|-------|-------|--------|-------|-------|-------|-------------|-------|-------|--------|-------|-------|-------|-----------------|-------|-------|--------|-------|-------|-------|-------|
| | from North | | | | | | | from East | | | | | | | from South | | | | | | | from West | | | | | | | |
| | Right | Thru | Left | U-Turn | CW-EB | CW-WB | Total | Right | Thru | Left | U-Turn | CW-SB | CW-NB | Total | Right | Thru | Left | U-Turn | CW-WB | CW-EB | Total | Right | Thru | Left | U-Turn | CW-NB | CW-SB | Total | |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 1 | 0 | 5 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 7 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 3 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 6 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 4 | 0 | 5 | 6 | 0 | 1 | 0 | 12 | 0 | 3 | 1 | 0 | 0 | 0 | 4 | 21 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 3 | 4 | 0 | 5 | 6 | 0 | 1 | 0 | 12 | 0 | 3 | 1 | 0 | 0 | 0 | 4 | 21 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 75.0 | 0.0 | 41.7 | 50.0 | 0.0 | 8.3 | 0.0 | 0.0 | 75.0 | 25.0 | 0.0 | 0.0 | 0.0 | | | | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.250 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.750 | 0.500 | 0.000 | 0.417 | 0.500 | 0.000 | 0.250 | 0.000 | 0.600 | 0.000 | 0.750 | 0.250 | 0.000 | 0.000 | 0.000 | 0.500 | 0.750 |
| Entering Leg | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 3 | 4 | 0 | 5 | 6 | 0 | 1 | 0 | 12 | 0 | 3 | 1 | 0 | 0 | 0 | 4 | 21 |
| Exiting Leg | 8 | | | | | | | 6 | | | | | | | 1 | | | | | | | 6 | | | | | | | 21 |
| Total | 9 | | | | | | | 10 | | | | | | | 13 | | | | | | | 10 | | | | | | | 42 |

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

| | D Street-NB | | | | | | | Congress Street | | | | | | | D Street-NB | | | | | | | Congress Street | | | | | | | Total |
|------------------|-------------|-------|-------|--------|-------|-------|-------|-----------------|-------|-------|--------|-------|-------|-------|-------------|-------|-------|--------|-------|-------|-------|-----------------|-------|-------|--------|-------|-------|-------|-------|
| | from North | | | | | | | from East | | | | | | | from South | | | | | | | from West | | | | | | | |
| | Right | Thru | Left | U-Turn | CW-EB | CW-WB | Total | Right | Thru | Left | U-Turn | CW-SB | CW-NB | Total | Right | Thru | Left | U-Turn | CW-WB | CW-EB | Total | Right | Thru | Left | U-Turn | CW-NB | CW-SB | Total | |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:45 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 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 3 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 3 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 20.0 | 60.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.250 | 0.250 | 0.375 | 0.250 | 0.000 | 0.000 | 0.000 | 0.625 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.438 |
| Entering Leg | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 3 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| Exiting Leg | 4 | | | | | | | 2 | | | | | | | 0 | | | | | | | 1 | | | | | | | 7 |
| Total | 4 | | | | | | | 4 | | | | | | | 5 | | | | | | | 1 | | | | | | | 14 |

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

| | D Street-NB | | | | | | | Congress Street | | | | | | | D Street-NB | | | | | | | Congress Street | | | | | | | Total |
|------------------|-------------|-------|-------|--------|-------|-------|-------|-----------------|-------|-------|--------|-------|-------|-------|-------------|-------|-------|--------|-------|-------|-------|-----------------|-------|-------|--------|-------|-------|-------|-------|
| | from North | | | | | | | from East | | | | | | | from South | | | | | | | from West | | | | | | | |
| | Right | Thru | Left | U-Turn | CW-EB | CW-WB | Total | Right | Thru | Left | U-Turn | CW-SB | CW-NB | Total | Right | Thru | Left | U-Turn | CW-WB | CW-EB | Total | Right | Thru | Left | U-Turn | CW-NB | CW-SB | Total | |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 2 | 5 | 1 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 2 | 2 | 5 | 1 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 20.0 | 0.0 | 0.0 | 40.0 | 40.0 | 33.3 | 33.3 | 0.0 | 0.0 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.250 | 0.000 | 0.250 | 0.000 | 0.000 | 0.500 | 0.500 | 0.625 | 0.250 | 0.250 | 0.000 | 0.000 | 0.250 | 0.000 | 0.375 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.563 |
| Entering Leg | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 2 | 2 | 5 | 1 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Exiting Leg | 2 | | | | | | | 5 | | | | | | | 1 | | | | | | | 1 | | | | | | | 9 |
| Total | 3 | | | | | | | 10 | | | | | | | 4 | | | | | | | 1 | | | | | | | 18 |

PDI File #: 196872 E
 Location: N: D Street-NB S: D Street-NB
 Location: E: Congress Street W: Congress Street
 City, State: Boston, MA
 Client: Nitsch/ B. Zimolka
 Site Code: TBA
 Count Date: Thursday, April 11, 2019
 Start Time: 7:00 AM
 End Time: 6:00 PM
 Class:



Pedestrians

| | D Street-NB | | | | | | | Congress Street | | | | | | | D Street-NB | | | | | | | Congress Street | | | | | | | Total |
|-------------|-------------|------|------|--------|-------|-------|-------|-----------------|------|------|--------|-------|-------|-------|-------------|------|------|--------|-------|-------|-------|-----------------|------|------|--------|-------|-------|-------|-------|
| | from North | | | | | | | from East | | | | | | | from South | | | | | | | from West | | | | | | | |
| | Right | Thru | Left | U-Turn | CW-EB | CW-WB | Total | Right | Thru | Left | U-Turn | CW-SB | CW-NB | Total | Right | Thru | Left | U-Turn | CW-WB | CW-EB | Total | Right | Thru | Left | U-Turn | CW-NB | CW-SB | Total | |
| 7:00 AM | 0 | 0 | 0 | 0 | 1 | 5 | 6 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | |
| 7:15 AM | 0 | 0 | 0 | 0 | 3 | 13 | 16 | 0 | 0 | 0 | 0 | 5 | 6 | 11 | 0 | 0 | 0 | 0 | 3 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | |
| 7:30 AM | 0 | 0 | 0 | 0 | 2 | 7 | 9 | 0 | 0 | 0 | 0 | 5 | 3 | 8 | 0 | 0 | 0 | 0 | 7 | 3 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | |
| 7:45 AM | 0 | 0 | 0 | 0 | 6 | 16 | 22 | 0 | 0 | 0 | 0 | 3 | 6 | 9 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | |
| Total | 0 | 0 | 0 | 0 | 12 | 41 | 53 | 0 | 0 | 0 | 0 | 16 | 15 | 31 | 0 | 0 | 0 | 0 | 12 | 8 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 104 | |
| 8:00 AM | 0 | 0 | 0 | 0 | 3 | 16 | 19 | 0 | 0 | 0 | 0 | 3 | 6 | 9 | 0 | 0 | 0 | 0 | 6 | 8 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | |
| 8:15 AM | 0 | 0 | 0 | 0 | 1 | 8 | 9 | 0 | 0 | 0 | 0 | 3 | 12 | 15 | 0 | 0 | 0 | 0 | 2 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | |
| 8:30 AM | 0 | 0 | 0 | 0 | 1 | 4 | 5 | 0 | 0 | 0 | 0 | 8 | 7 | 15 | 0 | 0 | 0 | 0 | 8 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | |
| 8:45 AM | 0 | 0 | 0 | 0 | 1 | 4 | 5 | 0 | 0 | 0 | 0 | 4 | 4 | 8 | 0 | 0 | 0 | 0 | 6 | 2 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | |
| Total | 0 | 0 | 0 | 0 | 6 | 32 | 38 | 0 | 0 | 0 | 0 | 18 | 29 | 47 | 0 | 0 | 0 | 0 | 22 | 15 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 122 | |
| 9:00 AM | 0 | 0 | 0 | 0 | 3 | 8 | 11 | 0 | 0 | 0 | 0 | 3 | 8 | 11 | 0 | 0 | 0 | 0 | 7 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 3 | 13 | 16 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 11 | 3 | 14 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 4 | 19 | 0 | 0 | 0 | 0 | 4 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | |
| Total | 0 | 0 | 0 | 0 | 3 | 14 | 17 | 0 | 0 | 0 | 0 | 32 | 28 | 60 | 0 | 0 | 0 | 0 | 18 | 5 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 8 | 0 | 0 | 0 | 0 | 4 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | |
| 10:15 AM | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 2 | 5 | 7 | 0 | 0 | 0 | 0 | 4 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | |
| 10:30 AM | 0 | 0 | 0 | 0 | 1 | 4 | 5 | 0 | 0 | 0 | 0 | 8 | 5 | 13 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 21 | |
| 10:45 AM | 0 | 0 | 0 | 0 | 9 | 3 | 12 | 0 | 0 | 0 | 0 | 6 | 3 | 9 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | |
| Total | 0 | 0 | 0 | 0 | 11 | 8 | 19 | 0 | 0 | 0 | 0 | 20 | 17 | 37 | 0 | 0 | 0 | 0 | 10 | 6 | 16 | 0 | 0 | 0 | 0 | 1 | 0 | 73 | |
| 11:00 AM | 0 | 0 | 0 | 0 | 3 | 3 | 6 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | |
| 11:15 AM | 0 | 0 | 0 | 0 | 2 | 3 | 5 | 0 | 0 | 0 | 0 | 2 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | |
| 11:30 AM | 0 | 0 | 0 | 0 | 3 | 6 | 9 | 0 | 0 | 0 | 0 | 11 | 11 | 22 | 0 | 0 | 0 | 0 | 6 | 5 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | |
| 11:45 AM | 0 | 0 | 0 | 0 | 8 | 13 | 21 | 0 | 0 | 0 | 0 | 5 | 13 | 18 | 0 | 0 | 0 | 0 | 4 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | |
| Total | 0 | 0 | 0 | 0 | 16 | 25 | 41 | 0 | 0 | 0 | 0 | 22 | 28 | 50 | 0 | 0 | 0 | 0 | 12 | 8 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 111 | |
| 12:00 PM | 0 | 0 | 0 | 0 | 10 | 6 | 16 | 0 | 0 | 0 | 0 | 11 | 24 | 35 | 0 | 0 | 0 | 0 | 5 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | |
| 12:15 PM | 0 | 0 | 0 | 0 | 9 | 11 | 20 | 0 | 0 | 0 | 0 | 11 | 28 | 39 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | |
| 12:30 PM | 0 | 0 | 0 | 0 | 4 | 12 | 16 | 0 | 0 | 0 | 0 | 13 | 18 | 31 | 0 | 0 | 0 | 0 | 1 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | |
| 12:45 PM | 0 | 0 | 0 | 0 | 11 | 7 | 18 | 0 | 0 | 0 | 0 | 16 | 11 | 27 | 0 | 0 | 0 | 0 | 5 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | |
| Total | 0 | 0 | 0 | 0 | 34 | 36 | 70 | 0 | 0 | 0 | 0 | 51 | 81 | 132 | 0 | 0 | 0 | 0 | 13 | 10 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 225 | |
| 1:00 PM | 0 | 0 | 0 | 0 | 11 | 10 | 21 | 0 | 0 | 0 | 0 | 22 | 7 | 29 | 0 | 0 | 0 | 0 | 1 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | |
| 1:15 PM | 0 | 0 | 0 | 0 | 8 | 7 | 15 | 0 | 0 | 0 | 0 | 4 | 8 | 12 | 0 | 0 | 0 | 0 | 1 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | |
| 1:30 PM | 0 | 0 | 0 | 0 | 7 | 6 | 13 | 0 | 0 | 0 | 0 | 16 | 2 | 18 | 0 | 0 | 0 | 0 | 4 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | |
| 1:45 PM | 0 | 0 | 0 | 0 | 2 | 3 | 5 | 0 | 0 | 0 | 0 | 22 | 13 | 35 | 0 | 0 | 0 | 0 | 7 | 4 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | |
| Total | 0 | 0 | 0 | 0 | 28 | 26 | 54 | 0 | 0 | 0 | 0 | 64 | 30 | 94 | 0 | 0 | 0 | 0 | 13 | 14 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 175 | |
| 2:00 PM | 0 | 0 | 0 | 0 | 5 | 4 | 9 | 0 | 0 | 0 | 0 | 10 | 11 | 21 | 0 | 0 | 0 | 0 | 4 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | |
| 2:15 PM | 0 | 0 | 0 | 0 | 8 | 13 | 21 | 0 | 0 | 0 | 0 | 16 | 9 | 25 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | |
| 2:30 PM | 0 | 0 | 0 | 0 | 6 | 6 | 12 | 0 | 0 | 0 | 0 | 8 | 5 | 13 | 0 | 0 | 0 | 0 | 1 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | |
| 2:45 PM | 0 | 0 | 0 | 0 | 8 | 8 | 16 | 0 | 0 | 0 | 0 | 6 | 19 | 25 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | |
| Total | 0 | 0 | 0 | 0 | 27 | 31 | 58 | 0 | 0 | 0 | 0 | 40 | 44 | 84 | 0 | 0 | 0 | 0 | 9 | 9 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 160 | |
| 3:00 PM | 0 | 0 | 0 | 0 | 7 | 5 | 12 | 0 | 0 | 0 | 0 | 6 | 6 | 12 | 0 | 0 | 0 | 0 | 2 | 6 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | |
| 3:15 PM | 0 | 0 | 0 | 0 | 9 | 9 | 18 | 0 | 0 | 0 | 0 | 13 | 17 | 30 | 0 | 0 | 0 | 0 | 7 | 5 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | |
| 3:30 PM | 0 | 0 | 0 | 0 | 10 | 14 | 24 | 0 | 0 | 0 | 0 | 6 | 14 | 20 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | |
| 3:45 PM | 0 | 0 | 0 | 0 | 3 | 4 | 7 | 0 | 0 | 0 | 0 | 7 | 7 | 14 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 25 | |
| Total | 0 | 0 | 0 | 0 | 29 | 32 | 61 | 0 | 0 | 0 | 0 | 32 | 44 | 76 | 0 | 0 | 0 | 0 | 13 | 14 | 27 | 0 | 0 | 0 | 0 | 1 | 0 | 165 | |
| 4:00 PM | 0 | 0 | 0 | 0 | 14 | 1 | 15 | 0 | 0 | 0 | 0 | 9 | 11 | 20 | 0 | 0 | 0 | 0 | 2 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | |
| 4:15 PM | 0 | 0 | 0 | 0 | 9 | 7 | 16 | 0 | 0 | 0 | 0 | 10 | 19 | 29 | 0 | 0 | 0 | 0 | 7 | 6 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | |
| 4:30 PM | 0 | 0 | 0 | 0 | 12 | 10 | 22 | 0 | 0 | 0 | 0 | 4 | 25 | 29 | 0 | 0 | 0 | 0 | 4 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | |
| 4:45 PM | 0 | 0 | 0 | 0 | 11 | 9 | 20 | 0 | 0 | 0 | 0 | 11 | 8 | 19 | 0 | 0 | 0 | 0 | 2 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | |
| Total | 0 | 0 | 0 | 0 | 46 | 27 | 73 | 0 | 0 | 0 | 0 | 34 | 63 | 97 | 0 | 0 | 0 | 0 | 15 | 14 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 199 | |
| 5:00 PM | 0 | 0 | 0 | 0 | 11 | 7 | 18 | 0 | 0 | 0 | 0 | 8 | 16 | 24 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | |
| 5:15 PM | 0 | 0 | 0 | 0 | 16 | 8 | 24 | 0 | 0 | 0 | 0 | 4 | 8 | 12 | 0 | 0 | 0 | 0 | 3 | 11 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | |
| 5:30 PM | 0 | 0 | 0 | 0 | 19 | 10 | 29 | 0 | 0 | 0 | 0 | 9 | 10 | 19 | 0 | 0 | 0 | 0 | 2 | 4 | 6 | 0 | 0 | 0 | 1 | 0 | 1 | 55 | |
| 5:45 PM | 0 | 0 | 0 | 0 | 26 | 4 | 30 | 0 | 0 | 0 | 0 | 18 | 23 | 41 | 0 | 0 | 0 | 0 | 7 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | |
| Total | 0 | 0 | 0 | 0 | 72 | 29 | 101 | 0 | 0 | 0 | 0 | 39 | 57 | 96 | 0 | 0 | 0 | 0 | 14 | 18 | 32 | 0 | 0 | 0 | 0 | 1 | 0 | 230 | |
| Grand Total | 0 | 0 | 0 | 0 | 284 | 301 | 585 | 0 | 0 | 0 | 0 | 368 | 436 | 804 | 0 | 0 | 0 | 0 | 151 | 121 | 272 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 1664 |

PDI File #: 196872 E
 Location: N: D Street-NB S: D Street-NB
 Location: E: Congress Street W: Congress Street
 City, State: Boston, MA
 Client: Nitsch/ B. Zimolka
 Site Code: TBA
 Count Date: Thursday, April 11, 2019
 Start Time: 7:00 AM
 End Time: 6:00 PM
 Class:



Pedestrians

| | D Street-NB | | | | | | | Congress Street | | | | | | | D Street-NB | | | | | | | Congress Street | | | | | | | Total | | | | | |
|-------------------|-------------|------|------|--------|-------|-------|-------|-----------------|------|------|--------|-------|-------|-------|-------------|------|------|--------|-------|-------|-------|-----------------|------|------|--------|-------|-------|-------|-------|--|--|--|--|--|
| | from North | | | | | | | from East | | | | | | | from South | | | | | | | from West | | | | | | | | | | | | |
| | Right | Thru | Left | U-Turn | CW-EB | CW-WB | Total | Right | Thru | Left | U-Turn | CW-SB | CW-NB | Total | Right | Thru | Left | U-Turn | CW-WB | CW-EB | Total | Right | Thru | Left | U-Turn | CW-NB | CW-SB | Total | | | | | | |
| Approach % | 0 | 0 | 0 | 0 | 48.5 | 51.5 | 0 | 0 | 0 | 0 | 45.8 | 54.2 | 0 | 0 | 0 | 0 | 55.5 | 44.5 | 0 | 0 | 0 | 0 | 100 | 0 | | | | | | | | | | |
| Total % | 0 | 0 | 0 | 0 | 17.1 | 18.1 | 35.2 | 0 | 0 | 0 | 0 | 22.1 | 26.2 | 48.3 | 0 | 0 | 0 | 0 | 9.07 | 7.27 | 16.3 | 0 | 0 | 0 | 0 | 0.18 | 0 | 0.18 | | | | | | |
| Exiting Leg Total | 585 | | | | | | | 804 | | | | | | | 272 | | | | | | | 3 | | | | | | | 1664 | | | | | |

AM Peak Hour Analysis from 07:00 AM to 10:00 AM begins at:

| | D Street-NB | | | | | | | Congress Street | | | | | | | D Street-NB | | | | | | | Congress Street | | | | | | | Total | | | | | |
|------------------|-------------|-------|-------|--------|-------|-------|-------|-----------------|-------|-------|--------|-------|-------|-------|-------------|-------|-------|--------|-------|-------|-------|-----------------|-------|-------|--------|-------|-------|-------|-------|--|--|--|--|--|
| | from North | | | | | | | from East | | | | | | | from South | | | | | | | from West | | | | | | | | | | | | |
| | Right | Thru | Left | U-Turn | CW-EB | CW-WB | Total | Right | Thru | Left | U-Turn | CW-SB | CW-NB | Total | Right | Thru | Left | U-Turn | CW-WB | CW-EB | Total | Right | Thru | Left | U-Turn | CW-NB | CW-SB | Total | | | | | | |
| 7:15 AM | 0 | 0 | 0 | 0 | 3 | 13 | 16 | 0 | 0 | 0 | 0 | 5 | 6 | 11 | 0 | 0 | 0 | 0 | 3 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| 7:30 AM | 0 | 0 | 0 | 0 | 2 | 7 | 9 | 0 | 0 | 0 | 0 | 5 | 3 | 8 | 0 | 0 | 0 | 0 | 7 | 3 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| 7:45 AM | 0 | 0 | 0 | 0 | 6 | 16 | 22 | 0 | 0 | 0 | 0 | 3 | 6 | 9 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| 8:00 AM | 0 | 0 | 0 | 0 | 3 | 16 | 19 | 0 | 0 | 0 | 0 | 3 | 6 | 9 | 0 | 0 | 0 | 0 | 6 | 8 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| Total Volume | 0 | 0 | 0 | 0 | 14 | 52 | 66 | 0 | 0 | 0 | 0 | 16 | 21 | 37 | 0 | 0 | 0 | 0 | 17 | 16 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 21.2 | 78.8 | 0.0 | 0.0 | 0.0 | 0.0 | 43.2 | 56.8 | 0.0 | 0.0 | 0.0 | 0.0 | 51.5 | 48.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.583 | 0.813 | 0.750 | 0.000 | 0.000 | 0.000 | 0.000 | 0.800 | 0.875 | 0.841 | 0.000 | 0.000 | 0.000 | 0.000 | 0.607 | 0.500 | 0.589 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | | | | | | |
| Entering Leg | 0 | 0 | 0 | 0 | 14 | 52 | 66 | 0 | 0 | 0 | 0 | 16 | 21 | 37 | 0 | 0 | 0 | 0 | 17 | 16 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| Exiting Leg | 66 | | | | | | | 37 | | | | | | | 33 | | | | | | | 0 | | | | | | | 136 | | | | | |
| Total | 132 | | | | | | | 74 | | | | | | | 66 | | | | | | | 0 | | | | | | | 272 | | | | | |

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

| | D Street-NB | | | | | | | Congress Street | | | | | | | D Street-NB | | | | | | | Congress Street | | | | | | | Total | | | | | |
|------------------|-------------|-------|-------|--------|-------|-------|-------|-----------------|-------|-------|--------|-------|-------|-------|-------------|-------|-------|--------|-------|-------|-------|-----------------|-------|-------|--------|-------|-------|-------|-------|--|--|--|--|--|
| | from North | | | | | | | from East | | | | | | | from South | | | | | | | from West | | | | | | | | | | | | |
| | Right | Thru | Left | U-Turn | CW-EB | CW-WB | Total | Right | Thru | Left | U-Turn | CW-SB | CW-NB | Total | Right | Thru | Left | U-Turn | CW-WB | CW-EB | Total | Right | Thru | Left | U-Turn | CW-NB | CW-SB | Total | | | | | | |
| 12:00 PM | 0 | 0 | 0 | 0 | 10 | 6 | 16 | 0 | 0 | 0 | 0 | 11 | 24 | 35 | 0 | 0 | 0 | 0 | 5 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| 12:15 PM | 0 | 0 | 0 | 0 | 9 | 11 | 20 | 0 | 0 | 0 | 0 | 11 | 28 | 39 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| 12:30 PM | 0 | 0 | 0 | 0 | 4 | 12 | 16 | 0 | 0 | 0 | 0 | 13 | 18 | 31 | 0 | 0 | 0 | 0 | 1 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| 12:45 PM | 0 | 0 | 0 | 0 | 11 | 7 | 18 | 0 | 0 | 0 | 0 | 16 | 11 | 27 | 0 | 0 | 0 | 0 | 5 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| Total Volume | 0 | 0 | 0 | 0 | 34 | 36 | 70 | 0 | 0 | 0 | 0 | 51 | 81 | 132 | 0 | 0 | 0 | 0 | 13 | 10 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 48.6 | 51.4 | 0.0 | 0.0 | 0.0 | 0.0 | 38.6 | 61.4 | 0.0 | 0.0 | 0.0 | 0.0 | 56.5 | 43.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.773 | 0.750 | 0.875 | 0.000 | 0.000 | 0.000 | 0.000 | 0.797 | 0.723 | 0.846 | 0.000 | 0.000 | 0.000 | 0.000 | 0.650 | 0.625 | 0.821 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | | | | | | |
| Entering Leg | 0 | 0 | 0 | 0 | 34 | 36 | 70 | 0 | 0 | 0 | 0 | 51 | 81 | 132 | 0 | 0 | 0 | 0 | 13 | 10 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| Exiting Leg | 70 | | | | | | | 132 | | | | | | | 23 | | | | | | | 0 | | | | | | | 225 | | | | | |
| Total | 140 | | | | | | | 264 | | | | | | | 46 | | | | | | | 0 | | | | | | | 450 | | | | | |

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

| | D Street-NB | | | | | | | Congress Street | | | | | | | D Street-NB | | | | | | | Congress Street | | | | | | | Total | | | | | |
|------------------|-------------|-------|-------|--------|-------|-------|-------|-----------------|-------|-------|--------|-------|-------|-------|-------------|-------|-------|--------|-------|-------|-------|-----------------|-------|-------|--------|-------|-------|-------|-------|--|--|--|--|--|
| | from North | | | | | | | from East | | | | | | | from South | | | | | | | from West | | | | | | | | | | | | |
| | Right | Thru | Left | U-Turn | CW-EB | CW-WB | Total | Right | Thru | Left | U-Turn | CW-SB | CW-NB | Total | Right | Thru | Left | U-Turn | CW-WB | CW-EB | Total | Right | Thru | Left | U-Turn | CW-NB | CW-SB | Total | | | | | | |
| 5:00 PM | 0 | 0 | 0 | 0 | 11 | 7 | 18 | 0 | 0 | 0 | 0 | 8 | 16 | 24 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| 5:15 PM | 0 | 0 | 0 | 0 | 16 | 8 | 24 | 0 | 0 | 0 | 0 | 4 | 8 | 12 | 0 | 0 | 0 | 0 | 3 | 11 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| 5:30 PM | 0 | 0 | 0 | 0 | 19 | 10 | 29 | 0 | 0 | 0 | 0 | 9 | 10 | 19 | 0 | 0 | 0 | 0 | 2 | 4 | 6 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | | | | | | |
| 5:45 PM | 0 | 0 | 0 | 0 | 26 | 4 | 30 | 0 | 0 | 0 | 0 | 18 | 23 | 41 | 0 | 0 | 0 | 0 | 7 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| Total Volume | 0 | 0 | 0 | 0 | 72 | 29 | 101 | 0 | 0 | 0 | 0 | 39 | 57 | 96 | 0 | 0 | 0 | 0 | 14 | 18 | 32 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | | | | | | |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 71.3 | 28.7 | 0.0 | 0.0 | 0.0 | 0.0 | 40.6 | 59.4 | 0.0 | 0.0 | 0.0 | 0.0 | 43.8 | 56.3 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | | | | | | | | | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.692 | 0.725 | 0.842 | 0.000 | 0.000 | 0.000 | 0.000 | 0.542 | 0.620 | 0.585 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.409 | 0.571 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.250 | | | | | | |
| Entering Leg | 0 | 0 | 0 | 0 | 72 | 29 | 101 | 0 | 0 | 0 | 0 | 39 | 57 | 96 | 0 | 0 | 0 | 0 | 14 | 18 | 32 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | | | | | | |
| Exiting Leg | 101 | | | | | | | 96 | | | | | | | 32 | | | | | | | 1 | | | | | | | 230 | | | | | |
| Total | 202 | | | | | | | 192 | | | | | | | 64 | | | | | | | 2 | | | | | | | 460 | | | | | |

PDI File #: **196872 F**
 Location: **S: B Street**
 Location: **E: Seaport Boulevard W: Seaport Boulevard**
 City, State: **Boston, MA**
 Client: **Nitsch/ B. Zimolka**
 Site Code: **TBA**
 Count Date: **Thursday, April 11, 2019**
 Start Time: **7:00 AM**
 End Time: **6:00 PM**
 Class:



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

Cars and Heavy Vehicles (Combined)

| | Seaport Boulevard | | | | B Street | | | | Seaport Boulevard | | | | Total |
|-------------|-------------------|------|--------|-------|------------|------|--------|-------|-------------------|------|--------|-------|-------|
| | from East | | | | from South | | | | from West | | | | |
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | |
| 7:00 AM | 60 | 14 | 2 | 76 | 28 | 30 | 0 | 58 | 17 | 130 | 0 | 147 | 281 |
| 7:15 AM | 41 | 21 | 0 | 62 | 31 | 42 | 0 | 73 | 22 | 120 | 0 | 142 | 277 |
| 7:30 AM | 52 | 16 | 1 | 69 | 29 | 33 | 0 | 62 | 15 | 126 | 0 | 141 | 272 |
| 7:45 AM | 62 | 12 | 0 | 74 | 31 | 39 | 0 | 70 | 17 | 111 | 0 | 128 | 272 |
| Total | 215 | 63 | 3 | 281 | 119 | 144 | 0 | 263 | 71 | 487 | 0 | 558 | 1102 |
| 8:00 AM | 76 | 16 | 2 | 94 | 41 | 52 | 0 | 93 | 29 | 141 | 0 | 170 | 357 |
| 8:15 AM | 82 | 16 | 1 | 99 | 54 | 65 | 0 | 119 | 32 | 170 | 0 | 202 | 420 |
| 8:30 AM | 83 | 17 | 0 | 100 | 42 | 55 | 0 | 97 | 28 | 157 | 0 | 185 | 382 |
| 8:45 AM | 94 | 20 | 0 | 114 | 43 | 52 | 0 | 95 | 41 | 167 | 0 | 208 | 417 |
| Total | 335 | 69 | 3 | 407 | 180 | 224 | 0 | 404 | 130 | 635 | 0 | 765 | 1576 |
| 9:00 AM | 105 | 15 | 2 | 122 | 49 | 54 | 0 | 103 | 24 | 164 | 0 | 188 | 413 |
| 9:15 AM | 98 | 26 | 1 | 125 | 51 | 54 | 0 | 105 | 29 | 124 | 0 | 153 | 383 |
| 9:30 AM | 68 | 22 | 2 | 92 | 32 | 74 | 0 | 106 | 28 | 119 | 0 | 147 | 345 |
| 9:45 AM | 81 | 17 | 1 | 99 | 31 | 40 | 0 | 71 | 26 | 124 | 0 | 150 | 320 |
| Total | 352 | 80 | 6 | 438 | 163 | 222 | 0 | 385 | 107 | 531 | 0 | 638 | 1461 |
| 10:00 AM | 64 | 16 | 1 | 81 | 31 | 40 | 0 | 71 | 24 | 131 | 0 | 155 | 307 |
| 10:15 AM | 68 | 21 | 1 | 90 | 35 | 41 | 0 | 76 | 18 | 110 | 0 | 128 | 294 |
| 10:30 AM | 77 | 22 | 0 | 99 | 21 | 33 | 0 | 54 | 19 | 100 | 0 | 119 | 272 |
| 10:45 AM | 62 | 12 | 1 | 75 | 27 | 43 | 0 | 70 | 14 | 125 | 0 | 139 | 284 |
| Total | 271 | 71 | 3 | 345 | 114 | 157 | 0 | 271 | 75 | 466 | 0 | 541 | 1157 |
| 11:00 AM | 53 | 12 | 1 | 66 | 40 | 37 | 0 | 77 | 20 | 106 | 1 | 127 | 270 |
| 11:15 AM | 76 | 12 | 0 | 88 | 37 | 40 | 0 | 77 | 18 | 146 | 0 | 164 | 329 |
| 11:30 AM | 69 | 16 | 0 | 85 | 29 | 33 | 0 | 62 | 22 | 125 | 1 | 148 | 295 |
| 11:45 AM | 76 | 18 | 4 | 98 | 35 | 36 | 0 | 71 | 21 | 109 | 0 | 130 | 299 |
| Total | 274 | 58 | 5 | 337 | 141 | 146 | 0 | 287 | 81 | 486 | 2 | 569 | 1193 |
| 12:00 PM | 73 | 29 | 2 | 104 | 40 | 35 | 0 | 75 | 20 | 112 | 0 | 132 | 311 |
| 12:15 PM | 71 | 19 | 2 | 92 | 22 | 30 | 0 | 52 | 25 | 105 | 1 | 131 | 275 |
| 12:30 PM | 65 | 25 | 0 | 90 | 26 | 34 | 0 | 60 | 26 | 101 | 0 | 127 | 277 |
| 12:45 PM | 59 | 28 | 4 | 91 | 40 | 26 | 0 | 66 | 25 | 98 | 1 | 124 | 281 |
| Total | 268 | 101 | 8 | 377 | 128 | 125 | 0 | 253 | 96 | 416 | 2 | 514 | 1144 |
| 1:00 PM | 65 | 24 | 3 | 92 | 16 | 31 | 0 | 47 | 33 | 77 | 0 | 110 | 249 |
| 1:15 PM | 81 | 19 | 1 | 101 | 29 | 32 | 0 | 61 | 22 | 105 | 0 | 127 | 289 |
| 1:30 PM | 72 | 30 | 1 | 103 | 36 | 38 | 0 | 74 | 35 | 104 | 0 | 139 | 316 |
| 1:45 PM | 86 | 30 | 0 | 116 | 33 | 45 | 0 | 78 | 40 | 91 | 0 | 131 | 325 |
| Total | 304 | 103 | 5 | 412 | 114 | 146 | 0 | 260 | 130 | 377 | 0 | 507 | 1179 |
| 2:00 PM | 85 | 37 | 3 | 125 | 19 | 42 | 0 | 61 | 47 | 122 | 0 | 169 | 355 |
| 2:15 PM | 74 | 30 | 0 | 104 | 30 | 36 | 0 | 66 | 30 | 95 | 0 | 125 | 295 |
| 2:30 PM | 89 | 26 | 0 | 115 | 36 | 22 | 0 | 58 | 34 | 97 | 0 | 131 | 304 |
| 2:45 PM | 71 | 27 | 1 | 99 | 34 | 27 | 0 | 61 | 46 | 107 | 0 | 153 | 313 |
| Total | 319 | 120 | 4 | 443 | 119 | 127 | 0 | 246 | 157 | 421 | 0 | 578 | 1267 |
| 3:00 PM | 106 | 33 | 2 | 141 | 35 | 40 | 0 | 75 | 41 | 109 | 0 | 150 | 366 |
| 3:15 PM | 86 | 30 | 4 | 120 | 24 | 22 | 0 | 46 | 32 | 98 | 0 | 130 | 296 |
| 3:30 PM | 87 | 22 | 1 | 110 | 30 | 24 | 0 | 54 | 29 | 115 | 0 | 144 | 308 |
| 3:45 PM | 62 | 14 | 1 | 77 | 31 | 25 | 0 | 56 | 25 | 104 | 0 | 129 | 262 |
| Total | 341 | 99 | 8 | 448 | 120 | 111 | 0 | 231 | 127 | 426 | 0 | 553 | 1232 |
| 4:00 PM | 74 | 16 | 0 | 90 | 35 | 30 | 0 | 65 | 39 | 132 | 0 | 171 | 326 |
| 4:15 PM | 82 | 20 | 3 | 105 | 22 | 38 | 0 | 60 | 36 | 114 | 0 | 150 | 315 |
| 4:30 PM | 73 | 31 | 1 | 105 | 27 | 44 | 0 | 71 | 47 | 95 | 0 | 142 | 318 |
| 4:45 PM | 71 | 21 | 1 | 93 | 29 | 34 | 0 | 63 | 39 | 136 | 0 | 175 | 331 |
| Total | 300 | 88 | 5 | 393 | 113 | 146 | 0 | 259 | 161 | 477 | 0 | 638 | 1290 |
| 5:00 PM | 68 | 20 | 0 | 88 | 29 | 38 | 0 | 67 | 63 | 143 | 0 | 206 | 361 |
| 5:15 PM | 68 | 29 | 0 | 97 | 40 | 41 | 0 | 81 | 63 | 134 | 0 | 197 | 375 |
| 5:30 PM | 68 | 26 | 1 | 95 | 39 | 57 | 0 | 96 | 41 | 151 | 0 | 192 | 383 |
| 5:45 PM | 67 | 27 | 2 | 96 | 49 | 50 | 0 | 99 | 53 | 116 | 0 | 169 | 364 |
| Total | 271 | 102 | 3 | 376 | 157 | 186 | 0 | 343 | 220 | 544 | 0 | 764 | 1483 |
| Grand Total | 3250 | 954 | 53 | 4257 | 1468 | 1734 | 0 | 3202 | 1355 | 5266 | 4 | 6625 | 14084 |
| Approach % | 76.3 | 22.4 | 1.2 | | 45.8 | 54.2 | 0.0 | | 20.5 | 79.5 | 0.1 | | |

PDI File #: **196872 F**
 Location: **S: B Street**
 Location: **E: Seaport Boulevard W: Seaport Boulevard**
 City, State: **Boston, MA**
 Client: **Nitsch/ B. Zimolka**
 Site Code: **TBA**
 Count Date: **Thursday, April 11, 2019**
 Start Time: **7:00 AM**
 End Time: **6:00 PM**
 Class:



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

Cars and Heavy Vehicles (Combined)

| | Seaport Boulevard | | | | B Street | | | | Seaport Boulevard | | | | Total |
|-------------------|-------------------|------|--------|-------|------------|------|--------|-------|-------------------|------|--------|-------|-------|
| | from East | | | | from South | | | | from West | | | | |
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | |
| Total % | 23.1 | 6.8 | 0.4 | 30.2 | 10.4 | 12.3 | 0.0 | 22.7 | 9.6 | 37.4 | 0.0 | 47.0 | |
| Exiting Leg Total | 6787 | | | | 2309 | | | | 4988 | | | | 14084 |
| Cars | 2874 | 800 | 50 | 3724 | 1359 | 1665 | 0 | 3024 | 1286 | 4795 | 4 | 6085 | 12833 |
| % Cars | 88.4 | 83.9 | 94.3 | 87.5 | 92.6 | 96.0 | 0.0 | 94.4 | 94.9 | 91.1 | 100.0 | 91.8 | 91.1 |
| Exiting Leg Total | 6204 | | | | 2086 | | | | 4543 | | | | 12833 |
| Heavy Vehicles | 376 | 154 | 3 | 533 | 109 | 69 | 0 | 178 | 69 | 471 | 0 | 540 | 1251 |
| % Heavy Vehicles | 11.6 | 16.1 | 5.7 | 12.5 | 7.4 | 4.0 | 0.0 | 5.6 | 5.1 | 8.9 | 0.0 | 8.2 | 8.9 |
| Exiting Leg Total | 583 | | | | 223 | | | | 445 | | | | 1251 |

AM Peak Hour Analysis from 07:00 AM to 10:00 AM begins at:

| 8:15 AM | Seaport Boulevard | | | | B Street | | | | Seaport Boulevard | | | | Total |
|--------------------|-------------------|-------|--------|-------|------------|-------|--------|-------|-------------------|-------|--------|-------|-------|
| | from East | | | | from South | | | | from West | | | | |
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | |
| 8:15 AM | 82 | 16 | 1 | 99 | 54 | 65 | 0 | 119 | 32 | 170 | 0 | 202 | 420 |
| 8:30 AM | 83 | 17 | 0 | 100 | 42 | 55 | 0 | 97 | 28 | 157 | 0 | 185 | 382 |
| 8:45 AM | 94 | 20 | 0 | 114 | 43 | 52 | 0 | 95 | 41 | 167 | 0 | 208 | 417 |
| 9:00 AM | 105 | 15 | 2 | 122 | 49 | 54 | 0 | 103 | 24 | 164 | 0 | 188 | 413 |
| Total Volume | 364 | 68 | 3 | 435 | 188 | 226 | 0 | 414 | 125 | 658 | 0 | 783 | 1632 |
| % Approach Total | 83.7 | 15.6 | 0.7 | | 45.4 | 54.6 | 0.0 | | 16.0 | 84.0 | 0.0 | | |
| PHF | 0.867 | 0.850 | 0.375 | 0.891 | 0.870 | 0.869 | 0.000 | 0.870 | 0.762 | 0.968 | 0.000 | 0.941 | 0.971 |
| Cars | 312 | 55 | 3 | 370 | 168 | 211 | 0 | 379 | 119 | 610 | 0 | 729 | 1478 |
| Cars % | 85.7 | 80.9 | 100.0 | 85.1 | 89.4 | 93.4 | 0.0 | 91.5 | 95.2 | 92.7 | 0.0 | 93.1 | 90.6 |
| Heavy Vehicles | 52 | 13 | 0 | 65 | 20 | 15 | 0 | 35 | 6 | 48 | 0 | 54 | 154 |
| Heavy Vehicles % | 14.3 | 19.1 | 0.0 | 14.9 | 10.6 | 6.6 | 0.0 | 8.5 | 4.8 | 7.3 | 0.0 | 6.9 | 9.4 |
| Cars Enter Leg | 312 | 55 | 3 | 370 | 168 | 211 | 0 | 379 | 119 | 610 | 0 | 729 | 1478 |
| Heavy Enter Leg | 52 | 13 | 0 | 65 | 20 | 15 | 0 | 35 | 6 | 48 | 0 | 54 | 154 |
| Total Entering Leg | 364 | 68 | 3 | 435 | 188 | 226 | 0 | 414 | 125 | 658 | 0 | 783 | 1632 |
| Cars Exiting Leg | 781 | | | | 174 | | | | 523 | | | | 1478 |
| Heavy Exiting Leg | 68 | | | | 19 | | | | 67 | | | | 154 |
| Total Exiting Leg | 849 | | | | 193 | | | | 590 | | | | 1632 |

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

| 1:30 PM | Seaport Boulevard | | | | B Street | | | | Seaport Boulevard | | | | Total |
|--------------------|-------------------|-------|--------|-------|------------|-------|--------|-------|-------------------|-------|--------|-------|-------|
| | from East | | | | from South | | | | from West | | | | |
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | |
| 1:30 PM | 72 | 30 | 1 | 103 | 36 | 38 | 0 | 74 | 35 | 104 | 0 | 139 | 316 |
| 1:45 PM | 86 | 30 | 0 | 116 | 33 | 45 | 0 | 78 | 40 | 91 | 0 | 131 | 325 |
| 2:00 PM | 85 | 37 | 3 | 125 | 19 | 42 | 0 | 61 | 47 | 122 | 0 | 169 | 355 |
| 2:15 PM | 74 | 30 | 0 | 104 | 30 | 36 | 0 | 66 | 30 | 95 | 0 | 125 | 295 |
| Total Volume | 317 | 127 | 4 | 448 | 118 | 161 | 0 | 279 | 152 | 412 | 0 | 564 | 1291 |
| % Approach Total | 70.8 | 28.3 | 0.9 | | 42.3 | 57.7 | 0.0 | | 27.0 | 73.0 | 0.0 | | |
| PHF | 0.922 | 0.858 | 0.333 | 0.896 | 0.819 | 0.894 | 0.000 | 0.894 | 0.809 | 0.844 | 0.000 | 0.834 | 0.909 |
| Cars | 288 | 114 | 4 | 406 | 113 | 154 | 0 | 267 | 146 | 370 | 0 | 516 | 1189 |
| Cars % | 90.9 | 89.8 | 100.0 | 90.6 | 95.8 | 95.7 | 0.0 | 95.7 | 96.1 | 89.8 | 0.0 | 91.5 | 92.1 |
| Heavy Vehicles | 29 | 13 | 0 | 42 | 5 | 7 | 0 | 12 | 6 | 42 | 0 | 48 | 102 |
| Heavy Vehicles % | 9.1 | 10.2 | 0.0 | 9.4 | 4.2 | 4.3 | 0.0 | 4.3 | 3.9 | 10.2 | 0.0 | 8.5 | 7.9 |
| Cars Enter Leg | 288 | 114 | 4 | 406 | 113 | 154 | 0 | 267 | 146 | 370 | 0 | 516 | 1189 |
| Heavy Enter Leg | 29 | 13 | 0 | 42 | 5 | 7 | 0 | 12 | 6 | 42 | 0 | 48 | 102 |
| Total Entering Leg | 317 | 127 | 4 | 448 | 118 | 161 | 0 | 279 | 152 | 412 | 0 | 564 | 1291 |
| Cars Exiting Leg | 487 | | | | 260 | | | | 442 | | | | 1189 |
| Heavy Exiting Leg | 47 | | | | 19 | | | | 36 | | | | 102 |
| Total Exiting Leg | 534 | | | | 279 | | | | 478 | | | | 1291 |

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

| 5:00 PM | Seaport Boulevard | | | | B Street | | | | Seaport Boulevard | | | | Total |
|---------|-------------------|------|--------|-------|------------|------|--------|-------|-------------------|------|--------|-------|-------|
| | from East | | | | from South | | | | from West | | | | |
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | |
| 5:00 PM | 68 | 20 | 0 | 88 | 29 | 38 | 0 | 67 | 63 | 143 | 0 | 206 | 361 |
| 5:15 PM | 68 | 29 | 0 | 97 | 40 | 41 | 0 | 81 | 63 | 134 | 0 | 197 | 375 |

PDI File #: **196872 F**
 Location: **S: B Street**
 Location: **E: Seaport Boulevard W: Seaport Boulevard**
 City, State: **Boston, MA**
 Client: **Nitsch/ B. Zimolka**
 Site Code: **TBA**
 Count Date: **Thursday, April 11, 2019**
 Start Time: **7:00 AM**
 End Time: **6:00 PM**
 Class:



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

Cars and Heavy Vehicles (Combined)

| | Seaport Boulevard | | | | B Street | | | | Seaport Boulevard | | | | Total |
|--------------------|-------------------|-------|--------|-------|------------|-------|--------|-------|-------------------|-------|--------|-------|-------|
| | from East | | | | from South | | | | from West | | | | |
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | |
| 5:30 PM | 68 | 26 | 1 | 95 | 39 | 57 | 0 | 96 | 41 | 151 | 0 | 192 | 383 |
| 5:45 PM | 67 | 27 | 2 | 96 | 49 | 50 | 0 | 99 | 53 | 116 | 0 | 169 | 364 |
| Total Volume | 271 | 102 | 3 | 376 | 157 | 186 | 0 | 343 | 220 | 544 | 0 | 764 | 1483 |
| % Approach Total | 72.1 | 27.1 | 0.8 | | 45.8 | 54.2 | 0.0 | | 28.8 | 71.2 | 0.0 | | |
| PHF | 0.996 | 0.879 | 0.375 | 0.969 | 0.801 | 0.816 | 0.000 | 0.866 | 0.873 | 0.901 | 0.000 | 0.927 | 0.968 |
| Cars | 251 | 89 | 3 | 343 | 150 | 183 | 0 | 333 | 218 | 519 | 0 | 737 | 1413 |
| Cars % | 92.6 | 87.3 | 100.0 | 91.2 | 95.5 | 98.4 | 0.0 | 97.1 | 99.1 | 95.4 | 0.0 | 96.5 | 95.3 |
| Heavy Vehicles | 20 | 13 | 0 | 33 | 7 | 3 | 0 | 10 | 2 | 25 | 0 | 27 | 70 |
| Heavy Vehicles % | 7.4 | 12.7 | 0.0 | 8.8 | 4.5 | 1.6 | 0.0 | 2.9 | 0.9 | 4.6 | 0.0 | 3.5 | 4.7 |
| Cars Enter Leg | 251 | 89 | 3 | 343 | 150 | 183 | 0 | 333 | 218 | 519 | 0 | 737 | 1413 |
| Heavy Enter Leg | 20 | 13 | 0 | 33 | 7 | 3 | 0 | 10 | 2 | 25 | 0 | 27 | 70 |
| Total Entering Leg | 271 | 102 | 3 | 376 | 157 | 186 | 0 | 343 | 220 | 544 | 0 | 764 | 1483 |
| Cars Exiting Leg | | | | 672 | | | | 307 | | | | 434 | 1413 |
| Heavy Exiting Leg | | | | 32 | | | | 15 | | | | 23 | 70 |
| Total Exiting Leg | | | | 704 | | | | 322 | | | | 457 | 1483 |

PDI File #: **196872 F**
 Location: **S: B Street**
 Location: **E: Seaport Boulevard W: Seaport Boulevard**
 City, State: **Boston, MA**
 Client: **Nitsch/ B. Zimolka**
 Site Code: **TBA**
 Count Date: **Thursday, April 11, 2019**
 Start Time: **7:00 AM**
 End Time: **6:00 PM**
 Class:



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

Cars

| | Seaport Boulevard | | | | B Street | | | | Seaport Boulevard | | | | Total |
|-------------|-------------------|------|--------|-------|------------|------|--------|-------|-------------------|------|--------|-------|-------|
| | from East | | | | from South | | | | from West | | | | |
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | |
| 7:00 AM | 41 | 10 | 2 | 53 | 24 | 30 | 0 | 54 | 15 | 116 | 0 | 131 | 238 |
| 7:15 AM | 33 | 17 | 0 | 50 | 25 | 42 | 0 | 67 | 20 | 113 | 0 | 133 | 250 |
| 7:30 AM | 45 | 12 | 1 | 58 | 25 | 30 | 0 | 55 | 15 | 109 | 0 | 124 | 237 |
| 7:45 AM | 53 | 10 | 0 | 63 | 26 | 37 | 0 | 63 | 15 | 99 | 0 | 114 | 240 |
| Total | 172 | 49 | 3 | 224 | 100 | 139 | 0 | 239 | 65 | 437 | 0 | 502 | 965 |
| 8:00 AM | 64 | 13 | 2 | 79 | 39 | 48 | 0 | 87 | 28 | 129 | 0 | 157 | 323 |
| 8:15 AM | 71 | 11 | 1 | 83 | 49 | 62 | 0 | 111 | 31 | 157 | 0 | 188 | 382 |
| 8:30 AM | 75 | 16 | 0 | 91 | 39 | 50 | 0 | 89 | 26 | 150 | 0 | 176 | 356 |
| 8:45 AM | 82 | 16 | 0 | 98 | 37 | 48 | 0 | 85 | 38 | 152 | 0 | 190 | 373 |
| Total | 292 | 56 | 3 | 351 | 164 | 208 | 0 | 372 | 123 | 588 | 0 | 711 | 1434 |
| 9:00 AM | 84 | 12 | 2 | 98 | 43 | 51 | 0 | 94 | 24 | 151 | 0 | 175 | 367 |
| 9:15 AM | 84 | 22 | 0 | 106 | 48 | 51 | 0 | 99 | 26 | 113 | 0 | 139 | 344 |
| 9:30 AM | 58 | 16 | 2 | 76 | 30 | 71 | 0 | 101 | 26 | 106 | 0 | 132 | 309 |
| 9:45 AM | 66 | 14 | 1 | 81 | 28 | 37 | 0 | 65 | 22 | 107 | 0 | 129 | 275 |
| Total | 292 | 64 | 5 | 361 | 149 | 210 | 0 | 359 | 98 | 477 | 0 | 575 | 1295 |
| 10:00 AM | 57 | 13 | 1 | 71 | 30 | 36 | 0 | 66 | 20 | 114 | 0 | 134 | 271 |
| 10:15 AM | 59 | 15 | 1 | 75 | 33 | 39 | 0 | 72 | 17 | 101 | 0 | 118 | 265 |
| 10:30 AM | 72 | 20 | 0 | 92 | 19 | 31 | 0 | 50 | 17 | 85 | 0 | 102 | 244 |
| 10:45 AM | 55 | 10 | 0 | 65 | 25 | 42 | 0 | 67 | 13 | 106 | 0 | 119 | 251 |
| Total | 243 | 58 | 2 | 303 | 107 | 148 | 0 | 255 | 67 | 406 | 0 | 473 | 1031 |
| 11:00 AM | 40 | 12 | 1 | 53 | 36 | 36 | 0 | 72 | 19 | 94 | 1 | 114 | 239 |
| 11:15 AM | 67 | 10 | 0 | 77 | 34 | 38 | 0 | 72 | 17 | 136 | 0 | 153 | 302 |
| 11:30 AM | 62 | 14 | 0 | 76 | 25 | 32 | 0 | 57 | 22 | 116 | 1 | 139 | 272 |
| 11:45 AM | 68 | 11 | 4 | 83 | 33 | 32 | 0 | 65 | 19 | 101 | 0 | 120 | 268 |
| Total | 237 | 47 | 5 | 289 | 128 | 138 | 0 | 266 | 77 | 447 | 2 | 526 | 1081 |
| 12:00 PM | 63 | 25 | 2 | 90 | 38 | 34 | 0 | 72 | 17 | 99 | 0 | 116 | 278 |
| 12:15 PM | 67 | 15 | 2 | 84 | 20 | 30 | 0 | 50 | 22 | 96 | 1 | 119 | 253 |
| 12:30 PM | 60 | 19 | 0 | 79 | 25 | 31 | 0 | 56 | 25 | 92 | 0 | 117 | 252 |
| 12:45 PM | 50 | 22 | 4 | 76 | 37 | 25 | 0 | 62 | 23 | 81 | 1 | 105 | 243 |
| Total | 240 | 81 | 8 | 329 | 120 | 120 | 0 | 240 | 87 | 368 | 2 | 457 | 1026 |
| 1:00 PM | 56 | 16 | 3 | 75 | 14 | 29 | 0 | 43 | 29 | 69 | 0 | 98 | 216 |
| 1:15 PM | 75 | 15 | 1 | 91 | 28 | 32 | 0 | 60 | 21 | 92 | 0 | 113 | 264 |
| 1:30 PM | 64 | 27 | 1 | 92 | 34 | 36 | 0 | 70 | 31 | 92 | 0 | 123 | 285 |
| 1:45 PM | 80 | 28 | 0 | 108 | 31 | 42 | 0 | 73 | 39 | 81 | 0 | 120 | 301 |
| Total | 275 | 86 | 5 | 366 | 107 | 139 | 0 | 246 | 120 | 334 | 0 | 454 | 1066 |
| 2:00 PM | 78 | 34 | 3 | 115 | 19 | 40 | 0 | 59 | 46 | 112 | 0 | 158 | 332 |
| 2:15 PM | 66 | 25 | 0 | 91 | 29 | 36 | 0 | 65 | 30 | 85 | 0 | 115 | 271 |
| 2:30 PM | 81 | 23 | 0 | 104 | 36 | 22 | 0 | 58 | 30 | 85 | 0 | 115 | 277 |
| 2:45 PM | 63 | 24 | 0 | 87 | 32 | 26 | 0 | 58 | 43 | 89 | 0 | 132 | 277 |
| Total | 288 | 106 | 3 | 397 | 116 | 124 | 0 | 240 | 149 | 371 | 0 | 520 | 1157 |
| 3:00 PM | 99 | 31 | 2 | 132 | 30 | 40 | 0 | 70 | 38 | 101 | 0 | 139 | 341 |
| 3:15 PM | 82 | 24 | 4 | 110 | 24 | 22 | 0 | 46 | 32 | 93 | 0 | 125 | 281 |
| 3:30 PM | 76 | 21 | 1 | 98 | 29 | 23 | 0 | 52 | 29 | 106 | 0 | 135 | 285 |
| 3:45 PM | 57 | 11 | 1 | 69 | 30 | 25 | 0 | 55 | 25 | 95 | 0 | 120 | 244 |
| Total | 314 | 87 | 8 | 409 | 113 | 110 | 0 | 223 | 124 | 395 | 0 | 519 | 1151 |
| 4:00 PM | 69 | 13 | 0 | 82 | 33 | 30 | 0 | 63 | 38 | 123 | 0 | 161 | 306 |
| 4:15 PM | 74 | 17 | 3 | 94 | 20 | 38 | 0 | 58 | 36 | 110 | 0 | 146 | 298 |
| 4:30 PM | 65 | 28 | 1 | 94 | 25 | 44 | 0 | 69 | 45 | 88 | 0 | 133 | 296 |
| 4:45 PM | 62 | 19 | 1 | 82 | 27 | 34 | 0 | 61 | 39 | 132 | 0 | 171 | 314 |
| Total | 270 | 77 | 5 | 352 | 105 | 146 | 0 | 251 | 158 | 453 | 0 | 611 | 1214 |
| 5:00 PM | 63 | 17 | 0 | 80 | 28 | 36 | 0 | 64 | 62 | 135 | 0 | 197 | 341 |
| 5:15 PM | 64 | 24 | 0 | 88 | 39 | 41 | 0 | 80 | 63 | 127 | 0 | 190 | 358 |
| 5:30 PM | 59 | 24 | 1 | 84 | 38 | 57 | 0 | 95 | 41 | 149 | 0 | 190 | 369 |
| 5:45 PM | 65 | 24 | 2 | 91 | 45 | 49 | 0 | 94 | 52 | 108 | 0 | 160 | 345 |
| Total | 251 | 89 | 3 | 343 | 150 | 183 | 0 | 333 | 218 | 519 | 0 | 737 | 1413 |
| Grand Total | 2874 | 800 | 50 | 3724 | 1359 | 1665 | 0 | 3024 | 1286 | 4795 | 4 | 6085 | 12833 |

PDI File #: **196872 F**
 Location: **S: B Street**
 Location: **E: Seaport Boulevard W: Seaport Boulevard**
 City, State: **Boston, MA**
 Client: **Nitsch/ B. Zimolka**
 Site Code: **TBA**
 Count Date: **Thursday, April 11, 2019**
 Start Time: **7:00 AM**
 End Time: **6:00 PM**
 Class: **Cars**



| | Seaport Boulevard | | | | B Street | | | | Seaport Boulevard | | | | Total |
|-------------------|-------------------|------|--------|-------|------------|------|--------|-------|-------------------|------|--------|-------|-------|
| | from East | | | | from South | | | | from West | | | | |
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | |
| Approach % | 77.2 | 21.5 | 1.3 | | 44.9 | 55.1 | 0.0 | | 21.1 | 78.8 | 0.1 | | |
| Total % | 22.4 | 6.2 | 0.4 | 29.0 | 10.6 | 13.0 | 0.0 | 23.6 | 10.0 | 37.4 | 0.0 | 47.4 | |
| Exiting Leg Total | 6204 | | | | 2086 | | | | 4543 | | | | 12833 |

AM Peak Hour Analysis from 07:00 AM to 10:00 AM begins at:

| 8:15 AM | Seaport Boulevard | | | | B Street | | | | Seaport Boulevard | | | | Total |
|------------------|-------------------|-------|--------|-------|------------|-------|--------|-------|-------------------|-------|--------|-------|-------|
| | from East | | | | from South | | | | from West | | | | |
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | |
| 8:15 AM | 71 | 11 | 1 | 83 | 49 | 62 | 0 | 111 | 31 | 157 | 0 | 188 | 382 |
| 8:30 AM | 75 | 16 | 0 | 91 | 39 | 50 | 0 | 89 | 26 | 150 | 0 | 176 | 356 |
| 8:45 AM | 82 | 16 | 0 | 98 | 37 | 48 | 0 | 85 | 38 | 152 | 0 | 190 | 373 |
| 9:00 AM | 84 | 12 | 2 | 98 | 43 | 51 | 0 | 94 | 24 | 151 | 0 | 175 | 367 |
| Total Volume | 312 | 55 | 3 | 370 | 168 | 211 | 0 | 379 | 119 | 610 | 0 | 729 | 1478 |
| % Approach Total | 84.3 | 14.9 | 0.8 | | 44.3 | 55.7 | 0.0 | | 16.3 | 83.7 | 0.0 | | |
| PHF | 0.929 | 0.859 | 0.375 | 0.944 | 0.857 | 0.851 | 0.000 | 0.854 | 0.783 | 0.971 | 0.000 | 0.959 | 0.967 |
| Entering Leg | 312 | 55 | 3 | 370 | 168 | 211 | 0 | 379 | 119 | 610 | 0 | 729 | 1478 |
| Exiting Leg | 781 | | | | 174 | | | | 523 | | | | 1478 |
| Total | 1151 | | | | 553 | | | | 1252 | | | | 2956 |

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

| 1:30 PM | Seaport Boulevard | | | | B Street | | | | Seaport Boulevard | | | | Total |
|------------------|-------------------|-------|--------|-------|------------|-------|--------|-------|-------------------|-------|--------|-------|-------|
| | from East | | | | from South | | | | from West | | | | |
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | |
| 1:30 PM | 64 | 27 | 1 | 92 | 34 | 36 | 0 | 70 | 31 | 92 | 0 | 123 | 285 |
| 1:45 PM | 80 | 28 | 0 | 108 | 31 | 42 | 0 | 73 | 39 | 81 | 0 | 120 | 301 |
| 2:00 PM | 78 | 34 | 3 | 115 | 19 | 40 | 0 | 59 | 46 | 112 | 0 | 158 | 332 |
| 2:15 PM | 66 | 25 | 0 | 91 | 29 | 36 | 0 | 65 | 30 | 85 | 0 | 115 | 271 |
| Total Volume | 288 | 114 | 4 | 406 | 113 | 154 | 0 | 267 | 146 | 370 | 0 | 516 | 1189 |
| % Approach Total | 70.9 | 28.1 | 1.0 | | 42.3 | 57.7 | 0.0 | | 28.3 | 71.7 | 0.0 | | |
| PHF | 0.900 | 0.838 | 0.333 | 0.883 | 0.831 | 0.917 | 0.000 | 0.914 | 0.793 | 0.826 | 0.000 | 0.816 | 0.895 |
| Entering Leg | 288 | 114 | 4 | 406 | 113 | 154 | 0 | 267 | 146 | 370 | 0 | 516 | 1189 |
| Exiting Leg | 487 | | | | 260 | | | | 442 | | | | 1189 |
| Total | 893 | | | | 527 | | | | 958 | | | | 2378 |

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

| 5:00 PM | Seaport Boulevard | | | | B Street | | | | Seaport Boulevard | | | | Total |
|------------------|-------------------|-------|--------|-------|------------|-------|--------|-------|-------------------|-------|--------|-------|-------|
| | from East | | | | from South | | | | from West | | | | |
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | |
| 5:00 PM | 63 | 17 | 0 | 80 | 28 | 36 | 0 | 64 | 62 | 135 | 0 | 197 | 341 |
| 5:15 PM | 64 | 24 | 0 | 88 | 39 | 41 | 0 | 80 | 63 | 127 | 0 | 190 | 358 |
| 5:30 PM | 59 | 24 | 1 | 84 | 38 | 57 | 0 | 95 | 41 | 149 | 0 | 190 | 369 |
| 5:45 PM | 65 | 24 | 2 | 91 | 45 | 49 | 0 | 94 | 52 | 108 | 0 | 160 | 345 |
| Total Volume | 251 | 89 | 3 | 343 | 150 | 183 | 0 | 333 | 218 | 519 | 0 | 737 | 1413 |
| % Approach Total | 73.2 | 25.9 | 0.9 | | 45.0 | 55.0 | 0.0 | | 29.6 | 70.4 | 0.0 | | |
| PHF | 0.965 | 0.927 | 0.375 | 0.942 | 0.833 | 0.803 | 0.000 | 0.876 | 0.865 | 0.871 | 0.000 | 0.935 | 0.957 |
| Entering Leg | 251 | 89 | 3 | 343 | 150 | 183 | 0 | 333 | 218 | 519 | 0 | 737 | 1413 |
| Exiting Leg | 672 | | | | 307 | | | | 434 | | | | 1413 |
| Total | 1015 | | | | 640 | | | | 1171 | | | | 2826 |

PDI File #: **196872 F**
 Location: **S: B Street**
 Location: **E: Seaport Boulevard W: Seaport Boulevard**
 City, State: **Boston, MA**
 Client: **Nitsch/ B. Zimolka**
 Site Code: **TBA**
 Count Date: **Thursday, April 11, 2019**
 Start Time: **7:00 AM**
 End Time: **6:00 PM**



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

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

| | Seaport Boulevard | | | | B Street | | | | Seaport Boulevard | | | | Total |
|-------------|-------------------|------|--------|-------|------------|------|--------|-------|-------------------|------|--------|-------|-------|
| | from East | | | | from South | | | | from West | | | | |
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | |
| 7:00 AM | 19 | 4 | 0 | 23 | 4 | 0 | 0 | 4 | 2 | 14 | 0 | 16 | 43 |
| 7:15 AM | 8 | 4 | 0 | 12 | 6 | 0 | 0 | 6 | 2 | 7 | 0 | 9 | 27 |
| 7:30 AM | 7 | 4 | 0 | 11 | 4 | 3 | 0 | 7 | 0 | 17 | 0 | 17 | 35 |
| 7:45 AM | 9 | 2 | 0 | 11 | 5 | 2 | 0 | 7 | 2 | 12 | 0 | 14 | 32 |
| Total | 43 | 14 | 0 | 57 | 19 | 5 | 0 | 24 | 6 | 50 | 0 | 56 | 137 |
| 8:00 AM | 12 | 3 | 0 | 15 | 2 | 4 | 0 | 6 | 1 | 12 | 0 | 13 | 34 |
| 8:15 AM | 11 | 5 | 0 | 16 | 5 | 3 | 0 | 8 | 1 | 13 | 0 | 14 | 38 |
| 8:30 AM | 8 | 1 | 0 | 9 | 3 | 5 | 0 | 8 | 2 | 7 | 0 | 9 | 26 |
| 8:45 AM | 12 | 4 | 0 | 16 | 6 | 4 | 0 | 10 | 3 | 15 | 0 | 18 | 44 |
| Total | 43 | 13 | 0 | 56 | 16 | 16 | 0 | 32 | 7 | 47 | 0 | 54 | 142 |
| 9:00 AM | 21 | 3 | 0 | 24 | 6 | 3 | 0 | 9 | 0 | 13 | 0 | 13 | 46 |
| 9:15 AM | 14 | 4 | 1 | 19 | 3 | 3 | 0 | 6 | 3 | 11 | 0 | 14 | 39 |
| 9:30 AM | 10 | 6 | 0 | 16 | 2 | 3 | 0 | 5 | 2 | 13 | 0 | 15 | 36 |
| 9:45 AM | 15 | 3 | 0 | 18 | 3 | 3 | 0 | 6 | 4 | 17 | 0 | 21 | 45 |
| Total | 60 | 16 | 1 | 77 | 14 | 12 | 0 | 26 | 9 | 54 | 0 | 63 | 166 |
| 10:00 AM | 7 | 3 | 0 | 10 | 1 | 4 | 0 | 5 | 4 | 17 | 0 | 21 | 36 |
| 10:15 AM | 9 | 6 | 0 | 15 | 2 | 2 | 0 | 4 | 1 | 9 | 0 | 10 | 29 |
| 10:30 AM | 5 | 2 | 0 | 7 | 2 | 2 | 0 | 4 | 2 | 15 | 0 | 17 | 28 |
| 10:45 AM | 7 | 2 | 1 | 10 | 2 | 1 | 0 | 3 | 1 | 19 | 0 | 20 | 33 |
| Total | 28 | 13 | 1 | 42 | 7 | 9 | 0 | 16 | 8 | 60 | 0 | 68 | 126 |
| 11:00 AM | 13 | 0 | 0 | 13 | 4 | 1 | 0 | 5 | 1 | 12 | 0 | 13 | 31 |
| 11:15 AM | 9 | 2 | 0 | 11 | 3 | 2 | 0 | 5 | 1 | 10 | 0 | 11 | 27 |
| 11:30 AM | 7 | 2 | 0 | 9 | 4 | 1 | 0 | 5 | 0 | 9 | 0 | 9 | 23 |
| 11:45 AM | 8 | 7 | 0 | 15 | 2 | 4 | 0 | 6 | 2 | 8 | 0 | 10 | 31 |
| Total | 37 | 11 | 0 | 48 | 13 | 8 | 0 | 21 | 4 | 39 | 0 | 43 | 112 |
| 12:00 PM | 10 | 4 | 0 | 14 | 2 | 1 | 0 | 3 | 3 | 13 | 0 | 16 | 33 |
| 12:15 PM | 4 | 4 | 0 | 8 | 2 | 0 | 0 | 2 | 3 | 9 | 0 | 12 | 22 |
| 12:30 PM | 5 | 6 | 0 | 11 | 1 | 3 | 0 | 4 | 1 | 9 | 0 | 10 | 25 |
| 12:45 PM | 9 | 6 | 0 | 15 | 3 | 1 | 0 | 4 | 2 | 17 | 0 | 19 | 38 |
| Total | 28 | 20 | 0 | 48 | 8 | 5 | 0 | 13 | 9 | 48 | 0 | 57 | 118 |
| 1:00 PM | 9 | 8 | 0 | 17 | 2 | 2 | 0 | 4 | 4 | 8 | 0 | 12 | 33 |
| 1:15 PM | 6 | 4 | 0 | 10 | 1 | 0 | 0 | 1 | 1 | 13 | 0 | 14 | 25 |
| 1:30 PM | 8 | 3 | 0 | 11 | 2 | 2 | 0 | 4 | 4 | 12 | 0 | 16 | 31 |
| 1:45 PM | 6 | 2 | 0 | 8 | 2 | 3 | 0 | 5 | 1 | 10 | 0 | 11 | 24 |
| Total | 29 | 17 | 0 | 46 | 7 | 7 | 0 | 14 | 10 | 43 | 0 | 53 | 113 |
| 2:00 PM | 7 | 3 | 0 | 10 | 0 | 2 | 0 | 2 | 1 | 10 | 0 | 11 | 23 |
| 2:15 PM | 8 | 5 | 0 | 13 | 1 | 0 | 0 | 1 | 0 | 10 | 0 | 10 | 24 |
| 2:30 PM | 8 | 3 | 0 | 11 | 0 | 0 | 0 | 0 | 4 | 12 | 0 | 16 | 27 |
| 2:45 PM | 8 | 3 | 1 | 12 | 2 | 1 | 0 | 3 | 3 | 18 | 0 | 21 | 36 |
| Total | 31 | 14 | 1 | 46 | 3 | 3 | 0 | 6 | 8 | 50 | 0 | 58 | 110 |
| 3:00 PM | 7 | 2 | 0 | 9 | 5 | 0 | 0 | 5 | 3 | 8 | 0 | 11 | 25 |
| 3:15 PM | 4 | 6 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 15 |
| 3:30 PM | 11 | 1 | 0 | 12 | 1 | 1 | 0 | 2 | 0 | 9 | 0 | 9 | 23 |
| 3:45 PM | 5 | 3 | 0 | 8 | 1 | 0 | 0 | 1 | 0 | 9 | 0 | 9 | 18 |
| Total | 27 | 12 | 0 | 39 | 7 | 1 | 0 | 8 | 3 | 31 | 0 | 34 | 81 |
| 4:00 PM | 5 | 3 | 0 | 8 | 2 | 0 | 0 | 2 | 1 | 9 | 0 | 10 | 20 |
| 4:15 PM | 8 | 3 | 0 | 11 | 2 | 0 | 0 | 2 | 0 | 4 | 0 | 4 | 17 |
| 4:30 PM | 8 | 3 | 0 | 11 | 2 | 0 | 0 | 2 | 2 | 7 | 0 | 9 | 22 |
| 4:45 PM | 9 | 2 | 0 | 11 | 2 | 0 | 0 | 2 | 0 | 4 | 0 | 4 | 17 |
| Total | 30 | 11 | 0 | 41 | 8 | 0 | 0 | 8 | 3 | 24 | 0 | 27 | 76 |
| 5:00 PM | 5 | 3 | 0 | 8 | 1 | 2 | 0 | 3 | 1 | 8 | 0 | 9 | 20 |
| 5:15 PM | 4 | 5 | 0 | 9 | 1 | 0 | 0 | 1 | 0 | 7 | 0 | 7 | 17 |
| 5:30 PM | 9 | 2 | 0 | 11 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 14 |
| 5:45 PM | 2 | 3 | 0 | 5 | 4 | 1 | 0 | 5 | 1 | 8 | 0 | 9 | 19 |
| Total | 20 | 13 | 0 | 33 | 7 | 3 | 0 | 10 | 2 | 25 | 0 | 27 | 70 |
| Grand Total | 376 | 154 | 3 | 533 | 109 | 69 | 0 | 178 | 69 | 471 | 0 | 540 | 1251 |

PDI File #: **196872 F**
 Location: **S: B Street**
 Location: **E: Seaport Boulevard W: Seaport Boulevard**
 City, State: **Boston, MA**
 Client: **Nitsch/ B. Zimolka**
 Site Code: **TBA**
 Count Date: **Thursday, April 11, 2019**
 Start Time: **7:00 AM**
 End Time: **6:00 PM**
 Class:



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

| | Seaport Boulevard | | | | B Street | | | | Seaport Boulevard | | | | Total |
|--------------------|-------------------|------|--------|-------|------------|------|--------|-------|-------------------|------|--------|-------|-------|
| | from East | | | | from South | | | | from West | | | | |
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | |
| Approach % | 70.5 | 28.9 | 0.6 | | 61.2 | 38.8 | 0.0 | | 12.8 | 87.2 | 0.0 | | |
| Total % | 30.1 | 12.3 | 0.2 | 42.6 | 8.7 | 5.5 | 0.0 | 14.2 | 5.5 | 37.6 | 0.0 | 43.2 | |
| Exiting Leg Total | 583 | | | | 223 | | | | 445 | | | | 1251 |
| Buses | 70 | 8 | 0 | 78 | 30 | 10 | 0 | 40 | 12 | 91 | 0 | 103 | 221 |
| % Buses | 18.6 | 5.2 | 0.0 | 14.6 | 27.5 | 14.5 | 0.0 | 22.5 | 17.4 | 19.3 | 0.0 | 19.1 | 17.7 |
| Exiting Leg Total | 121 | | | | 20 | | | | 80 | | | | 221 |
| Single-Unit Trucks | 253 | 106 | 2 | 361 | 65 | 53 | 0 | 118 | 45 | 235 | 0 | 280 | 759 |
| % Single-Unit | 67.3 | 68.8 | 66.7 | 67.7 | 59.6 | 76.8 | 0.0 | 66.3 | 65.2 | 49.9 | 0.0 | 51.9 | 60.7 |
| Exiting Leg Total | 302 | | | | 151 | | | | 306 | | | | 759 |
| Articulated Trucks | 53 | 40 | 1 | 94 | 14 | 6 | 0 | 20 | 12 | 145 | 0 | 157 | 271 |
| % Articulated | 14.1 | 26.0 | 33.3 | 17.6 | 12.8 | 8.7 | 0.0 | 11.2 | 17.4 | 30.8 | 0.0 | 29.1 | 21.7 |
| Exiting Leg Total | 160 | | | | 52 | | | | 59 | | | | 271 |

AM Peak Hour Analysis from 07:00 AM to 10:00 AM begins at:

| | Seaport Boulevard | | | | B Street | | | | Seaport Boulevard | | | | Total |
|--------------------|-------------------|-------|--------|-------|------------|-------|--------|-------|-------------------|-------|--------|-------|-------|
| | from East | | | | from South | | | | from West | | | | |
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | |
| 9:00 AM | 21 | 3 | 0 | 24 | 6 | 3 | 0 | 9 | 0 | 13 | 0 | 13 | 46 |
| 9:15 AM | 14 | 4 | 1 | 19 | 3 | 3 | 0 | 6 | 3 | 11 | 0 | 14 | 39 |
| 9:30 AM | 10 | 6 | 0 | 16 | 2 | 3 | 0 | 5 | 2 | 13 | 0 | 15 | 36 |
| 9:45 AM | 15 | 3 | 0 | 18 | 3 | 3 | 0 | 6 | 4 | 17 | 0 | 21 | 45 |
| Total Volume | 60 | 16 | 1 | 77 | 14 | 12 | 0 | 26 | 9 | 54 | 0 | 63 | 166 |
| % Approach Total | 77.9 | 20.8 | 1.3 | | 53.8 | 46.2 | 0.0 | | 14.3 | 85.7 | 0.0 | | |
| PHF | 0.714 | 0.667 | 0.250 | 0.802 | 0.583 | 1.000 | 0.000 | 0.722 | 0.563 | 0.794 | 0.000 | 0.750 | 0.902 |
| Buses | 9 | 0 | 0 | 9 | 6 | 1 | 0 | 7 | 1 | 14 | 0 | 15 | 31 |
| Buses % | 15.0 | 0.0 | 0.0 | 11.7 | 42.9 | 8.3 | 0.0 | 26.9 | 11.1 | 25.9 | 0.0 | 23.8 | 18.7 |
| Single-Unit Trucks | 42 | 11 | 1 | 54 | 7 | 11 | 0 | 18 | 6 | 27 | 0 | 33 | 105 |
| Single-Unit % | 70.0 | 68.8 | 100.0 | 70.1 | 50.0 | 91.7 | 0.0 | 69.2 | 66.7 | 50.0 | 0.0 | 52.4 | 63.3 |
| Articulated Trucks | 9 | 5 | 0 | 14 | 1 | 0 | 0 | 1 | 2 | 13 | 0 | 15 | 30 |
| Articulated % | 15.0 | 31.3 | 0.0 | 18.2 | 7.1 | 0.0 | 0.0 | 3.8 | 22.2 | 24.1 | 0.0 | 23.8 | 18.1 |
| Buses | 9 | 0 | 0 | 9 | 6 | 1 | 0 | 7 | 1 | 14 | 0 | 15 | 31 |
| Single-Unit Trucks | 42 | 11 | 1 | 54 | 7 | 11 | 0 | 18 | 6 | 27 | 0 | 33 | 105 |
| Articulated Trucks | 9 | 5 | 0 | 14 | 1 | 0 | 0 | 1 | 2 | 13 | 0 | 15 | 30 |
| Total Entering Leg | 60 | 16 | 1 | 77 | 14 | 12 | 0 | 26 | 9 | 54 | 0 | 63 | 166 |
| Buses | 20 | | | | 1 | | | | 10 | | | | 31 |
| Single-Unit Trucks | 35 | | | | 17 | | | | 53 | | | | 105 |
| Articulated Trucks | 14 | | | | 7 | | | | 9 | | | | 30 |
| Total Exiting Leg | 69 | | | | 25 | | | | 72 | | | | 166 |

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

| | Seaport Boulevard | | | | B Street | | | | Seaport Boulevard | | | | Total |
|--------------------|-------------------|-------|--------|-------|------------|-------|--------|-------|-------------------|-------|--------|-------|-------|
| | from East | | | | from South | | | | from West | | | | |
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | |
| 12:45 PM | 9 | 6 | 0 | 15 | 3 | 1 | 0 | 4 | 2 | 17 | 0 | 19 | 38 |
| 1:00 PM | 9 | 8 | 0 | 17 | 2 | 2 | 0 | 4 | 4 | 8 | 0 | 12 | 33 |
| 1:15 PM | 6 | 4 | 0 | 10 | 1 | 0 | 0 | 1 | 1 | 13 | 0 | 14 | 25 |
| 1:30 PM | 8 | 3 | 0 | 11 | 2 | 2 | 0 | 4 | 4 | 12 | 0 | 16 | 31 |
| Total Volume | 32 | 21 | 0 | 53 | 8 | 5 | 0 | 13 | 11 | 50 | 0 | 61 | 127 |
| % Approach Total | 60.4 | 39.6 | 0.0 | | 61.5 | 38.5 | 0.0 | | 18.0 | 82.0 | 0.0 | | |
| PHF | 0.889 | 0.656 | 0.000 | 0.779 | 0.667 | 0.625 | 0.000 | 0.813 | 0.688 | 0.735 | 0.000 | 0.803 | 0.836 |
| Buses | 5 | 0 | 0 | 5 | 2 | 0 | 0 | 2 | 1 | 3 | 0 | 4 | 11 |
| Buses % | 15.6 | 0.0 | 0.0 | 9.4 | 25.0 | 0.0 | 0.0 | 15.4 | 9.1 | 6.0 | 0.0 | 6.6 | 8.7 |
| Single-Unit Trucks | 21 | 15 | 0 | 36 | 4 | 5 | 0 | 9 | 9 | 22 | 0 | 31 | 76 |
| Single-Unit % | 65.6 | 71.4 | 0.0 | 67.9 | 50.0 | 100.0 | 0.0 | 69.2 | 81.8 | 44.0 | 0.0 | 50.8 | 59.8 |
| Articulated Trucks | 6 | 6 | 0 | 12 | 2 | 0 | 0 | 2 | 1 | 25 | 0 | 26 | 40 |

PDI File #: **196872 F**
 Location: **S: B Street**
 Location: **E: Seaport Boulevard W: Seaport Boulevard**
 City, State: **Boston, MA**
 Client: **Nitsch/ B. Zimolka**
 Site Code: **TBA**
 Count Date: **Thursday, April 11, 2019**
 Start Time: **7:00 AM**
 End Time: **6:00 PM**
 Class:



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

| | Seaport Boulevard | | | | B Street | | | | Seaport Boulevard | | | | Total |
|--------------------|-------------------|------|--------|-------|------------|------|--------|-------|-------------------|------|--------|-------|-------|
| | from East | | | | from South | | | | from West | | | | |
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | |
| Articulated % | 18.8 | 28.6 | 0.0 | 22.6 | 25.0 | 0.0 | 0.0 | 15.4 | 9.1 | 50.0 | 0.0 | 42.6 | 31.5 |
| Buses | 5 | 0 | 0 | 5 | 2 | 0 | 0 | 2 | 1 | 3 | 0 | 4 | 11 |
| Single-Unit Trucks | 21 | 15 | 0 | 36 | 4 | 5 | 0 | 9 | 9 | 22 | 0 | 31 | 76 |
| Articulated Trucks | 6 | 6 | 0 | 12 | 2 | 0 | 0 | 2 | 1 | 25 | 0 | 26 | 40 |
| Total Entering Leg | 32 | 21 | 0 | 53 | 8 | 5 | 0 | 13 | 11 | 50 | 0 | 61 | 127 |
| Buses | | | | 5 | | | | 1 | | | | 5 | 11 |
| Single-Unit Trucks | | | | 26 | | | | 24 | | | | 26 | 76 |
| Articulated Trucks | | | | 27 | | | | 7 | | | | 6 | 40 |
| Total Exiting Leg | | | | 58 | | | | 32 | | | | 37 | 127 |

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

| 2:15 PM | Seaport Boulevard | | | | B Street | | | | Seaport Boulevard | | | | Total |
|--------------------|-------------------|-------|--------|-------|------------|-------|--------|-------|-------------------|-------|--------|-------|-------|
| | from East | | | | from South | | | | from West | | | | |
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | |
| 2:15 PM | 8 | 5 | 0 | 13 | 1 | 0 | 0 | 1 | 0 | 10 | 0 | 10 | 24 |
| 2:30 PM | 8 | 3 | 0 | 11 | 0 | 0 | 0 | 0 | 4 | 12 | 0 | 16 | 27 |
| 2:45 PM | 8 | 3 | 1 | 12 | 2 | 1 | 0 | 3 | 3 | 18 | 0 | 21 | 36 |
| 3:00 PM | 7 | 2 | 0 | 9 | 5 | 0 | 0 | 5 | 3 | 8 | 0 | 11 | 25 |
| Total Volume | 31 | 13 | 1 | 45 | 8 | 1 | 0 | 9 | 10 | 48 | 0 | 58 | 112 |
| % Approach Total | 68.9 | 28.9 | 2.2 | | 88.9 | 11.1 | 0.0 | | 17.2 | 82.8 | 0.0 | | |
| PHF | 0.969 | 0.650 | 0.250 | 0.865 | 0.400 | 0.250 | 0.000 | 0.450 | 0.625 | 0.667 | 0.000 | 0.690 | 0.778 |
| Buses | 2 | 1 | 0 | 3 | 1 | 0 | 0 | 1 | 4 | 8 | 0 | 12 | 16 |
| Buses % | 6.5 | 7.7 | 0.0 | 6.7 | 12.5 | 0.0 | 0.0 | 11.1 | 40.0 | 16.7 | 0.0 | 20.7 | 14.3 |
| Single-Unit Trucks | 24 | 8 | 1 | 33 | 5 | 1 | 0 | 6 | 3 | 21 | 0 | 24 | 63 |
| Single-Unit % | 77.4 | 61.5 | 100.0 | 73.3 | 62.5 | 100.0 | 0.0 | 66.7 | 30.0 | 43.8 | 0.0 | 41.4 | 56.3 |
| Articulated Trucks | 5 | 4 | 0 | 9 | 2 | 0 | 0 | 2 | 3 | 19 | 0 | 22 | 33 |
| Articulated % | 16.1 | 30.8 | 0.0 | 20.0 | 25.0 | 0.0 | 0.0 | 22.2 | 30.0 | 39.6 | 0.0 | 37.9 | 29.5 |
| Buses | 2 | 1 | 0 | 3 | 1 | 0 | 0 | 1 | 4 | 8 | 0 | 12 | 16 |
| Single-Unit Trucks | 24 | 8 | 1 | 33 | 5 | 1 | 0 | 6 | 3 | 21 | 0 | 24 | 63 |
| Articulated Trucks | 5 | 4 | 0 | 9 | 2 | 0 | 0 | 2 | 3 | 19 | 0 | 22 | 33 |
| Total Entering Leg | 31 | 13 | 1 | 45 | 8 | 1 | 0 | 9 | 10 | 48 | 0 | 58 | 112 |
| Buses | | | | 9 | | | | 5 | | | | 2 | 16 |
| Single-Unit Trucks | | | | 27 | | | | 11 | | | | 25 | 63 |
| Articulated Trucks | | | | 21 | | | | 7 | | | | 5 | 33 |
| Total Exiting Leg | | | | 57 | | | | 23 | | | | 32 | 112 |

PDI File #: **196872 F**
 Location: **S: B Street**
 Location: **E: Seaport Boulevard W: Seaport Boulevard**
 City, State: **Boston, MA**
 Client: **Nitsch/ B. Zimolka**
 Site Code: **TBA**
 Count Date: **Thursday, April 11, 2019**
 Start Time: **7:00 AM**
 End Time: **6:00 PM**
 Class:



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

Buses

| | Seaport Boulevard | | | | B Street | | | | Seaport Boulevard | | | | Total |
|-------------|-------------------|------|--------|-------|------------|------|--------|-------|-------------------|------|--------|-------|-------|
| | from East | | | | from South | | | | from West | | | | |
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | |
| 7:00 AM | 3 | 0 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 5 | 0 | 5 | 9 |
| 7:15 AM | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 2 | 1 | 4 | 0 | 5 | 8 |
| 7:30 AM | 1 | 1 | 0 | 2 | 1 | 1 | 0 | 2 | 0 | 6 | 0 | 6 | 10 |
| 7:45 AM | 2 | 0 | 0 | 2 | 1 | 1 | 0 | 2 | 1 | 3 | 0 | 4 | 8 |
| Total | 7 | 1 | 0 | 8 | 5 | 2 | 0 | 7 | 2 | 18 | 0 | 20 | 35 |
| 8:00 AM | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 2 | 0 | 4 | 0 | 4 | 7 |
| 8:15 AM | 3 | 0 | 0 | 3 | 2 | 1 | 0 | 3 | 0 | 2 | 0 | 2 | 8 |
| 8:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 4 | 0 | 4 | 5 |
| 8:45 AM | 2 | 0 | 0 | 2 | 1 | 1 | 0 | 2 | 0 | 2 | 0 | 2 | 6 |
| Total | 6 | 0 | 0 | 6 | 6 | 2 | 0 | 8 | 0 | 12 | 0 | 12 | 26 |
| 9:00 AM | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 0 | 5 | 0 | 5 | 9 |
| 9:15 AM | 3 | 0 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 3 | 7 |
| 9:30 AM | 2 | 0 | 0 | 2 | 2 | 1 | 0 | 3 | 0 | 4 | 0 | 4 | 9 |
| 9:45 AM | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 1 | 2 | 0 | 3 | 6 |
| Total | 9 | 0 | 0 | 9 | 6 | 1 | 0 | 7 | 1 | 14 | 0 | 15 | 31 |
| 10:00 AM | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 5 |
| 10:15 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 10:30 AM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 3 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 3 |
| Total | 3 | 0 | 0 | 3 | 1 | 2 | 0 | 3 | 1 | 5 | 0 | 6 | 12 |
| 11:00 AM | 3 | 0 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 5 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 AM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 3 |
| 11:45 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 2 |
| Total | 4 | 0 | 0 | 4 | 2 | 0 | 0 | 2 | 0 | 4 | 0 | 4 | 10 |
| 12:00 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:15 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 3 | 0 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| Total | 4 | 1 | 0 | 5 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 1:00 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 |
| 1:30 PM | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 3 |
| 1:45 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 3 | 0 | 0 | 3 | 1 | 0 | 0 | 1 | 1 | 3 | 0 | 4 | 8 |
| 2:00 PM | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 3 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 2:30 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 3 |
| 2:45 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 6 | 7 |
| Total | 2 | 1 | 0 | 3 | 0 | 2 | 0 | 2 | 2 | 7 | 0 | 9 | 14 |
| 3:00 PM | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 3 | 5 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 3:30 PM | 5 | 0 | 0 | 5 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 3 | 9 |
| 3:45 PM | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Total | 9 | 0 | 0 | 9 | 2 | 0 | 0 | 2 | 2 | 5 | 0 | 7 | 18 |
| 4:00 PM | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 5 | 8 |
| 4:15 PM | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| 4:30 PM | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 5 | 8 |
| 4:45 PM | 4 | 0 | 0 | 4 | 2 | 0 | 0 | 2 | 0 | 3 | 0 | 3 | 9 |
| Total | 11 | 1 | 0 | 12 | 2 | 0 | 0 | 2 | 3 | 11 | 0 | 14 | 28 |
| 5:00 PM | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 7 |
| 5:15 PM | 2 | 2 | 0 | 4 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 3 | 8 |
| 5:30 PM | 6 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 8 |
| 5:45 PM | 2 | 0 | 0 | 2 | 3 | 1 | 0 | 4 | 0 | 4 | 0 | 4 | 10 |
| Total | 12 | 4 | 0 | 16 | 4 | 1 | 0 | 5 | 0 | 12 | 0 | 12 | 33 |
| Grand Total | 70 | 8 | 0 | 78 | 30 | 10 | 0 | 40 | 12 | 91 | 0 | 103 | 221 |

PDI File #: **196872 F**
 Location: **S: B Street**
 Location: **E: Seaport Boulevard W: Seaport Boulevard**
 City, State: **Boston, MA**
 Client: **Nitsch/ B. Zimolka**
 Site Code: **TBA**
 Count Date: **Thursday, April 11, 2019**
 Start Time: **7:00 AM**
 End Time: **6:00 PM**
 Class:



Buses

| | Seaport Boulevard | | | | B Street | | | | Seaport Boulevard | | | | Total |
|-------------------|-------------------|------|--------|-------|------------|------|--------|-------|-------------------|------|--------|-------|-------|
| | from East | | | | from South | | | | from West | | | | |
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | |
| Approach % | 89.7 | 10.3 | 0.0 | | 75.0 | 25.0 | 0.0 | | 11.7 | 88.3 | 0.0 | | |
| Total % | 31.7 | 3.6 | 0.0 | 35.3 | 13.6 | 4.5 | 0.0 | 18.1 | 5.4 | 41.2 | 0.0 | 46.6 | |
| Exiting Leg Total | 121 | | | | 20 | | | | 80 | | | | 221 |

AM Peak Hour Analysis from 07:00 AM to 10:00 AM begins at:

| | Seaport Boulevard | | | | B Street | | | | Seaport Boulevard | | | | Total |
|------------------|-------------------|-------|--------|-------|------------|-------|--------|-------|-------------------|-------|--------|-------|-------|
| | from East | | | | from South | | | | from West | | | | |
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | |
| 7:00 AM | 3 | 0 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 5 | 0 | 5 | 9 |
| 7:15 AM | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 2 | 1 | 4 | 0 | 5 | 8 |
| 7:30 AM | 1 | 1 | 0 | 2 | 1 | 1 | 0 | 2 | 0 | 6 | 0 | 6 | 10 |
| 7:45 AM | 2 | 0 | 0 | 2 | 1 | 1 | 0 | 2 | 1 | 3 | 0 | 4 | 8 |
| Total Volume | 7 | 1 | 0 | 8 | 5 | 2 | 0 | 7 | 2 | 18 | 0 | 20 | 35 |
| % Approach Total | 87.5 | 12.5 | 0.0 | | 71.4 | 28.6 | 0.0 | | 10.0 | 90.0 | 0.0 | | |
| PHF | 0.583 | 0.250 | 0.000 | 0.667 | 0.625 | 0.500 | 0.000 | 0.875 | 0.500 | 0.750 | 0.000 | 0.833 | 0.875 |
| Entering Leg | 7 | 1 | 0 | 8 | 5 | 2 | 0 | 7 | 2 | 18 | 0 | 20 | 35 |
| Exiting Leg | 23 | | | | 3 | | | | 9 | | | | 35 |
| Total | 31 | | | | 10 | | | | 29 | | | | 70 |

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

| | Seaport Boulevard | | | | B Street | | | | Seaport Boulevard | | | | Total |
|------------------|-------------------|-------|--------|-------|------------|-------|--------|-------|-------------------|-------|--------|-------|-------|
| | from East | | | | from South | | | | from West | | | | |
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | |
| 10:00 AM | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 5 |
| 10:15 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 10:30 AM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 3 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 3 |
| Total Volume | 3 | 0 | 0 | 3 | 1 | 2 | 0 | 3 | 1 | 5 | 0 | 6 | 12 |
| % Approach Total | 100.0 | 0.0 | 0.0 | | 33.3 | 66.7 | 0.0 | | 16.7 | 83.3 | 0.0 | | |
| PHF | 0.375 | 0.000 | 0.000 | 0.375 | 0.250 | 0.500 | 0.000 | 0.750 | 0.250 | 0.625 | 0.000 | 0.750 | 0.600 |
| Entering Leg | 3 | 0 | 0 | 3 | 1 | 2 | 0 | 3 | 1 | 5 | 0 | 6 | 12 |
| Exiting Leg | 6 | | | | 1 | | | | 5 | | | | 12 |
| Total | 9 | | | | 4 | | | | 11 | | | | 24 |

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

| | Seaport Boulevard | | | | B Street | | | | Seaport Boulevard | | | | Total |
|------------------|-------------------|-------|--------|-------|------------|-------|--------|-------|-------------------|-------|--------|-------|-------|
| | from East | | | | from South | | | | from West | | | | |
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | |
| 5:00 PM | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 7 |
| 5:15 PM | 2 | 2 | 0 | 4 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 3 | 8 |
| 5:30 PM | 6 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 8 |
| 5:45 PM | 2 | 0 | 0 | 2 | 3 | 1 | 0 | 4 | 0 | 4 | 0 | 4 | 10 |
| Total Volume | 12 | 4 | 0 | 16 | 4 | 1 | 0 | 5 | 0 | 12 | 0 | 12 | 33 |
| % Approach Total | 75.0 | 25.0 | 0.0 | | 80.0 | 20.0 | 0.0 | | 0.0 | 100.0 | 0.0 | | |
| PHF | 0.500 | 0.500 | 0.000 | 0.571 | 0.333 | 0.250 | 0.000 | 0.313 | 0.000 | 0.750 | 0.000 | 0.750 | 0.825 |
| Entering Leg | 12 | 4 | 0 | 16 | 4 | 1 | 0 | 5 | 0 | 12 | 0 | 12 | 33 |
| Exiting Leg | 16 | | | | 4 | | | | 13 | | | | 33 |
| Total | 32 | | | | 9 | | | | 25 | | | | 66 |

PDI File #: **196872 F**
 Location: **S: B Street**
 Location: **E: Seaport Boulevard W: Seaport Boulevard**
 City, State: **Boston, MA**
 Client: **Nitsch/ B. Zimolka**
 Site Code: **TBA**
 Count Date: **Thursday, April 11, 2019**
 Start Time: **7:00 AM**
 End Time: **6:00 PM**
 Class:



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

Single-Unit Trucks

| | Seaport Boulevard | | | | B Street | | | | Seaport Boulevard | | | | Total |
|-------------|-------------------|------|--------|-------|------------|------|--------|-------|-------------------|------|--------|-------|-------|
| | from East | | | | from South | | | | from West | | | | |
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | |
| 7:00 AM | 13 | 3 | 0 | 16 | 3 | 0 | 0 | 3 | 1 | 7 | 0 | 8 | 27 |
| 7:15 AM | 5 | 4 | 0 | 9 | 2 | 0 | 0 | 2 | 1 | 2 | 0 | 3 | 14 |
| 7:30 AM | 5 | 3 | 0 | 8 | 3 | 1 | 0 | 4 | 0 | 9 | 0 | 9 | 21 |
| 7:45 AM | 6 | 2 | 0 | 8 | 4 | 1 | 0 | 5 | 0 | 7 | 0 | 7 | 20 |
| Total | 29 | 12 | 0 | 41 | 12 | 2 | 0 | 14 | 2 | 25 | 0 | 27 | 82 |
| 8:00 AM | 11 | 2 | 0 | 13 | 0 | 4 | 0 | 4 | 1 | 7 | 0 | 8 | 25 |
| 8:15 AM | 6 | 5 | 0 | 11 | 3 | 2 | 0 | 5 | 1 | 8 | 0 | 9 | 25 |
| 8:30 AM | 8 | 0 | 0 | 8 | 1 | 4 | 0 | 5 | 1 | 3 | 0 | 4 | 17 |
| 8:45 AM | 9 | 3 | 0 | 12 | 4 | 3 | 0 | 7 | 3 | 9 | 0 | 12 | 31 |
| Total | 34 | 10 | 0 | 44 | 8 | 13 | 0 | 21 | 6 | 27 | 0 | 33 | 98 |
| 9:00 AM | 17 | 3 | 0 | 20 | 4 | 3 | 0 | 7 | 0 | 4 | 0 | 4 | 31 |
| 9:15 AM | 10 | 3 | 1 | 14 | 2 | 3 | 0 | 5 | 2 | 6 | 0 | 8 | 27 |
| 9:30 AM | 7 | 3 | 0 | 10 | 0 | 2 | 0 | 2 | 2 | 5 | 0 | 7 | 19 |
| 9:45 AM | 8 | 2 | 0 | 10 | 1 | 3 | 0 | 4 | 2 | 12 | 0 | 14 | 28 |
| Total | 42 | 11 | 1 | 54 | 7 | 11 | 0 | 18 | 6 | 27 | 0 | 33 | 105 |
| 10:00 AM | 5 | 2 | 0 | 7 | 1 | 3 | 0 | 4 | 4 | 11 | 0 | 15 | 26 |
| 10:15 AM | 8 | 6 | 0 | 14 | 1 | 2 | 0 | 3 | 1 | 6 | 0 | 7 | 24 |
| 10:30 AM | 4 | 1 | 0 | 5 | 2 | 2 | 0 | 4 | 1 | 9 | 0 | 10 | 19 |
| 10:45 AM | 4 | 1 | 0 | 5 | 2 | 0 | 0 | 2 | 1 | 8 | 0 | 9 | 16 |
| Total | 21 | 10 | 0 | 31 | 6 | 7 | 0 | 13 | 7 | 34 | 0 | 41 | 85 |
| 11:00 AM | 7 | 0 | 0 | 7 | 3 | 1 | 0 | 4 | 1 | 5 | 0 | 6 | 17 |
| 11:15 AM | 8 | 1 | 0 | 9 | 2 | 2 | 0 | 4 | 1 | 7 | 0 | 8 | 21 |
| 11:30 AM | 5 | 2 | 0 | 7 | 3 | 1 | 0 | 4 | 0 | 5 | 0 | 5 | 16 |
| 11:45 AM | 8 | 6 | 0 | 14 | 0 | 1 | 0 | 1 | 2 | 3 | 0 | 5 | 20 |
| Total | 28 | 9 | 0 | 37 | 8 | 5 | 0 | 13 | 4 | 20 | 0 | 24 | 74 |
| 12:00 PM | 7 | 3 | 0 | 10 | 1 | 1 | 0 | 2 | 3 | 8 | 0 | 11 | 23 |
| 12:15 PM | 4 | 3 | 0 | 7 | 2 | 0 | 0 | 2 | 3 | 5 | 0 | 8 | 17 |
| 12:30 PM | 1 | 6 | 0 | 7 | 1 | 3 | 0 | 4 | 1 | 5 | 0 | 6 | 17 |
| 12:45 PM | 6 | 5 | 0 | 11 | 1 | 1 | 0 | 2 | 1 | 5 | 0 | 6 | 19 |
| Total | 18 | 17 | 0 | 35 | 5 | 5 | 0 | 10 | 8 | 23 | 0 | 31 | 76 |
| 1:00 PM | 5 | 4 | 0 | 9 | 1 | 2 | 0 | 3 | 4 | 3 | 0 | 7 | 19 |
| 1:15 PM | 5 | 3 | 0 | 8 | 1 | 0 | 0 | 1 | 1 | 6 | 0 | 7 | 16 |
| 1:30 PM | 5 | 3 | 0 | 8 | 1 | 2 | 0 | 3 | 3 | 8 | 0 | 11 | 22 |
| 1:45 PM | 5 | 2 | 0 | 7 | 1 | 3 | 0 | 4 | 0 | 2 | 0 | 2 | 13 |
| Total | 20 | 12 | 0 | 32 | 4 | 7 | 0 | 11 | 8 | 19 | 0 | 27 | 70 |
| 2:00 PM | 2 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 9 |
| 2:15 PM | 5 | 4 | 0 | 9 | 1 | 0 | 0 | 1 | 0 | 4 | 0 | 4 | 14 |
| 2:30 PM | 7 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 6 | 14 |
| 2:45 PM | 8 | 2 | 1 | 11 | 1 | 1 | 0 | 2 | 0 | 10 | 0 | 10 | 23 |
| Total | 22 | 9 | 1 | 32 | 2 | 1 | 0 | 3 | 3 | 22 | 0 | 25 | 60 |
| 3:00 PM | 4 | 1 | 0 | 5 | 3 | 0 | 0 | 3 | 0 | 4 | 0 | 4 | 12 |
| 3:15 PM | 4 | 3 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 10 |
| 3:30 PM | 6 | 1 | 0 | 7 | 0 | 1 | 0 | 1 | 0 | 6 | 0 | 6 | 14 |
| 3:45 PM | 1 | 3 | 0 | 4 | 1 | 0 | 0 | 1 | 0 | 6 | 0 | 6 | 11 |
| Total | 15 | 8 | 0 | 23 | 4 | 1 | 0 | 5 | 0 | 19 | 0 | 19 | 47 |
| 4:00 PM | 1 | 2 | 0 | 3 | 2 | 0 | 0 | 2 | 0 | 4 | 0 | 4 | 9 |
| 4:15 PM | 6 | 3 | 0 | 9 | 2 | 0 | 0 | 2 | 0 | 3 | 0 | 3 | 14 |
| 4:30 PM | 4 | 1 | 0 | 5 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 9 |
| 4:45 PM | 5 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 7 |
| Total | 16 | 7 | 0 | 23 | 6 | 0 | 0 | 6 | 0 | 10 | 0 | 10 | 39 |
| 5:00 PM | 3 | 1 | 0 | 4 | 1 | 1 | 0 | 2 | 0 | 4 | 0 | 4 | 10 |
| 5:15 PM | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 5 |
| 5:30 PM | 3 | 0 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 5:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 2 | 0 | 3 | 4 |
| Total | 8 | 1 | 0 | 9 | 3 | 1 | 0 | 4 | 1 | 9 | 0 | 10 | 23 |
| Grand Total | 253 | 106 | 2 | 361 | 65 | 53 | 0 | 118 | 45 | 235 | 0 | 280 | 759 |

PDI File #: **196872 F**
 Location: **S: B Street**
 Location: **E: Seaport Boulevard W: Seaport Boulevard**
 City, State: **Boston, MA**
 Client: **Nitsch/ B. Zimolka**
 Site Code: **TBA**
 Count Date: **Thursday, April 11, 2019**
 Start Time: **7:00 AM**
 End Time: **6:00 PM**
 Class:



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

Single-Unit Trucks

| | Seaport Boulevard | | | | B Street | | | | Seaport Boulevard | | | | Total |
|-------------------|-------------------|------|--------|-------|------------|------|--------|-------|-------------------|------|--------|-------|-------|
| | from East | | | | from South | | | | from West | | | | |
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | |
| Approach % | 70.1 | 29.4 | 0.6 | | 55.1 | 44.9 | 0.0 | | 16.1 | 83.9 | 0.0 | | |
| Total % | 33.3 | 14.0 | 0.3 | 47.6 | 8.6 | 7.0 | 0.0 | 15.5 | 5.9 | 31.0 | 0.0 | 36.9 | |
| Exiting Leg Total | 302 | | | | 151 | | | | 306 | | | | 759 |

AM Peak Hour Analysis from 07:00 AM to 10:00 AM begins at:

| | Seaport Boulevard | | | | B Street | | | | Seaport Boulevard | | | | Total | | | |
|------------------|-------------------|-------|--------|-------|------------|-------|--------|-------|-------------------|-------|--------|-------|-------|----|----|-----|
| | from East | | | | from South | | | | from West | | | | | | | |
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | | | | |
| 8:45 AM | 9 | 3 | 0 | 12 | 4 | 3 | 0 | 7 | 3 | 9 | 0 | 12 | 31 | | | |
| 9:00 AM | 17 | 3 | 0 | 20 | 4 | 3 | 0 | 7 | 0 | 4 | 0 | 4 | 31 | | | |
| 9:15 AM | 10 | 3 | 1 | 14 | 2 | 3 | 0 | 5 | 2 | 6 | 0 | 8 | 27 | | | |
| 9:30 AM | 7 | 3 | 0 | 10 | 0 | 2 | 0 | 2 | 2 | 5 | 0 | 7 | 19 | | | |
| Total Volume | 43 | 12 | 1 | 56 | 10 | 11 | 0 | 21 | 7 | 24 | 0 | 31 | 108 | | | |
| % Approach Total | 76.8 | 21.4 | 1.8 | | 47.6 | 52.4 | 0.0 | | 22.6 | 77.4 | 0.0 | | | | | |
| PHF | 0.632 | 1.000 | 0.250 | 0.700 | 0.625 | 0.917 | 0.000 | 0.750 | 0.583 | 0.667 | 0.000 | 0.646 | 0.871 | | | |
| Entering Leg | 43 | 12 | 1 | 56 | 10 | 11 | 0 | 21 | 7 | 24 | 0 | 31 | 108 | | | |
| Exiting Leg | | | | | | | | | | | | | 35 | 19 | 54 | 108 |
| Total | 91 | | | | 40 | | | | 85 | | | | 216 | | | |

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

| | Seaport Boulevard | | | | B Street | | | | Seaport Boulevard | | | | Total | | | |
|------------------|-------------------|-------|--------|-------|------------|-------|--------|-------|-------------------|-------|--------|-------|-------|----|----|----|
| | from East | | | | from South | | | | from West | | | | | | | |
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | | | | |
| 10:00 AM | 5 | 2 | 0 | 7 | 1 | 3 | 0 | 4 | 4 | 11 | 0 | 15 | 26 | | | |
| 10:15 AM | 8 | 6 | 0 | 14 | 1 | 2 | 0 | 3 | 1 | 6 | 0 | 7 | 24 | | | |
| 10:30 AM | 4 | 1 | 0 | 5 | 2 | 2 | 0 | 4 | 1 | 9 | 0 | 10 | 19 | | | |
| 10:45 AM | 4 | 1 | 0 | 5 | 2 | 0 | 0 | 2 | 1 | 8 | 0 | 9 | 16 | | | |
| Total Volume | 21 | 10 | 0 | 31 | 6 | 7 | 0 | 13 | 7 | 34 | 0 | 41 | 85 | | | |
| % Approach Total | 67.7 | 32.3 | 0.0 | | 46.2 | 53.8 | 0.0 | | 17.1 | 82.9 | 0.0 | | | | | |
| PHF | 0.656 | 0.417 | 0.000 | 0.554 | 0.750 | 0.583 | 0.000 | 0.813 | 0.438 | 0.773 | 0.000 | 0.683 | 0.817 | | | |
| Entering Leg | 21 | 10 | 0 | 31 | 6 | 7 | 0 | 13 | 7 | 34 | 0 | 41 | 85 | | | |
| Exiting Leg | | | | | | | | | | | | | 40 | 17 | 28 | 85 |
| Total | 71 | | | | 30 | | | | 69 | | | | 170 | | | |

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

| | Seaport Boulevard | | | | B Street | | | | Seaport Boulevard | | | | Total | | | |
|------------------|-------------------|-------|--------|-------|------------|-------|--------|-------|-------------------|-------|--------|-------|-------|----|----|----|
| | from East | | | | from South | | | | from West | | | | | | | |
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | | | | |
| 2:15 PM | 5 | 4 | 0 | 9 | 1 | 0 | 0 | 1 | 0 | 4 | 0 | 4 | 14 | | | |
| 2:30 PM | 7 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 6 | 14 | | | |
| 2:45 PM | 8 | 2 | 1 | 11 | 1 | 1 | 0 | 2 | 0 | 10 | 0 | 10 | 23 | | | |
| 3:00 PM | 4 | 1 | 0 | 5 | 3 | 0 | 0 | 3 | 0 | 4 | 0 | 4 | 12 | | | |
| Total Volume | 24 | 8 | 1 | 33 | 5 | 1 | 0 | 6 | 3 | 21 | 0 | 24 | 63 | | | |
| % Approach Total | 72.7 | 24.2 | 3.0 | | 83.3 | 16.7 | 0.0 | | 12.5 | 87.5 | 0.0 | | | | | |
| PHF | 0.750 | 0.500 | 0.250 | 0.750 | 0.417 | 0.250 | 0.000 | 0.500 | 0.250 | 0.525 | 0.000 | 0.600 | 0.685 | | | |
| Entering Leg | 24 | 8 | 1 | 33 | 5 | 1 | 0 | 6 | 3 | 21 | 0 | 24 | 63 | | | |
| Exiting Leg | | | | | | | | | | | | | 27 | 11 | 25 | 63 |
| Total | 60 | | | | 17 | | | | 49 | | | | 126 | | | |

PDI File #: **196872 F**
 Location: **S: B Street**
 Location: **E: Seaport Boulevard W: Seaport Boulevard**
 City, State: **Boston, MA**
 Client: **Nitsch/ B. Zimolka**
 Site Code: **TBA**
 Count Date: **Thursday, April 11, 2019**
 Start Time: **7:00 AM**
 End Time: **6:00 PM**
 Class:



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

Articulated Trucks

| | Seaport Boulevard | | | | B Street | | | | Seaport Boulevard | | | | Total | |
|--------------------|-------------------|-----------|----------|-----------|------------|----------|----------|-----------|-------------------|------------|-----------|------------|------------|-----------|
| | from East | | | | from South | | | | from West | | | | | |
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | | |
| 7:00 AM | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 7 |
| 7:15 AM | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 2 | 0 | 1 | 0 | 1 | 5 |
| 7:30 AM | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 4 |
| 7:45 AM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 4 |
| Total | 7 | 1 | 0 | 8 | 2 | 1 | 0 | 3 | 3 | 2 | 7 | 0 | 9 | 20 |
| 8:00 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 8:15 AM | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 5 |
| 8:30 AM | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 4 |
| 8:45 AM | 1 | 1 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 4 | 7 |
| Total | 3 | 3 | 0 | 6 | 2 | 1 | 0 | 3 | 3 | 1 | 8 | 0 | 9 | 18 |
| 9:00 AM | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 6 |
| 9:15 AM | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 5 |
| 9:30 AM | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 8 |
| 9:45 AM | 5 | 1 | 0 | 6 | 1 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 4 | 11 |
| Total | 9 | 5 | 0 | 14 | 1 | 0 | 0 | 1 | 1 | 2 | 13 | 0 | 15 | 30 |
| 10:00 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 5 |
| 10:15 AM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 4 |
| 10:30 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 6 |
| 10:45 AM | 3 | 1 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 9 | 14 |
| Total | 4 | 3 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 21 | 29 |
| 11:00 AM | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 9 |
| 11:15 AM | 1 | 1 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 6 |
| 11:30 AM | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 4 |
| 11:45 AM | 0 | 1 | 0 | 1 | 1 | 3 | 0 | 4 | 0 | 4 | 0 | 0 | 4 | 9 |
| Total | 5 | 2 | 0 | 7 | 3 | 3 | 0 | 6 | 6 | 0 | 15 | 0 | 15 | 28 |
| 12:00 PM | 2 | 1 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 5 | 0 | 0 | 5 | 9 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 4 |
| 12:30 PM | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 8 |
| 12:45 PM | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 12 | 0 | 0 | 13 | 15 |
| Total | 6 | 2 | 0 | 8 | 2 | 0 | 0 | 2 | 2 | 1 | 25 | 0 | 26 | 36 |
| 1:00 PM | 3 | 4 | 0 | 7 | 1 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 4 | 12 |
| 1:15 PM | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 7 |
| 1:30 PM | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 6 |
| 1:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 8 | 0 | 0 | 9 | 10 |
| Total | 6 | 5 | 0 | 11 | 2 | 0 | 0 | 2 | 2 | 1 | 21 | 0 | 22 | 35 |
| 2:00 PM | 4 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 6 | 11 |
| 2:15 PM | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 9 |
| 2:30 PM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 0 | 8 | 10 |
| 2:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 4 | 0 | 0 | 5 | 6 |
| Total | 7 | 4 | 0 | 11 | 1 | 0 | 0 | 1 | 1 | 3 | 21 | 0 | 24 | 36 |
| 3:00 PM | 2 | 1 | 0 | 3 | 1 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 4 | 8 |
| 3:15 PM | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 4 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 4 |
| Total | 3 | 4 | 0 | 7 | 1 | 0 | 0 | 1 | 1 | 1 | 7 | 0 | 8 | 16 |
| 4:00 PM | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 5 |
| 4:45 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 3 | 3 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 9 |
| 5:00 PM | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 3 |
| 5:15 PM | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 4 |
| 5:30 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| 5:45 PM | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 5 |
| Total | 0 | 8 | 0 | 8 | 0 | 1 | 0 | 1 | 1 | 1 | 4 | 0 | 5 | 14 |
| Grand Total | 53 | 40 | 1 | 94 | 14 | 6 | 0 | 20 | 12 | 145 | 0 | 157 | 271 | |

PDI File #: **196872 F**
 Location: **S: B Street**
 Location: **E: Seaport Boulevard W: Seaport Boulevard**
 City, State: **Boston, MA**
 Client: **Nitsch/ B. Zimolka**
 Site Code: **TBA**
 Count Date: **Thursday, April 11, 2019**
 Start Time: **7:00 AM**
 End Time: **6:00 PM**
 Class:



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

Articulated Trucks

| | Seaport Boulevard | | | | B Street | | | | Seaport Boulevard | | | | Total |
|-------------------|-------------------|------|--------|-------|------------|------|--------|-------|-------------------|------|--------|-------|-------|
| | from East | | | | from South | | | | from West | | | | |
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | |
| Approach % | 56.4 | 42.6 | 1.1 | | 70.0 | 30.0 | 0.0 | | 7.6 | 92.4 | 0.0 | | |
| Total % | 19.6 | 14.8 | 0.4 | 34.7 | 5.2 | 2.2 | 0.0 | 7.4 | 4.4 | 53.5 | 0.0 | 57.9 | |
| Exiting Leg Total | 160 | | | | 52 | | | | 59 | | | | 271 |

AM Peak Hour Analysis from 07:00 AM to 10:00 AM begins at:

| 9:00 AM | Seaport Boulevard | | | | B Street | | | | Seaport Boulevard | | | | Total |
|------------------|-------------------|-------|--------|-------|------------|-------|--------|-------|-------------------|-------|--------|-------|-------|
| | from East | | | | from South | | | | from West | | | | |
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | |
| 9:00 AM | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 6 |
| 9:15 AM | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 5 |
| 9:30 AM | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 8 |
| 9:45 AM | 5 | 1 | 0 | 6 | 1 | 0 | 0 | 1 | 1 | 3 | 0 | 4 | 11 |
| Total Volume | 9 | 5 | 0 | 14 | 1 | 0 | 0 | 1 | 2 | 13 | 0 | 15 | 30 |
| % Approach Total | 64.3 | 35.7 | 0.0 | | 100.0 | 0.0 | 0.0 | | 13.3 | 86.7 | 0.0 | | |
| PHF | 0.450 | 0.417 | 0.000 | 0.583 | 0.250 | 0.000 | 0.000 | 0.250 | 0.500 | 0.813 | 0.000 | 0.938 | 0.682 |
| Entering Leg | 9 | 5 | 0 | 14 | 1 | 0 | 0 | 1 | 2 | 13 | 0 | 15 | 30 |
| Exiting Leg | 14 | | | | 7 | | | | 9 | | | | 30 |
| Total | 28 | | | | 8 | | | | 24 | | | | 60 |

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

| 12:30 PM | Seaport Boulevard | | | | B Street | | | | Seaport Boulevard | | | | Total |
|------------------|-------------------|-------|--------|-------|------------|-------|--------|-------|-------------------|-------|--------|-------|-------|
| | from East | | | | from South | | | | from West | | | | |
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | |
| 12:30 PM | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 8 |
| 12:45 PM | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 12 | 0 | 13 | 15 |
| 1:00 PM | 3 | 4 | 0 | 7 | 1 | 0 | 0 | 1 | 0 | 4 | 0 | 4 | 12 |
| 1:15 PM | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 7 |
| Total Volume | 8 | 6 | 0 | 14 | 2 | 0 | 0 | 2 | 1 | 25 | 0 | 26 | 42 |
| % Approach Total | 57.1 | 42.9 | 0.0 | | 100.0 | 0.0 | 0.0 | | 3.8 | 96.2 | 0.0 | | |
| PHF | 0.500 | 0.375 | 0.000 | 0.500 | 0.500 | 0.000 | 0.000 | 0.500 | 0.250 | 0.521 | 0.000 | 0.500 | 0.700 |
| Entering Leg | 8 | 6 | 0 | 14 | 2 | 0 | 0 | 2 | 1 | 25 | 0 | 26 | 42 |
| Exiting Leg | 27 | | | | 7 | | | | 8 | | | | 42 |
| Total | 41 | | | | 9 | | | | 34 | | | | 84 |

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

| 2:00 PM | Seaport Boulevard | | | | B Street | | | | Seaport Boulevard | | | | Total |
|------------------|-------------------|-------|--------|-------|------------|-------|--------|-------|-------------------|-------|--------|-------|-------|
| | from East | | | | from South | | | | from West | | | | |
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | |
| 2:00 PM | 4 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 6 | 11 |
| 2:15 PM | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 9 |
| 2:30 PM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 7 | 0 | 8 | 10 |
| 2:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 4 | 0 | 5 | 6 |
| Total Volume | 7 | 4 | 0 | 11 | 1 | 0 | 0 | 1 | 3 | 21 | 0 | 24 | 36 |
| % Approach Total | 63.6 | 36.4 | 0.0 | | 100.0 | 0.0 | 0.0 | | 12.5 | 87.5 | 0.0 | | |
| PHF | 0.438 | 0.500 | 0.000 | 0.550 | 0.250 | 0.000 | 0.000 | 0.250 | 0.750 | 0.750 | 0.000 | 0.750 | 0.818 |
| Entering Leg | 7 | 4 | 0 | 11 | 1 | 0 | 0 | 1 | 3 | 21 | 0 | 24 | 36 |
| Exiting Leg | 22 | | | | 7 | | | | 7 | | | | 36 |
| Total | 33 | | | | 8 | | | | 31 | | | | 72 |

PDI File #: 196872 F
 Location: S: B Street
 Location: E: Seaport Boulevard W: Seaport Boulevard
 City, State: Boston, MA
 Client: Nitsch/ B. Zimolka
 Site Code: TBA
 Count Date: Thursday, April 11, 2019
 Start Time: 7:00 AM
 End Time: 6:00 PM
 Class:



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

Bicycles (on Roadway and Crosswalks)

| | Seaport Boulevard | | | | | | B Street | | | | | | Seaport Boulevard | | | | | | Total | |
|-------------|-------------------|------|--------|-------|-------|-------|------------|------|--------|-------|-------|-------|-------------------|------|--------|-------|-------|-------|-------|---|
| | from East | | | | | | from South | | | | | | from West | | | | | | | |
| | Thru | Left | U-Turn | CW-SB | CW-NB | Total | Right | Left | U-Turn | CW-WB | CW-EB | Total | Right | Thru | U-Turn | CW-NB | CW-SB | Total | | |
| 7:00 AM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 4 |
| 7:30 AM | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 5 | 2 | 7 | 0 | 3 | 0 | 0 | 0 | 3 | 13 | |
| 7:45 AM | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 7 | |
| Total | 6 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 5 | 2 | 7 | 0 | 13 | 0 | 0 | 0 | 13 | 26 | |
| 8:00 AM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 3 | |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 4 | |
| 8:30 AM | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 8 | 0 | 0 | 0 | 8 | 11 | |
| 8:45 AM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 7 | |
| Total | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 20 | 0 | 0 | 0 | 20 | 25 | |
| 9:00 AM | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 8 | 0 | 0 | 0 | 8 | 11 | |
| 9:15 AM | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 5 | |
| 9:30 AM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 4 | |
| 9:45 AM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | |
| Total | 5 | 0 | 0 | 0 | 1 | 6 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 15 | 0 | 0 | 0 | 15 | 22 | |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 5 | 5 | |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | |
| 10:30 AM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 2 | 4 | |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 7 | 0 | 1 | 0 | 8 | 11 | |
| 11:00 AM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 11:15 AM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | |
| 11:30 AM | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | |
| 11:45 AM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 3 | |
| Total | 6 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 9 | |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 12:15 PM | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 5 | |
| 12:30 PM | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 7 | |
| 12:45 PM | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | |
| Total | 9 | 0 | 0 | 0 | 0 | 9 | 1 | 2 | 0 | 2 | 0 | 5 | 0 | 2 | 0 | 0 | 0 | 2 | 16 | |
| 1:00 PM | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | |
| 1:15 PM | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | |
| 1:30 PM | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 3 | 7 | |
| 1:45 PM | 2 | 1 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 5 | |
| Total | 8 | 1 | 0 | 0 | 0 | 9 | 0 | 3 | 0 | 0 | 0 | 3 | 1 | 5 | 0 | 0 | 0 | 6 | 18 | |
| 2:00 PM | 1 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 3 | 6 | |
| 2:15 PM | 6 | 0 | 0 | 0 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 8 | |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 2 | 4 | |
| 2:45 PM | 2 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 4 | |
| Total | 9 | 0 | 0 | 0 | 3 | 12 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 7 | 0 | 0 | 0 | 7 | 22 | |
| 3:00 PM | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | |
| 3:15 PM | 2 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | |
| 3:30 PM | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 6 | |
| 3:45 PM | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 4 | |
| Total | 11 | 1 | 0 | 0 | 0 | 12 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 3 | 17 | |
| 4:00 PM | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 5 | |
| 4:15 PM | 3 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 6 | |
| 4:30 PM | 5 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | |
| 4:45 PM | 9 | 0 | 0 | 0 | 1 | 10 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 12 | |
| Total | 20 | 0 | 0 | 0 | 2 | 22 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 5 | 0 | 0 | 0 | 5 | 28 | |
| 5:00 PM | 5 | 0 | 0 | 0 | 1 | 6 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 4 | 12 | |
| 5:15 PM | 10 | 0 | 0 | 0 | 0 | 10 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 2 | 14 | |
| 5:30 PM | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 5 | 9 | |
| 5:45 PM | 2 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 10 | |
| Total | 20 | 0 | 0 | 0 | 2 | 22 | 1 | 4 | 0 | 0 | 0 | 5 | 0 | 18 | 0 | 0 | 0 | 18 | 45 | |
| Grand Total | 98 | 2 | 0 | 0 | 9 | 109 | 5 | 14 | 0 | 8 | 3 | 30 | 1 | 98 | 0 | 1 | 0 | 100 | 239 | |

PDI File #: **196872 F**
 Location: **S: B Street**
 Location: **E: Seaport Boulevard W: Seaport Boulevard**
 City, State: **Boston, MA**
 Client: **Nitsch/ B. Zimolka**
 Site Code: **TBA**
 Count Date: **Thursday, April 11, 2019**
 Start Time: **7:00 AM**
 End Time: **6:00 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

| | Seaport Boulevard | | | | | | B Street | | | | | | Seaport Boulevard | | | | | | Total |
|-------------------|-------------------|------|--------|-------|-------|-------|------------|------|--------|-------|-------|-------|-------------------|------|--------|-------|-------|-------|-------|
| | from East | | | | | | from South | | | | | | from West | | | | | | |
| | Thru | Left | U-Turn | CW-SB | CW-NB | Total | Right | Left | U-Turn | CW-WB | CW-EB | Total | Right | Thru | U-Turn | CW-NB | CW-SB | Total | |
| Approach % | 89.9 | 1.8 | 0.0 | 0.0 | 8.3 | | 16.7 | 46.7 | 0.0 | 26.7 | 10.0 | | 1.0 | 98.0 | 0.0 | 1.0 | 0.0 | | |
| Total % | 41.0 | 0.8 | 0.0 | 0.0 | 3.8 | 45.6 | 2.1 | 5.9 | 0.0 | 3.3 | 1.3 | 12.6 | 0.4 | 41.0 | 0.0 | 0.4 | 0.0 | 41.8 | |
| Exiting Leg Total | 112 | | | | | | 14 | | | | | | 113 | | | | | | 239 |

AM Peak Hour Analysis from 07:00 AM to 10:00 AM begins at:

| 8:30 AM | Seaport Boulevard | | | | | | B Street | | | | | | Seaport Boulevard | | | | | | Total |
|------------------|-------------------|-------|--------|-------|-------|-------|------------|-------|--------|-------|-------|-------|-------------------|-------|--------|-------|-------|-------|-------|
| | from East | | | | | | from South | | | | | | from West | | | | | | |
| | Thru | Left | U-Turn | CW-SB | CW-NB | Total | Right | Left | U-Turn | CW-WB | CW-EB | Total | Right | Thru | U-Turn | CW-NB | CW-SB | Total | |
| 8:30 AM | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 8 | 0 | 0 | 0 | 8 | 11 |
| 8:45 AM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 7 |
| 9:00 AM | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 8 | 0 | 0 | 0 | 8 | 11 |
| 9:15 AM | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 5 |
| Total Volume | 6 | 0 | 0 | 0 | 1 | 7 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 25 | 0 | 0 | 0 | 25 | 34 |
| % Approach Total | 85.7 | 0.0 | 0.0 | 0.0 | 14.3 | | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | | |
| PHF | 0.750 | 0.000 | 0.000 | 0.000 | 0.250 | 0.875 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.781 | 0.000 | 0.000 | 0.000 | 0.781 | 0.773 |
| Entering Leg | 6 | 0 | 0 | 0 | 1 | 7 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 25 | 0 | 0 | 0 | 25 | 34 |
| Exiting Leg | 26 | | | | | | 0 | | | | | | 8 | | | | | | 34 |
| Total | 33 | | | | | | 2 | | | | | | 33 | | | | | | 68 |

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

| 1:30 PM | Seaport Boulevard | | | | | | B Street | | | | | | Seaport Boulevard | | | | | | Total |
|------------------|-------------------|-------|--------|-------|-------|-------|------------|-------|--------|-------|-------|-------|-------------------|-------|--------|-------|-------|-------|-------|
| | from East | | | | | | from South | | | | | | from West | | | | | | |
| | Thru | Left | U-Turn | CW-SB | CW-NB | Total | Right | Left | U-Turn | CW-WB | CW-EB | Total | Right | Thru | U-Turn | CW-NB | CW-SB | Total | |
| 1:30 PM | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 3 | 7 |
| 1:45 PM | 2 | 1 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 5 |
| 2:00 PM | 1 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 3 | 6 |
| 2:15 PM | 6 | 0 | 0 | 0 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 8 |
| Total Volume | 11 | 1 | 0 | 0 | 2 | 14 | 1 | 3 | 0 | 0 | 0 | 4 | 1 | 7 | 0 | 0 | 0 | 8 | 26 |
| % Approach Total | 78.6 | 7.1 | 0.0 | 0.0 | 14.3 | | 25.0 | 75.0 | 0.0 | 0.0 | 0.0 | | 12.5 | 87.5 | 0.0 | 0.0 | 0.0 | | |
| PHF | 0.458 | 0.250 | 0.000 | 0.000 | 0.500 | 0.500 | 0.250 | 0.375 | 0.000 | 0.000 | 0.000 | 0.500 | 0.250 | 0.583 | 0.000 | 0.000 | 0.000 | 0.667 | 0.813 |
| Entering Leg | 11 | 1 | 0 | 0 | 2 | 14 | 1 | 3 | 0 | 0 | 0 | 4 | 1 | 7 | 0 | 0 | 0 | 8 | 26 |
| Exiting Leg | 10 | | | | | | 2 | | | | | | 14 | | | | | | 26 |
| Total | 24 | | | | | | 6 | | | | | | 22 | | | | | | 52 |

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

| 4:45 PM | Seaport Boulevard | | | | | | B Street | | | | | | Seaport Boulevard | | | | | | Total |
|------------------|-------------------|-------|--------|-------|-------|-------|------------|-------|--------|-------|-------|-------|-------------------|-------|--------|-------|-------|-------|-------|
| | from East | | | | | | from South | | | | | | from West | | | | | | |
| | Thru | Left | U-Turn | CW-SB | CW-NB | Total | Right | Left | U-Turn | CW-WB | CW-EB | Total | Right | Thru | U-Turn | CW-NB | CW-SB | Total | |
| 4:45 PM | 9 | 0 | 0 | 0 | 1 | 10 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 12 |
| 5:00 PM | 5 | 0 | 0 | 0 | 1 | 6 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 4 | 12 |
| 5:15 PM | 10 | 0 | 0 | 0 | 0 | 10 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 2 | 14 |
| 5:30 PM | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 5 | 9 |
| Total Volume | 27 | 0 | 0 | 0 | 2 | 29 | 1 | 4 | 0 | 0 | 1 | 6 | 0 | 12 | 0 | 0 | 0 | 12 | 47 |
| % Approach Total | 93.1 | 0.0 | 0.0 | 0.0 | 6.9 | | 16.7 | 66.7 | 0.0 | 0.0 | 16.7 | | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | | |
| PHF | 0.675 | 0.000 | 0.000 | 0.000 | 0.500 | 0.725 | 0.250 | 0.500 | 0.000 | 0.000 | 0.250 | 0.750 | 0.000 | 0.600 | 0.000 | 0.000 | 0.000 | 0.600 | 0.839 |
| Entering Leg | 27 | 0 | 0 | 0 | 2 | 29 | 1 | 4 | 0 | 0 | 1 | 6 | 0 | 12 | 0 | 0 | 0 | 12 | 47 |
| Exiting Leg | 15 | | | | | | 1 | | | | | | 31 | | | | | | 47 |
| Total | 44 | | | | | | 7 | | | | | | 43 | | | | | | 94 |

PDI File #: **196872 F**
 Location: **S: B Street**
 Location: **E: Seaport Boulevard W: Seaport Boulevard**
 City, State: **Boston, MA**
 Client: **Nitsch/ B. Zimolka**
 Site Code: **TBA**
 Count Date: **Thursday, April 11, 2019**
 Start Time: **7:00 AM**
 End Time: **6:00 PM**
 Class:



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

Pedestrians

| | Seaport Boulevard | | | | | | B Street | | | | | | Seaport Boulevard | | | | | | Total |
|-------------|-------------------|------|--------|-------|-------|-------|------------|------|--------|-------|-------|-------|-------------------|------|--------|-------|-------|-------|-------|
| | from East | | | | | | from South | | | | | | from West | | | | | | |
| | Thru | Left | U-Turn | CW-SB | CW-NB | Total | Right | Left | U-Turn | CW-WB | CW-EB | Total | Right | Thru | U-Turn | CW-NB | CW-SB | Total | |
| 7:00 AM | 0 | 0 | 0 | 5 | 3 | 8 | 0 | 0 | 0 | 8 | 12 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 7:15 AM | 0 | 0 | 0 | 13 | 6 | 19 | 0 | 0 | 0 | 21 | 15 | 36 | 0 | 0 | 0 | 2 | 0 | 2 | 57 |
| 7:30 AM | 0 | 0 | 0 | 10 | 12 | 22 | 0 | 0 | 0 | 25 | 16 | 41 | 0 | 0 | 0 | 1 | 0 | 1 | 64 |
| 7:45 AM | 0 | 0 | 0 | 14 | 18 | 32 | 0 | 0 | 0 | 46 | 29 | 75 | 0 | 0 | 0 | 0 | 0 | 0 | 107 |
| Total | 0 | 0 | 0 | 42 | 39 | 81 | 0 | 0 | 0 | 100 | 72 | 172 | 0 | 0 | 0 | 3 | 0 | 3 | 256 |
| 8:00 AM | 0 | 0 | 0 | 10 | 21 | 31 | 0 | 0 | 0 | 41 | 52 | 93 | 0 | 0 | 0 | 0 | 0 | 0 | 124 |
| 8:15 AM | 0 | 0 | 0 | 12 | 27 | 39 | 0 | 0 | 0 | 40 | 61 | 101 | 0 | 0 | 0 | 0 | 0 | 0 | 140 |
| 8:30 AM | 0 | 0 | 0 | 22 | 37 | 59 | 0 | 0 | 0 | 66 | 35 | 101 | 0 | 0 | 0 | 0 | 0 | 0 | 160 |
| 8:45 AM | 0 | 0 | 0 | 31 | 30 | 61 | 0 | 0 | 0 | 52 | 35 | 87 | 0 | 0 | 0 | 0 | 0 | 0 | 148 |
| Total | 0 | 0 | 0 | 75 | 115 | 190 | 0 | 0 | 0 | 199 | 183 | 382 | 0 | 0 | 0 | 0 | 0 | 0 | 572 |
| 9:00 AM | 0 | 0 | 0 | 24 | 42 | 66 | 0 | 0 | 0 | 46 | 27 | 73 | 0 | 0 | 0 | 0 | 0 | 0 | 139 |
| 9:15 AM | 0 | 0 | 0 | 18 | 18 | 36 | 0 | 0 | 0 | 29 | 23 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| 9:30 AM | 0 | 0 | 0 | 25 | 21 | 46 | 0 | 0 | 0 | 22 | 26 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |
| 9:45 AM | 0 | 0 | 0 | 15 | 19 | 34 | 0 | 0 | 0 | 6 | 17 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| Total | 0 | 0 | 0 | 82 | 100 | 182 | 0 | 0 | 0 | 103 | 93 | 196 | 0 | 0 | 0 | 0 | 0 | 0 | 378 |
| 10:00 AM | 0 | 0 | 0 | 3 | 8 | 11 | 0 | 0 | 0 | 8 | 15 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 10:15 AM | 0 | 0 | 0 | 9 | 11 | 20 | 0 | 0 | 0 | 11 | 16 | 27 | 0 | 0 | 0 | 0 | 1 | 1 | 48 |
| 10:30 AM | 0 | 0 | 0 | 20 | 4 | 24 | 0 | 0 | 0 | 16 | 15 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 10:45 AM | 0 | 0 | 0 | 11 | 5 | 16 | 0 | 0 | 0 | 14 | 6 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| Total | 0 | 0 | 0 | 43 | 28 | 71 | 0 | 0 | 0 | 49 | 52 | 101 | 0 | 0 | 0 | 0 | 1 | 1 | 173 |
| 11:00 AM | 0 | 0 | 0 | 1 | 11 | 12 | 0 | 0 | 0 | 11 | 11 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 11:15 AM | 0 | 0 | 0 | 6 | 14 | 20 | 0 | 0 | 0 | 17 | 16 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 11:30 AM | 0 | 0 | 0 | 6 | 11 | 17 | 0 | 0 | 0 | 23 | 12 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 11:45 AM | 0 | 0 | 0 | 22 | 67 | 89 | 0 | 0 | 0 | 39 | 57 | 96 | 0 | 0 | 0 | 0 | 0 | 0 | 185 |
| Total | 0 | 0 | 0 | 35 | 103 | 138 | 0 | 0 | 0 | 90 | 96 | 186 | 0 | 0 | 0 | 0 | 0 | 0 | 324 |
| 12:00 PM | 0 | 0 | 0 | 45 | 51 | 96 | 0 | 0 | 0 | 74 | 49 | 123 | 0 | 0 | 0 | 2 | 4 | 6 | 225 |
| 12:15 PM | 0 | 0 | 0 | 70 | 21 | 91 | 0 | 0 | 0 | 72 | 35 | 107 | 0 | 0 | 0 | 0 | 0 | 0 | 198 |
| 12:30 PM | 0 | 0 | 0 | 31 | 22 | 53 | 0 | 0 | 0 | 50 | 42 | 92 | 0 | 0 | 0 | 1 | 0 | 1 | 146 |
| 12:45 PM | 0 | 0 | 0 | 32 | 16 | 48 | 0 | 0 | 0 | 48 | 47 | 95 | 0 | 0 | 0 | 0 | 0 | 0 | 143 |
| Total | 0 | 0 | 0 | 178 | 110 | 288 | 0 | 0 | 0 | 244 | 173 | 417 | 0 | 0 | 0 | 3 | 4 | 7 | 712 |
| 1:00 PM | 0 | 0 | 0 | 23 | 33 | 56 | 0 | 0 | 0 | 62 | 64 | 126 | 0 | 0 | 0 | 0 | 2 | 2 | 184 |
| 1:15 PM | 0 | 0 | 0 | 27 | 43 | 70 | 0 | 0 | 0 | 45 | 39 | 84 | 0 | 0 | 0 | 1 | 2 | 3 | 157 |
| 1:30 PM | 0 | 0 | 0 | 12 | 39 | 51 | 0 | 0 | 0 | 31 | 53 | 84 | 0 | 0 | 0 | 0 | 0 | 0 | 135 |
| 1:45 PM | 0 | 0 | 0 | 23 | 23 | 46 | 0 | 0 | 0 | 40 | 40 | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 126 |
| Total | 0 | 0 | 0 | 85 | 138 | 223 | 0 | 0 | 0 | 178 | 196 | 374 | 0 | 0 | 0 | 1 | 4 | 5 | 602 |
| 2:00 PM | 0 | 0 | 0 | 15 | 10 | 25 | 0 | 0 | 0 | 29 | 41 | 70 | 0 | 0 | 0 | 0 | 0 | 0 | 95 |
| 2:15 PM | 0 | 0 | 0 | 18 | 20 | 38 | 0 | 0 | 0 | 35 | 32 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 105 |
| 2:30 PM | 0 | 0 | 0 | 19 | 29 | 48 | 0 | 0 | 0 | 20 | 26 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |
| 2:45 PM | 0 | 0 | 0 | 41 | 18 | 59 | 0 | 0 | 0 | 32 | 43 | 75 | 0 | 0 | 0 | 0 | 0 | 0 | 134 |
| Total | 0 | 0 | 0 | 93 | 77 | 170 | 0 | 0 | 0 | 116 | 142 | 258 | 0 | 0 | 0 | 0 | 0 | 0 | 428 |
| 3:00 PM | 0 | 0 | 0 | 22 | 15 | 37 | 0 | 0 | 0 | 24 | 22 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| 3:15 PM | 0 | 0 | 0 | 29 | 20 | 49 | 0 | 0 | 0 | 29 | 25 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 103 |
| 3:30 PM | 0 | 0 | 0 | 6 | 7 | 13 | 0 | 0 | 0 | 24 | 27 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 3:45 PM | 0 | 0 | 0 | 10 | 23 | 33 | 0 | 0 | 0 | 19 | 23 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| Total | 0 | 0 | 0 | 67 | 65 | 132 | 0 | 0 | 0 | 96 | 97 | 193 | 0 | 0 | 0 | 0 | 0 | 0 | 325 |
| 4:00 PM | 0 | 0 | 0 | 24 | 8 | 32 | 0 | 0 | 0 | 22 | 28 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 82 |
| 4:15 PM | 0 | 0 | 0 | 8 | 13 | 21 | 0 | 0 | 0 | 32 | 32 | 64 | 0 | 0 | 0 | 0 | 0 | 0 | 85 |
| 4:30 PM | 0 | 0 | 0 | 9 | 15 | 24 | 0 | 0 | 0 | 32 | 44 | 76 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| 4:45 PM | 0 | 0 | 0 | 15 | 16 | 31 | 0 | 0 | 0 | 25 | 31 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 87 |
| Total | 0 | 0 | 0 | 56 | 52 | 108 | 0 | 0 | 0 | 111 | 135 | 246 | 0 | 0 | 0 | 0 | 0 | 0 | 354 |
| 5:00 PM | 0 | 0 | 0 | 20 | 28 | 48 | 0 | 0 | 0 | 49 | 37 | 86 | 0 | 0 | 0 | 0 | 0 | 0 | 134 |
| 5:15 PM | 0 | 0 | 0 | 20 | 34 | 54 | 0 | 0 | 0 | 64 | 53 | 117 | 0 | 0 | 0 | 0 | 0 | 0 | 171 |
| 5:30 PM | 0 | 0 | 0 | 20 | 17 | 37 | 0 | 0 | 0 | 58 | 44 | 102 | 0 | 0 | 0 | 0 | 0 | 0 | 139 |
| 5:45 PM | 0 | 0 | 0 | 5 | 17 | 22 | 0 | 0 | 0 | 37 | 64 | 101 | 0 | 0 | 0 | 0 | 0 | 0 | 123 |
| Total | 0 | 0 | 0 | 65 | 96 | 161 | 0 | 0 | 0 | 208 | 198 | 406 | 0 | 0 | 0 | 0 | 0 | 0 | 567 |
| Grand Total | 0 | 0 | 0 | 821 | 923 | 1744 | 0 | 0 | 0 | 1494 | 1437 | 2931 | 0 | 0 | 0 | 7 | 9 | 16 | 4691 |

PDI File #: **196872 F**
 Location: **S: B Street**
 Location: **E: Seaport Boulevard W: Seaport Boulevard**
 City, State: **Boston, MA**
 Client: **Nitsch/ B. Zimolka**
 Site Code: **TBA**
 Count Date: **Thursday, April 11, 2019**
 Start Time: **7:00 AM**
 End Time: **6:00 PM**
 Class:



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

Pedestrians

| | Seaport Boulevard | | | | | | B Street | | | | | | Seaport Boulevard | | | | | | Total |
|-------------------|-------------------|------|--------|--------|--------|--------|------------|------|--------|--------|--------|--------|-------------------|------|--------|--------|--------|--------|-------|
| | from East | | | | | | from South | | | | | | from West | | | | | | |
| | Thru | Left | U-Turn | CW-SB | CW-NB | Total | Right | Left | U-Turn | CW-WB | CW-EB | Total | Right | Thru | U-Turn | CW-NB | CW-SB | Total | |
| Approach % | 0 | 0 | 0 | 47.076 | 52.924 | | 0 | 0 | 0 | 50.972 | 49.028 | | 0 | 0 | 0 | 43.75 | 56.25 | | |
| Total % | 0 | 0 | 0 | 17.502 | 19.676 | 37.178 | 0 | 0 | 0 | 31.848 | 30.633 | 62.481 | 0 | 0 | 0 | 0.1492 | 0.1919 | 0.3411 | |
| Exiting Leg Total | 1744 | | | | | | 2931 | | | | | | 16 | | | | | | 4691 |

AM Peak Hour Analysis from 07:00 AM to 10:00 AM begins at:

| 8:15 AM | Seaport Boulevard | | | | | | B Street | | | | | | Seaport Boulevard | | | | | | Total |
|------------------|-------------------|-------|--------|-------|-------|-------|------------|-------|--------|-------|-------|-------|-------------------|-------|--------|-------|-------|-------|-------|
| | from East | | | | | | from South | | | | | | from West | | | | | | |
| | Thru | Left | U-Turn | CW-SB | CW-NB | Total | Right | Left | U-Turn | CW-WB | CW-EB | Total | Right | Thru | U-Turn | CW-NB | CW-SB | Total | |
| 8:15 AM | 0 | 0 | 0 | 12 | 27 | 39 | 0 | 0 | 0 | 40 | 61 | 101 | 0 | 0 | 0 | 0 | 0 | 0 | 140 |
| 8:30 AM | 0 | 0 | 0 | 22 | 37 | 59 | 0 | 0 | 0 | 66 | 35 | 101 | 0 | 0 | 0 | 0 | 0 | 0 | 160 |
| 8:45 AM | 0 | 0 | 0 | 31 | 30 | 61 | 0 | 0 | 0 | 52 | 35 | 87 | 0 | 0 | 0 | 0 | 0 | 0 | 148 |
| 9:00 AM | 0 | 0 | 0 | 24 | 42 | 66 | 0 | 0 | 0 | 46 | 27 | 73 | 0 | 0 | 0 | 0 | 0 | 0 | 139 |
| Total Volume | 0 | 0 | 0 | 89 | 136 | 225 | 0 | 0 | 0 | 204 | 158 | 362 | 0 | 0 | 0 | 0 | 0 | 0 | 587 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 39.6 | 60.4 | | 0.0 | 0.0 | 0.0 | 56.4 | 43.6 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| PHF | 0.000 | 0.000 | 0.000 | 0.718 | 0.810 | 0.852 | 0.000 | 0.000 | 0.000 | 0.773 | 0.648 | 0.896 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.917 |
| Entering Leg | 0 | 0 | 0 | 89 | 136 | 225 | 0 | 0 | 0 | 204 | 158 | 362 | 0 | 0 | 0 | 0 | 0 | 0 | 587 |
| Exiting Leg | 225 | | | | | | 362 | | | | | | 0 | | | | | | 587 |
| Total | 450 | | | | | | 724 | | | | | | 0 | | | | | | 1174 |

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

| 11:45 AM | Seaport Boulevard | | | | | | B Street | | | | | | Seaport Boulevard | | | | | | Total |
|------------------|-------------------|-------|--------|-------|-------|-------|------------|-------|--------|-------|-------|-------|-------------------|-------|--------|-------|-------|-------|-------|
| | from East | | | | | | from South | | | | | | from West | | | | | | |
| | Thru | Left | U-Turn | CW-SB | CW-NB | Total | Right | Left | U-Turn | CW-WB | CW-EB | Total | Right | Thru | U-Turn | CW-NB | CW-SB | Total | |
| 11:45 AM | 0 | 0 | 0 | 22 | 67 | 89 | 0 | 0 | 0 | 39 | 57 | 96 | 0 | 0 | 0 | 0 | 0 | 0 | 185 |
| 12:00 PM | 0 | 0 | 0 | 45 | 51 | 96 | 0 | 0 | 0 | 74 | 49 | 123 | 0 | 0 | 0 | 2 | 4 | 6 | 225 |
| 12:15 PM | 0 | 0 | 0 | 70 | 21 | 91 | 0 | 0 | 0 | 72 | 35 | 107 | 0 | 0 | 0 | 0 | 0 | 0 | 198 |
| 12:30 PM | 0 | 0 | 0 | 31 | 22 | 53 | 0 | 0 | 0 | 50 | 42 | 92 | 0 | 0 | 0 | 1 | 0 | 1 | 146 |
| Total Volume | 0 | 0 | 0 | 168 | 161 | 329 | 0 | 0 | 0 | 235 | 183 | 418 | 0 | 0 | 0 | 3 | 4 | 7 | 754 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 51.1 | 48.9 | | 0.0 | 0.0 | 0.0 | 56.2 | 43.8 | | 0.0 | 0.0 | 0.0 | 42.9 | 57.1 | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.600 | 0.601 | 0.857 | 0.000 | 0.000 | 0.000 | 0.794 | 0.803 | 0.850 | 0.000 | 0.000 | 0.000 | 0.375 | 0.250 | 0.292 | 0.838 |
| Entering Leg | 0 | 0 | 0 | 168 | 161 | 329 | 0 | 0 | 0 | 235 | 183 | 418 | 0 | 0 | 0 | 3 | 4 | 7 | 754 |
| Exiting Leg | 329 | | | | | | 418 | | | | | | 7 | | | | | | 754 |
| Total | 658 | | | | | | 836 | | | | | | 14 | | | | | | 1508 |

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

| 5:00 PM | Seaport Boulevard | | | | | | B Street | | | | | | Seaport Boulevard | | | | | | Total |
|------------------|-------------------|-------|--------|-------|-------|-------|------------|-------|--------|-------|-------|-------|-------------------|-------|--------|-------|-------|-------|-------|
| | from East | | | | | | from South | | | | | | from West | | | | | | |
| | Thru | Left | U-Turn | CW-SB | CW-NB | Total | Right | Left | U-Turn | CW-WB | CW-EB | Total | Right | Thru | U-Turn | CW-NB | CW-SB | Total | |
| 5:00 PM | 0 | 0 | 0 | 20 | 28 | 48 | 0 | 0 | 0 | 49 | 37 | 86 | 0 | 0 | 0 | 0 | 0 | 0 | 134 |
| 5:15 PM | 0 | 0 | 0 | 20 | 34 | 54 | 0 | 0 | 0 | 64 | 53 | 117 | 0 | 0 | 0 | 0 | 0 | 0 | 171 |
| 5:30 PM | 0 | 0 | 0 | 20 | 17 | 37 | 0 | 0 | 0 | 58 | 44 | 102 | 0 | 0 | 0 | 0 | 0 | 0 | 139 |
| 5:45 PM | 0 | 0 | 0 | 5 | 17 | 22 | 0 | 0 | 0 | 37 | 64 | 101 | 0 | 0 | 0 | 0 | 0 | 0 | 123 |
| Total Volume | 0 | 0 | 0 | 65 | 96 | 161 | 0 | 0 | 0 | 208 | 198 | 406 | 0 | 0 | 0 | 0 | 0 | 0 | 567 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 40.4 | 59.6 | | 0.0 | 0.0 | 0.0 | 51.2 | 48.8 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.813 | 0.706 | 0.745 | 0.000 | 0.000 | 0.000 | 0.813 | 0.773 | 0.868 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.829 |
| Entering Leg | 0 | 0 | 0 | 65 | 96 | 161 | 0 | 0 | 0 | 208 | 198 | 406 | 0 | 0 | 0 | 0 | 0 | 0 | 567 |
| Exiting Leg | 161 | | | | | | 406 | | | | | | 0 | | | | | | 567 |
| Total | 322 | | | | | | 812 | | | | | | 0 | | | | | | 1134 |

Client: Mr. Andrew Fabiszewski
 Project #: 0010_HSH_Seaport_Boston
 BTM #: Location 24
 Location: Seaport, Boston, MA
 Street 1: Summer Street
 Street 2: World Trade Center Avenue
 Count Date: 11/1/2016
 Day of Week: Tuesday
 Weather: Partly Cloudy, 55° F



TOTAL (CARS & TRUCKS)

| Start Time | World Trade Center Avenue Northbound | | | | World Trade Center Avenue Southbound | | | | Summer Street Eastbound | | | Summer Street Westbound | | | | |
|------------|--------------------------------------|------|------|-------|--------------------------------------|------|------|-------|-------------------------|------|------|-------------------------|--------|------|------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right |
| 7:00 AM | 0 | 3 | 4 | 4 | 0 | 3 | 0 | 0 | 0 | 2 | 82 | 6 | 0 | 9 | 94 | 2 |
| 7:15 AM | 0 | 3 | 2 | 6 | 0 | 4 | 0 | 3 | 0 | 4 | 102 | 10 | 0 | 13 | 102 | 3 |
| 7:30 AM | 0 | 2 | 0 | 7 | 0 | 4 | 0 | 5 | 0 | 5 | 113 | 13 | 0 | 16 | 100 | 4 |
| 7:45 AM | 0 | 4 | 0 | 8 | 0 | 5 | 0 | 5 | 0 | 4 | 135 | 11 | 0 | 16 | 115 | 7 |
| 8:00 AM | 0 | 6 | 0 | 8 | 0 | 6 | 0 | 4 | 0 | 2 | 145 | 8 | 0 | 15 | 119 | 9 |
| 8:15 AM | 0 | 7 | 0 | 13 | 0 | 5 | 0 | 5 | 0 | 3 | 149 | 17 | 0 | 21 | 126 | 7 |
| 8:30 AM | 0 | 8 | 0 | 16 | 0 | 6 | 0 | 6 | 0 | 2 | 138 | 24 | 0 | 25 | 118 | 4 |
| 8:45 AM | 0 | 8 | 0 | 17 | 0 | 6 | 0 | 6 | 0 | 2 | 145 | 25 | 0 | 26 | 110 | 4 |

| Start Time | World Trade Center Avenue Northbound | | | | World Trade Center Avenue Southbound | | | | Summer Street Eastbound | | | Summer Street Westbound | | | | |
|------------|--------------------------------------|------|------|-------|--------------------------------------|------|------|-------|-------------------------|------|------|-------------------------|--------|------|------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right |
| 4:00 PM | 0 | 10 | 1 | 16 | 0 | 5 | 1 | 3 | 1 | 4 | 134 | 13 | 1 | 14 | 69 | 2 |
| 4:15 PM | 0 | 10 | 1 | 16 | 0 | 7 | 0 | 3 | 2 | 6 | 141 | 12 | 2 | 15 | 76 | 5 |
| 4:30 PM | 0 | 9 | 0 | 15 | 0 | 8 | 0 | 2 | 2 | 7 | 134 | 10 | 2 | 14 | 75 | 7 |
| 4:45 PM | 0 | 11 | 0 | 18 | 0 | 13 | 0 | 6 | 1 | 12 | 150 | 15 | 1 | 13 | 67 | 12 |
| 5:00 PM | 0 | 11 | 0 | 20 | 0 | 16 | 0 | 9 | 2 | 16 | 151 | 19 | 2 | 10 | 53 | 16 |
| 5:15 PM | 0 | 13 | 0 | 20 | 0 | 18 | 0 | 9 | 3 | 14 | 165 | 29 | 3 | 11 | 77 | 13 |
| 5:30 PM | 0 | 13 | 0 | 19 | 0 | 18 | 0 | 8 | 3 | 10 | 164 | 37 | 4 | 11 | 94 | 8 |
| 5:45 PM | 0 | 14 | 0 | 20 | 0 | 19 | 0 | 8 | 2 | 11 | 172 | 39 | 4 | 12 | 99 | 8 |

| AM PEAK HOUR 8:00 AM to 9:00 AM | World Trade Center Avenue Northbound | | | | World Trade Center Avenue Southbound | | | | Summer Street Eastbound | | | Summer Street Westbound | | | | |
|------------------------------------|--------------------------------------|------|------|-------|--------------------------------------|------|------|-------|-------------------------|------|------|-------------------------|--------|------|------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right |
| | 0 | 29 | 0 | 54 | 0 | 23 | 0 | 21 | 0 | 9 | 577 | 74 | 0 | 87 | 473 | 24 |
| <i>PHF</i> | 0.83 | | | | 0.92 | | | | 0.96 | | | 0.95 | | | | |
| <i>HV %</i> | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 4.7% | 0.0% | 0.0% | 0.0% | 8.2% | 0.0% |

| PM PEAK HOUR 5:00 PM to 6:00 PM | World Trade Center Avenue Northbound | | | | World Trade Center Avenue Southbound | | | | Summer Street Eastbound | | | Summer Street Westbound | | | | |
|------------------------------------|--------------------------------------|------|------|-------|--------------------------------------|------|------|-------|-------------------------|------|------|-------------------------|--------|------|------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right |
| | 0 | 51 | 0 | 79 | 0 | 71 | 0 | 34 | 10 | 51 | 652 | 124 | 13 | 44 | 323 | 45 |
| <i>PHF</i> | 0.96 | | | | 0.97 | | | | 0.93 | | | 0.86 | | | | |
| <i>HV %</i> | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 4.0% | 0.0% | 0.0% | 0.0% | 5.9% | 0.0% |

Massachusetts Highway Department
 Statewide Traffic Data Collection
 2017 Weekday Seasonal Factors

| Factor Group | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | Axle Factor |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|-------------|
| R1 | 1.30 | 1.23 | 1.21 | 1.04 | 0.98 | 0.92 | 0.86 | 0.81 | 0.95 | 0.99 | 1.03 | 1.10 | 0.80 |
| R2 | 0.95 | 0.96 | 0.98 | 0.97 | 0.97 | 0.93 | 0.97 | 0.94 | 0.96 | 0.90 | 0.92 | 0.93 | 0.96 |
| R3 | 1.05 | 1.01 | 1.04 | 0.99 | 0.94 | 0.93 | 0.91 | 0.92 | 0.96 | 0.94 | 1.01 | 1.03 | 0.97 |
| R4-R7 | 1.10 | 1.07 | 1.09 | 1.00 | 0.95 | 0.89 | 0.88 | 0.87 | 0.92 | 0.95 | 1.04 | 1.09 | 0.93 |
| U1-Boston | 1.01 | 1.04 | 0.99 | 0.94 | 0.93 | 0.92 | 0.96 | 0.93 | 0.94 | 0.93 | 0.95 | 0.98 | 0.95 |
| U1-Essex | 1.04 | 1.05 | 1.00 | 0.96 | 0.93 | 0.89 | 0.90 | 0.90 | 0.93 | 0.93 | 0.98 | 1.03 | 0.90 |
| U1-Southeast | 1.07 | 1.05 | 1.02 | 0.97 | 0.95 | 0.90 | 0.89 | 0.88 | 0.92 | 0.94 | 0.98 | 1.01 | 0.97 |
| U1-West | 1.00 | 0.96 | 0.94 | 0.92 | 0.93 | 0.92 | 0.95 | 0.93 | 0.92 | 0.92 | 0.97 | 0.97 | 0.89 |
| U1-Worcester | 1.10 | 1.10 | 1.04 | 0.97 | 0.95 | 0.94 | 0.93 | 0.91 | 0.95 | 0.96 | 0.98 | 1.04 | 0.89 |
| U2 | 1.01 | 1.03 | 0.98 | 0.95 | 0.93 | 0.91 | 0.94 | 0.92 | 0.95 | 0.95 | 0.95 | 0.97 | 0.98 |
| U3 | 1.03 | 1.05 | 1.01 | 0.95 | 0.92 | 0.90 | 0.94 | 0.93 | 0.93 | 0.92 | 0.96 | 0.99 | 0.96 |
| U4-U7 | 1.06 | 1.05 | 1.02 | 0.96 | 0.92 | 0.89 | 0.95 | 0.95 | 0.92 | 0.92 | 0.98 | 1.03 | 0.98 |
| Rec - East | 1.18 | 1.17 | 1.08 | 1.03 | 0.95 | 0.87 | 0.83 | 0.83 | 0.97 | 0.98 | 1.19 | 1.19 | 0.98 |
| Rec - West | 1.30 | 1.23 | 1.32 | 1.18 | 0.95 | 0.82 | 0.70 | 0.69 | 0.97 | 0.96 | 1.16 | 1.15 | 0.95 |

Round off:
 0-999 = 10
 >1000 = 100

U = Urban
 R = Rural

- 1 - Interstate
- 2 - Freeway and Expressway
- 3 - Other Principal Arterial
- 4 - Minor Arterial
- 5 - Major Collector
- 6 - Minor Collector
- 7 - Local Road and Street

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

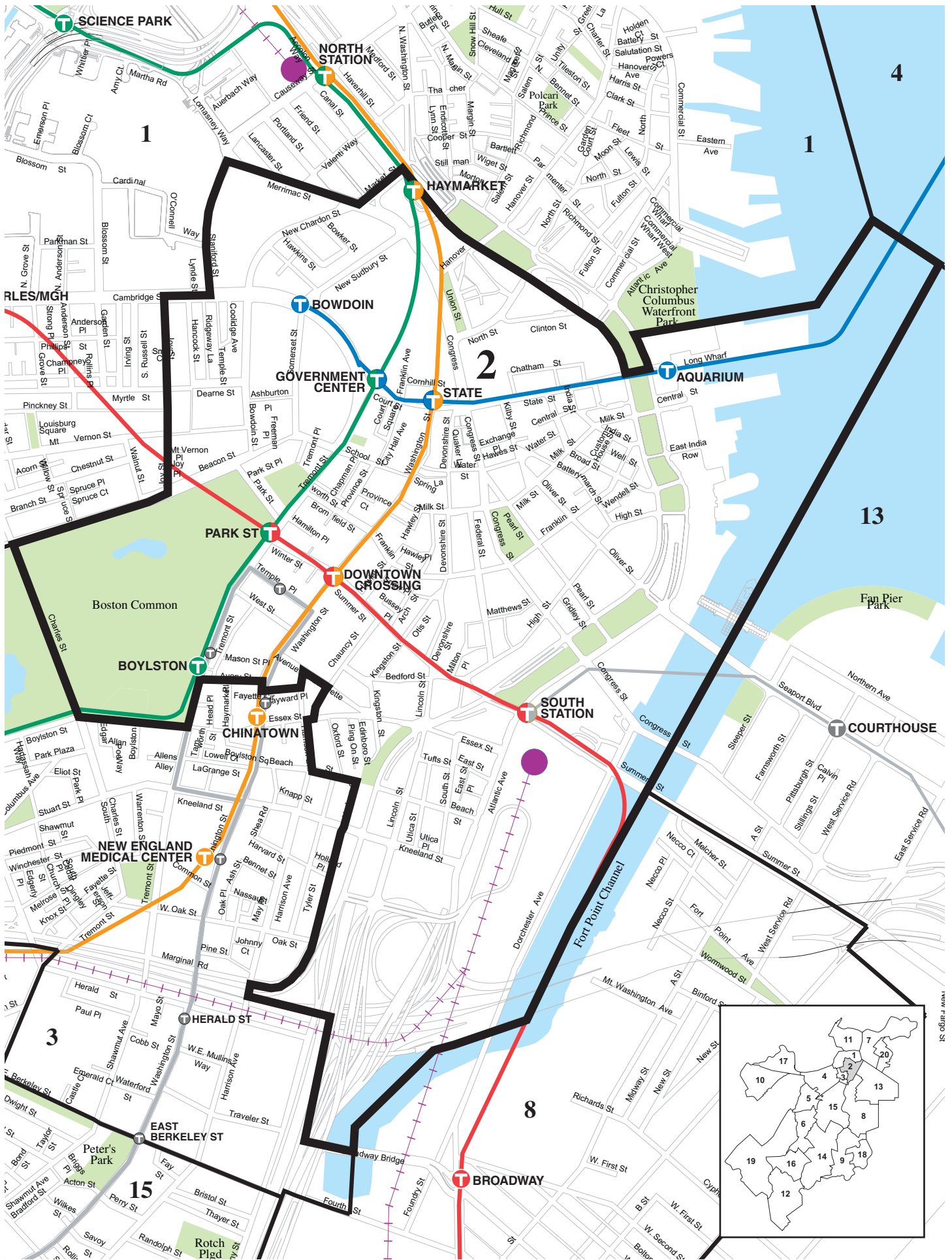
Recreational - West Group - Continuous Stations 2 and 189 including stations 1066,1067,1083,1084,1085,1086,1087,1088,1089,1090,1091,1092,1093,1094,1095,1096,1097,1098,1099,1100,1101,1102,1103,1104,1105,1106,1107,1108,1113,1114, 1116,2196,2197 and 2198.

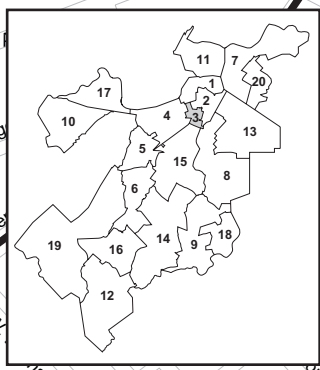
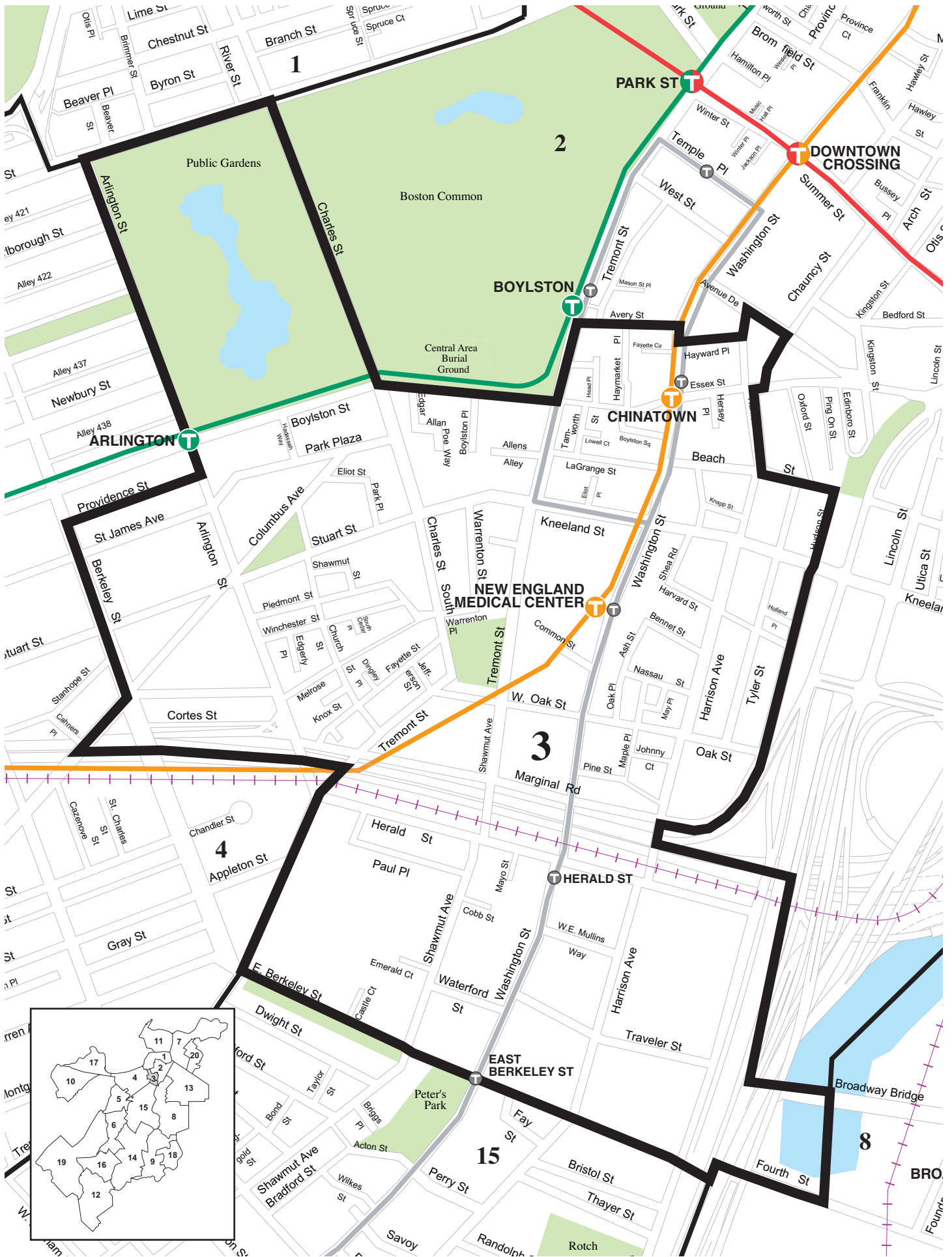
Trip Generation For 401 Congress

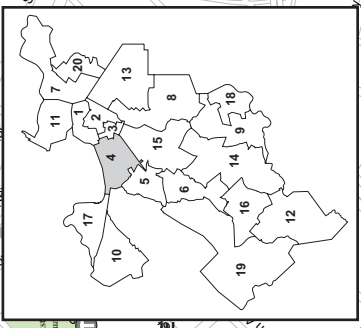
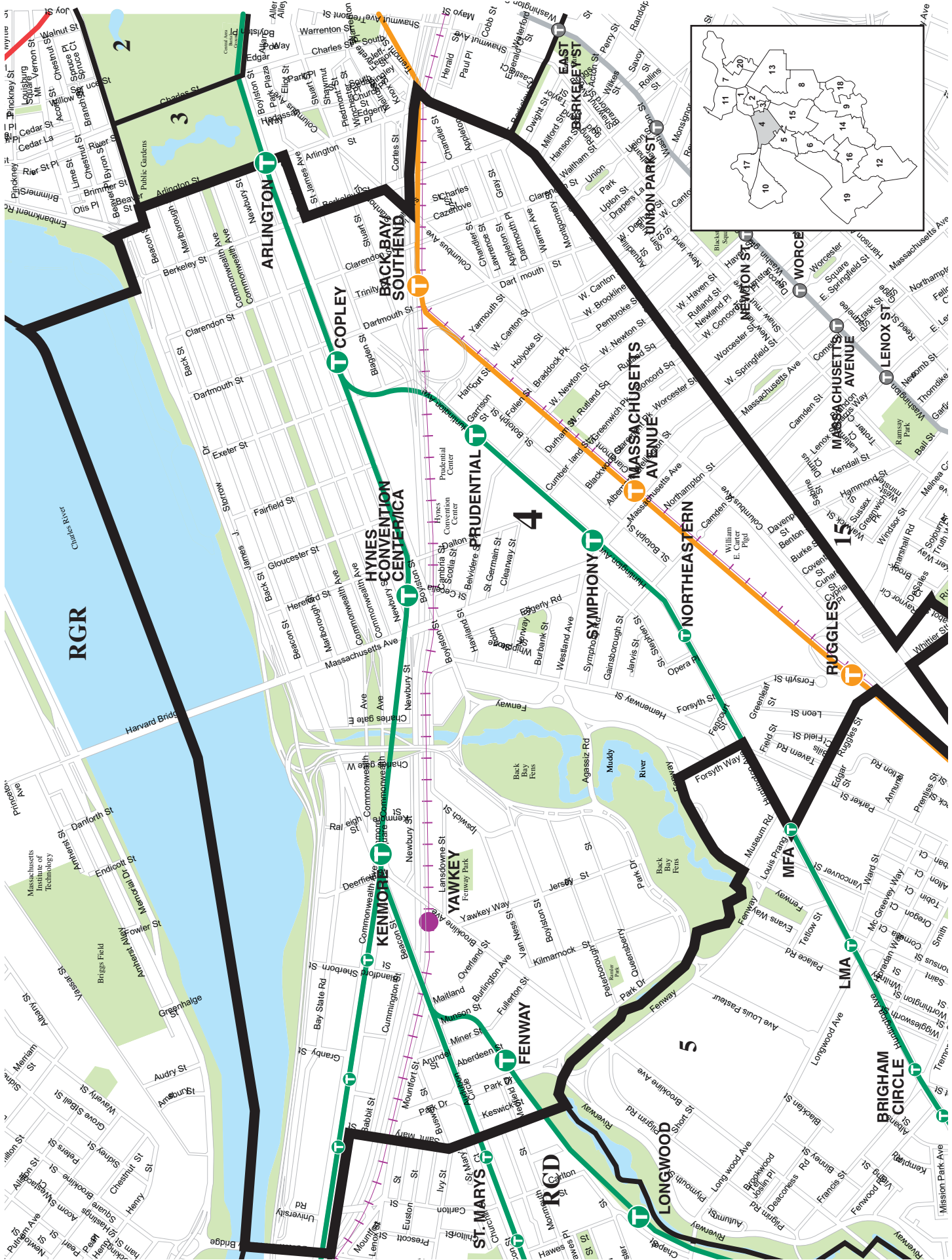
| Land Use | Size | Category | Directional Split | Unadjusted Person-Trips | Pass-by Person-Trip Share | Pass-By-Person-Trips | Primary Person-Trips | Transit Share | Transit Person-Trips | Walk/Bike Share | Walk/Bike Trips | TNC Share | TNC Person-Trips | Private Auto Share | Private Auto Person-Trips | Total unadjusted Auto Trips | Local Auto Occupancy Rate | Total Adjusted Auto Trips |
|-----------------------|------|----------|-------------------|-------------------------|---------------------------|----------------------|----------------------|---------------|----------------------|-----------------|-----------------|-----------|------------------|--------------------|---------------------------|-----------------------------|---------------------------|---------------------------|
| Weekday | | | | | | | | | | | | | | | | | | |
| Office Building (710) | 585 | KSF | Total | 8004 | | 0 | 8004 | | 4322 | | 639 | | 320 | | 2882 | 3202 | 1.18 | 2714 |
| | | | In | 4002 | 50% | 0 | 4002 | 54% | 2161 | 8% | 320 | 2% | 160 | 36% | 1441 | 1601 | 1.18 | 1357 |
| | | | Out | 4002 | 50% | 0 | 4002 | 54% | 2161 | 8% | 320 | 2% | 160 | 36% | 1441 | 1601 | 1.18 | 1357 |
| Shopping Center (820) | 25 | KSF | Total | 1718 | | 430 | 1289 | | 322 | | 502 | | 52 | | 438 | 490 | 1.82 | 270 |
| | | | In | 859 | 50% | 215 | 644 | 25% | 161 | 39% | 251 | 2% | 26 | 34% | 219 | 245 | 1.82 | 135 |
| | | | Out | 859 | 50% | 215 | 644 | 25% | 161 | 39% | 251 | 2% | 26 | 34% | 219 | 245 | 1.82 | 135 |
| Total | | | Total | 9722 | | 430 | 9292 | | 4644 | | 1142 | | 372 | | 3320 | 3692 | | 2984 |
| | | | In | 4861 | | 215 | 4646 | | 2322 | | 570 | | 186 | | 1661 | 1847 | | 1492 |
| | | | Out | 4861 | | 215 | 4646 | | 2322 | | 570 | | 186 | | 1661 | 1847 | | 1492 |
| AM Peak Hour | | | | | | | | | | | | | | | | | | |
| Office Building (710) | 585 | KSF | Total | 731 | | 0 | 731 | | 395 | | 59 | | 30 | | 263 | 293 | 1.18 | 249 |
| | | | In | 709 | 97% | 0 | 709 | 54% | 383 | 8% | 57 | 2% | 15 | 36% | 255 | 270 | 1.18 | 229 |
| | | | Out | 22 | 3% | 0 | 22 | 54% | 12 | 8% | 2 | 2% | 15 | 36% | 8 | 23 | 1.18 | 20 |
| Shopping Center (820) | 25 | KSF | Total | 105 | | 26 | 79 | | 20 | | 31 | | 2 | | 27 | 28 | 1.82 | 16 |
| | | | In | 65 | 62% | 16 | 49 | 25% | 13 | 39% | 19 | 2% | 1 | 34% | 17 | 17 | 1.82 | 10 |
| | | | Out | 40 | 38% | 10 | 30 | 25% | 7 | 39% | 12 | 2% | 1 | 34% | 10 | 11 | 1.82 | 6 |
| Total | | | Total | 836 | | 26 | 810 | | 415 | | 90 | | 32 | | 290 | 322 | | 265 |
| | | | In | 774 | | 16 | 758 | | 396 | | 76 | | 16 | | 272 | 288 | | 239 |
| | | | Out | 62 | | 10 | 52 | | 19 | | 14 | | 16 | | 18 | 34 | | 26 |
| PM Peak Hour | | | | | | | | | | | | | | | | | | |
| Office Building (710) | 585 | KSF | Total | 790 | | 0 | 790 | | 427 | | 64 | | 32 | | 285 | 317 | 1.18 | 268 |
| | | | In | 24 | 3% | 0 | 24 | 54% | 13 | 8% | 2 | 2% | 16 | 36% | 9 | 25 | 1.18 | 21 |
| | | | Out | 766 | 97% | 0 | 766 | 54% | 414 | 8% | 61 | 2% | 16 | 36% | 276 | 292 | 1.18 | 247 |
| Shopping Center (820) | 25 | KSF | Total | 286 | | 72 | 215 | | 54 | | 84 | | 8 | | 73 | 81 | 1.82 | 45 |
| | | | In | 137 | 48% | 34 | 103 | 25% | 26 | 39% | 40 | 2% | 4 | 34% | 35 | 39 | 1.82 | 22 |
| | | | Out | 149 | 52% | 37 | 112 | 25% | 28 | 39% | 44 | 2% | 4 | 34% | 38 | 42 | 1.82 | 23 |
| Total | | | Total | 1076 | | 71 | 1006 | | 481 | | 148 | | 40 | | 358 | 398 | | 313 |
| | | | In | 161 | | 34 | 128 | | 39 | | 43 | | 20 | | 44 | 64 | | 43 |
| | | | Out | 915 | | 37 | 878 | | 442 | | 105 | | 20 | | 314 | 334 | | 270 |

Directional split for office building and shopping center were based on Seaport Square field studies
TNC trips are assumed to be equal between entering and existing









RGR

ARLINGTON
COPLEY
BACK BAY
SOUTH END

HYNES
CONVENTION
CENTER
PRUDENTIAL

KENMORE
YAWKEY

FENWAY
ST. MARYS

MASSACHUSETTS
AVENUE
SYMPHONY

NORTHEASTERN

NEWTON ST.

WORCESTER

MASSACHUSETTS
AVENUE
RUGGLES

BRIGHAM
CIRCLE

LMA

MFA

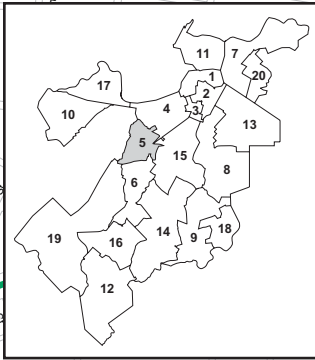
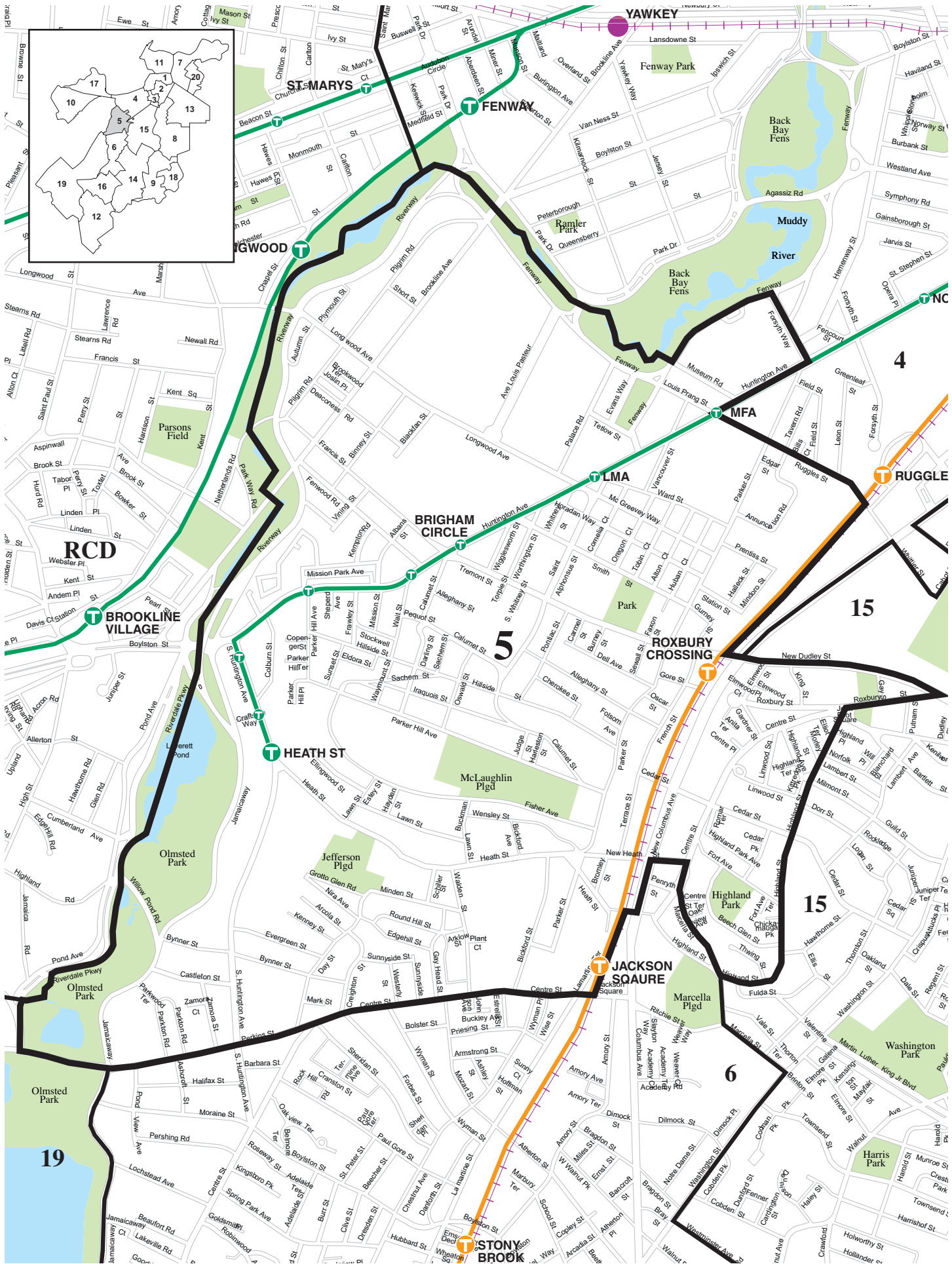
4

5

2

3

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20



YAWKEY

ST. MARYS

FENWAY

WIGWOOD

MFA

LMA

BRIGHAM CIRCLE

RCD

BROOKLINE VILLAGE

HEATH ST

ROXBURY CROSSING

JACKSON SQUARE

STONINGTON BROOK

4

5

15

15

6

19

Lansdowne St

Fenway Park

Back Bay Fens

Muddy River

Back Bay Fens

Parsons Field

RCD

BROOKLINE VILLAGE

Olmsted Park

McLaughlin Plgd

Jefferson Plgd

Highland Park

Olmsted Park

Washington Park

Harris Park

Yawkey

St. Marys

Fenway

Wigwood

MFA

LMA

Brigham Circle

RCD

Brookline Village

Heath St

Roxbury Crossing

Jackson Square

Stonington Brook

4

5

15

15

6

19

Lansdowne St

Fenway Park

Back Bay Fens

Muddy River

Back Bay Fens

Parsons Field

RCD

Brookline Village

Olmsted Park

McLaughlin Plgd

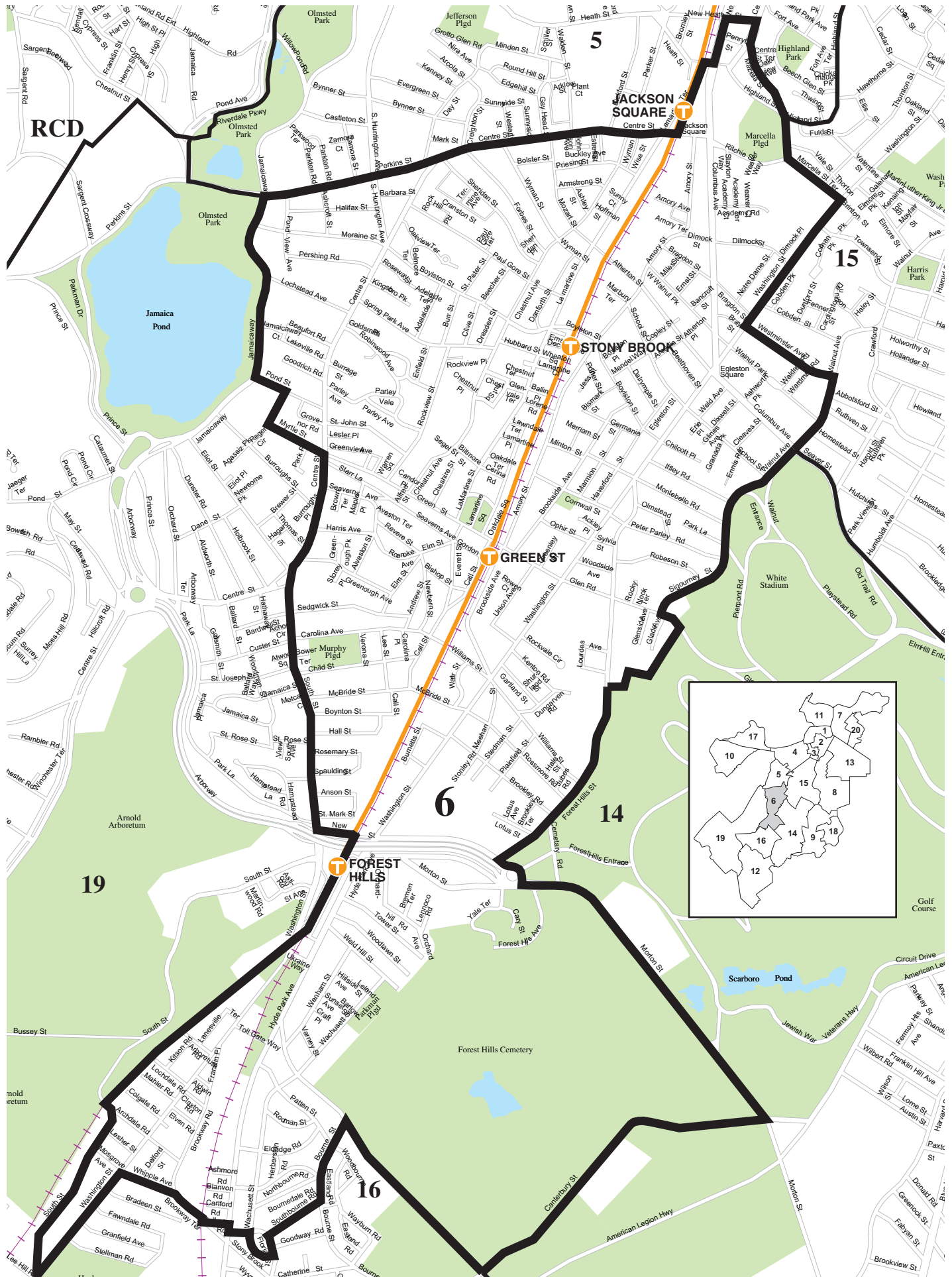
Jefferson Plgd

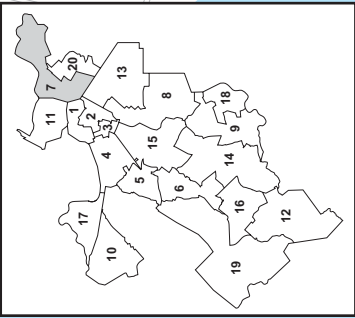
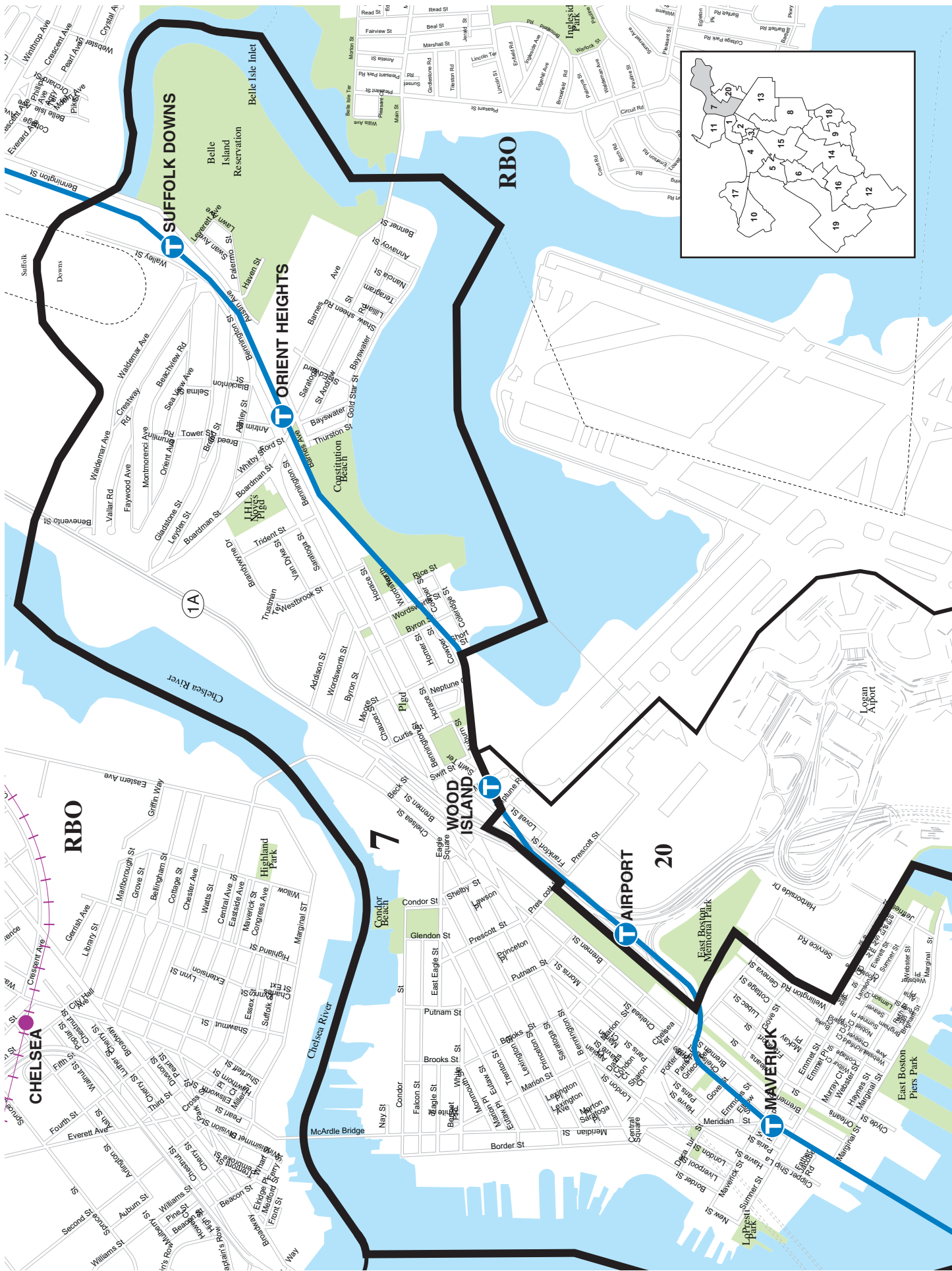
Highland Park

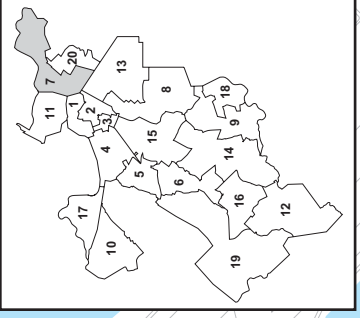
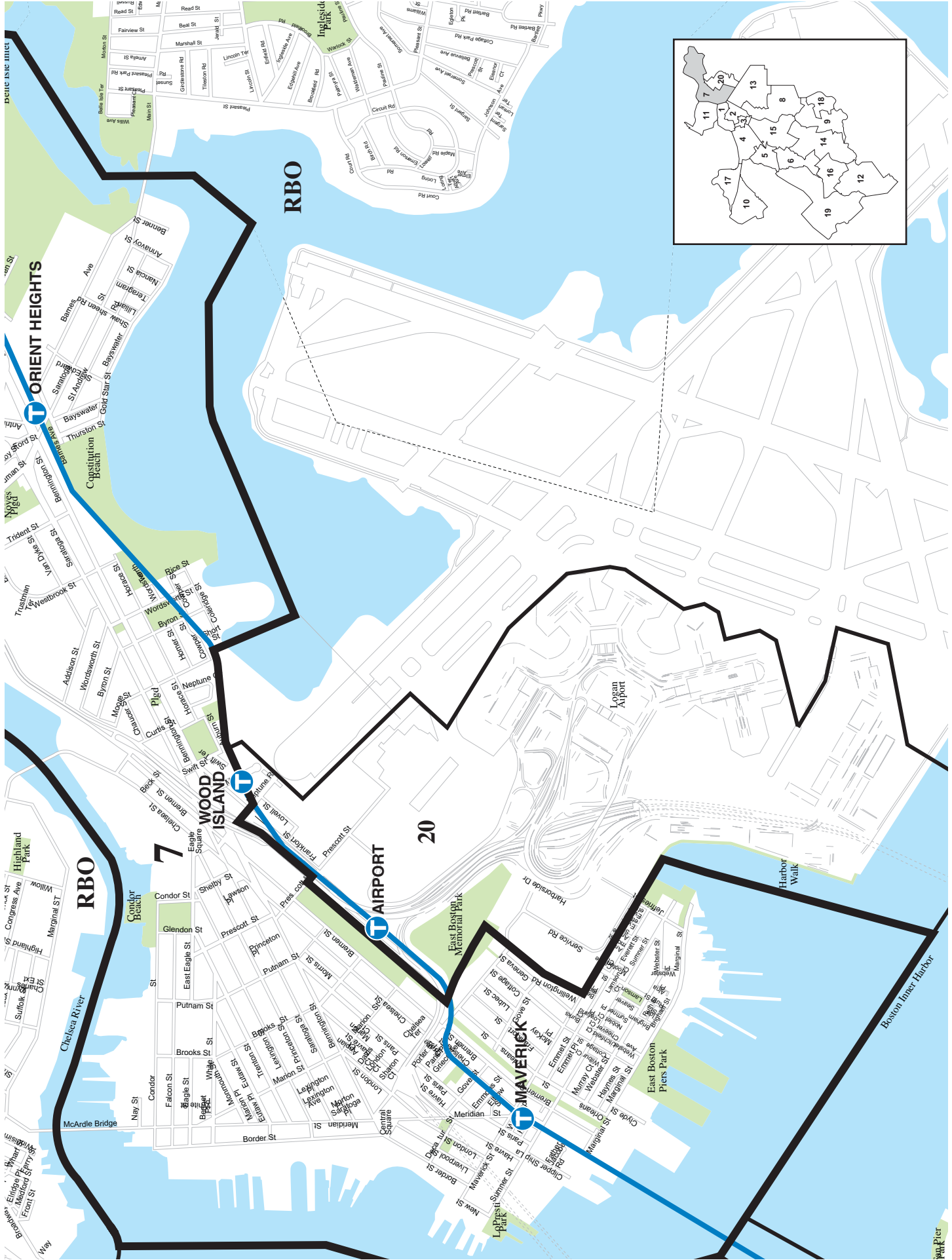
Olmsted Park

Washington Park

Harris Park







RBO

RBO

20

ORIENT HEIGHTS

WOOD ISLAND

AIRPORT

MAVERICK

Logan Airport

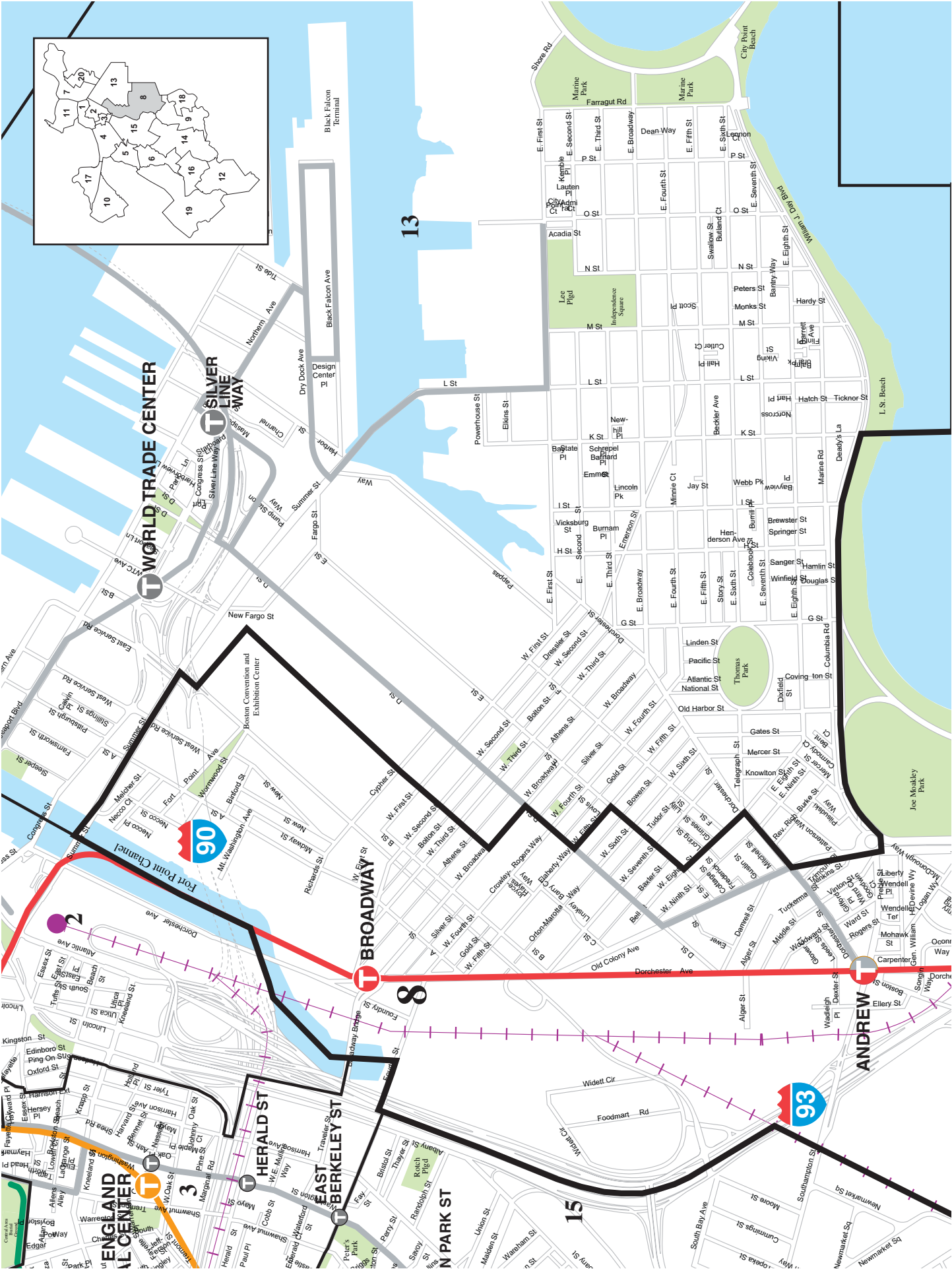
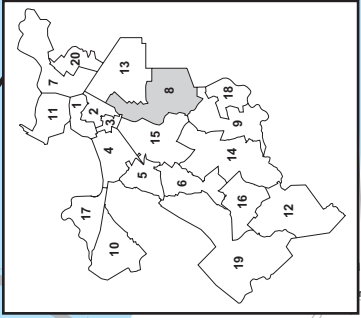
East Boston Piers Park

East Boston Memorial Park

Harbor Walk

Boston Inner Harbor

Pink Pier



WORLD TRADE CENTER

SILVER LINE WAY

BROADWAY

ANDREW

ENGLAND AL CENTER

HERALD ST

EAST BERKELEY ST

N PARK ST

90

93

8

15

13



Commercial Point
18

SAVIN HILL

JFK/UMASS

HAMS
RNER

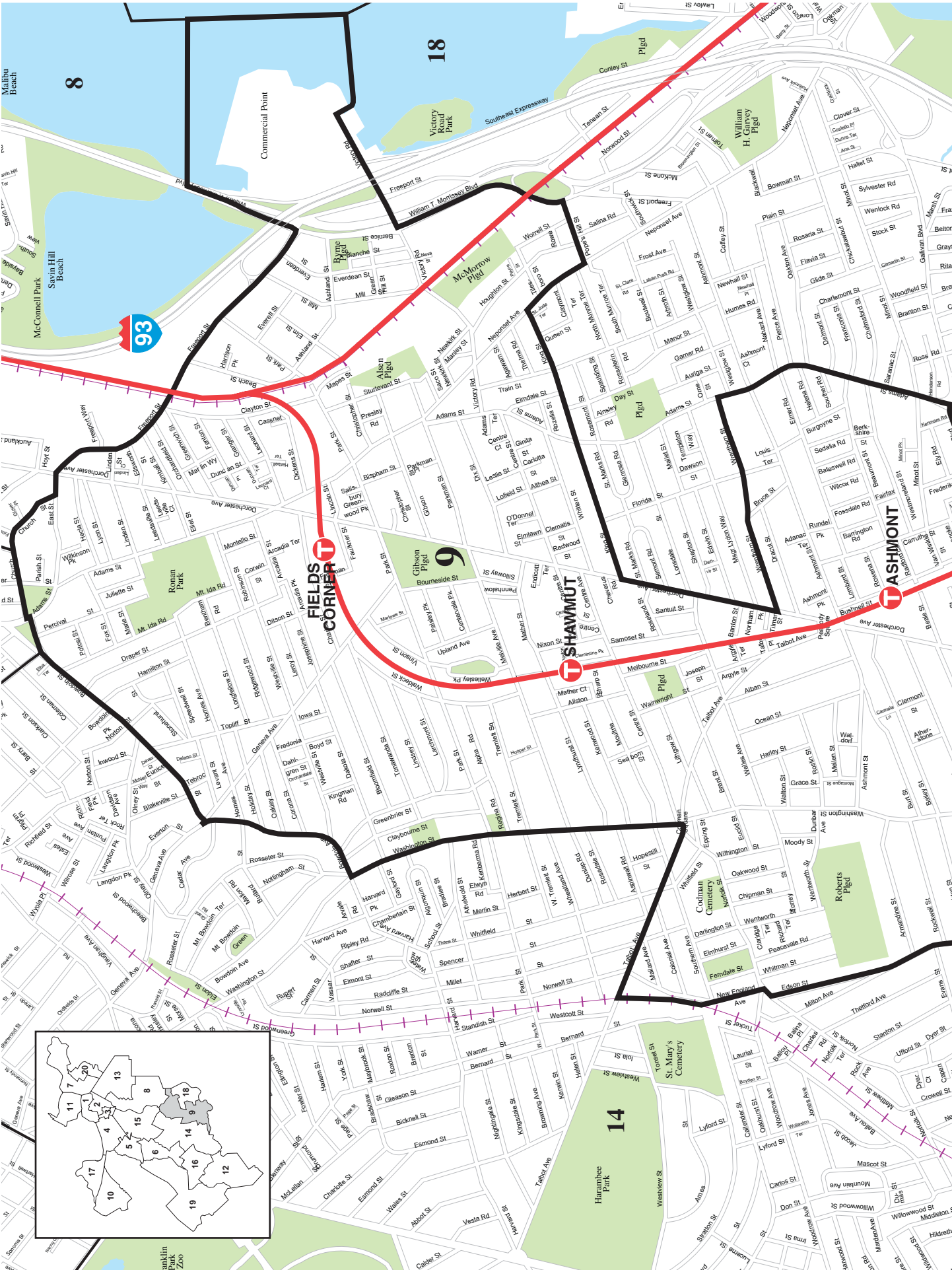
8

15

14

93

9



8

18

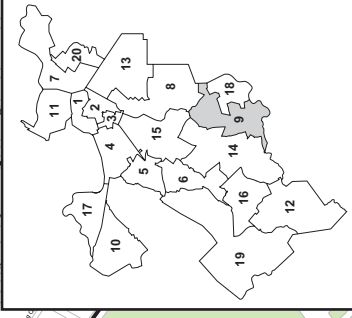
14

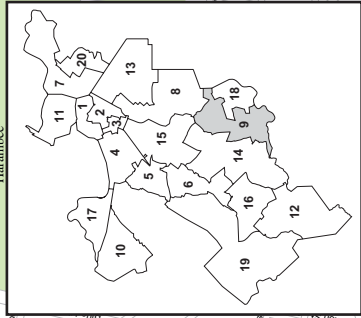
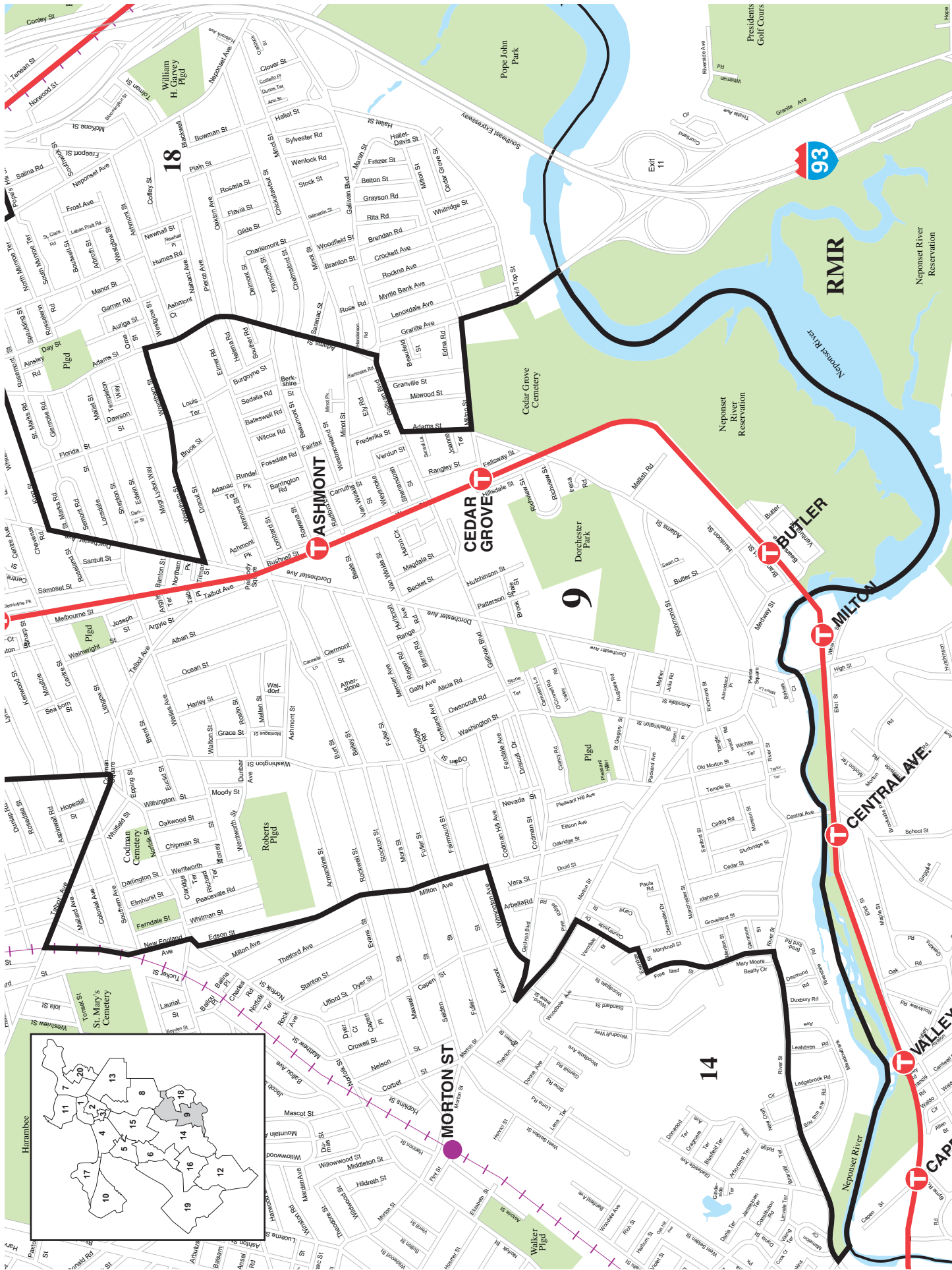
9

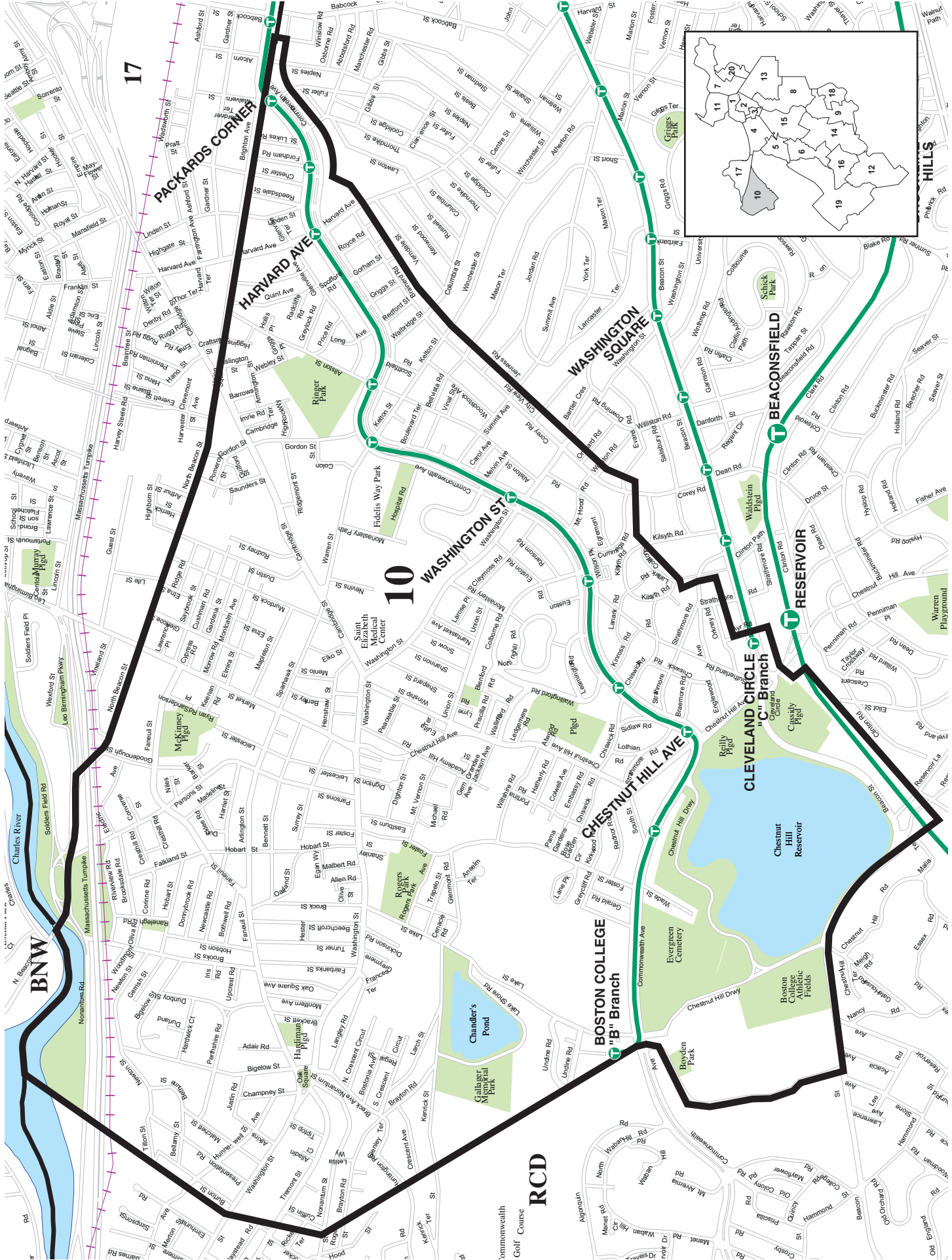
ASHMONT

SHAWMUT

FIELDS CORNER







17

PACKARDS CORNER

HARVARD AVE

10

WASHINGTON ST

WASHINGTON SQUARE

BEACONSFIELD

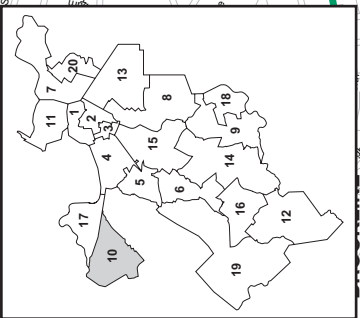
RESERVOIR

CLEVELAND CIRCLE
"C" Branch

BOSTON COLLEGE
"B" Branch

RCD

HILLS



BNW

Commonwealth
Golf Course

Chestnut Hill Reservoir

Boston College
Catholic
Fields

Chandler's Pond

St. Elizabeth's
Medical Center

Ringer Park

Walden Pigeon
Hole

Warren
Playground

Classy Pigeon
Hole

Walden Pigeon
Hole

Walden Pigeon
Hole

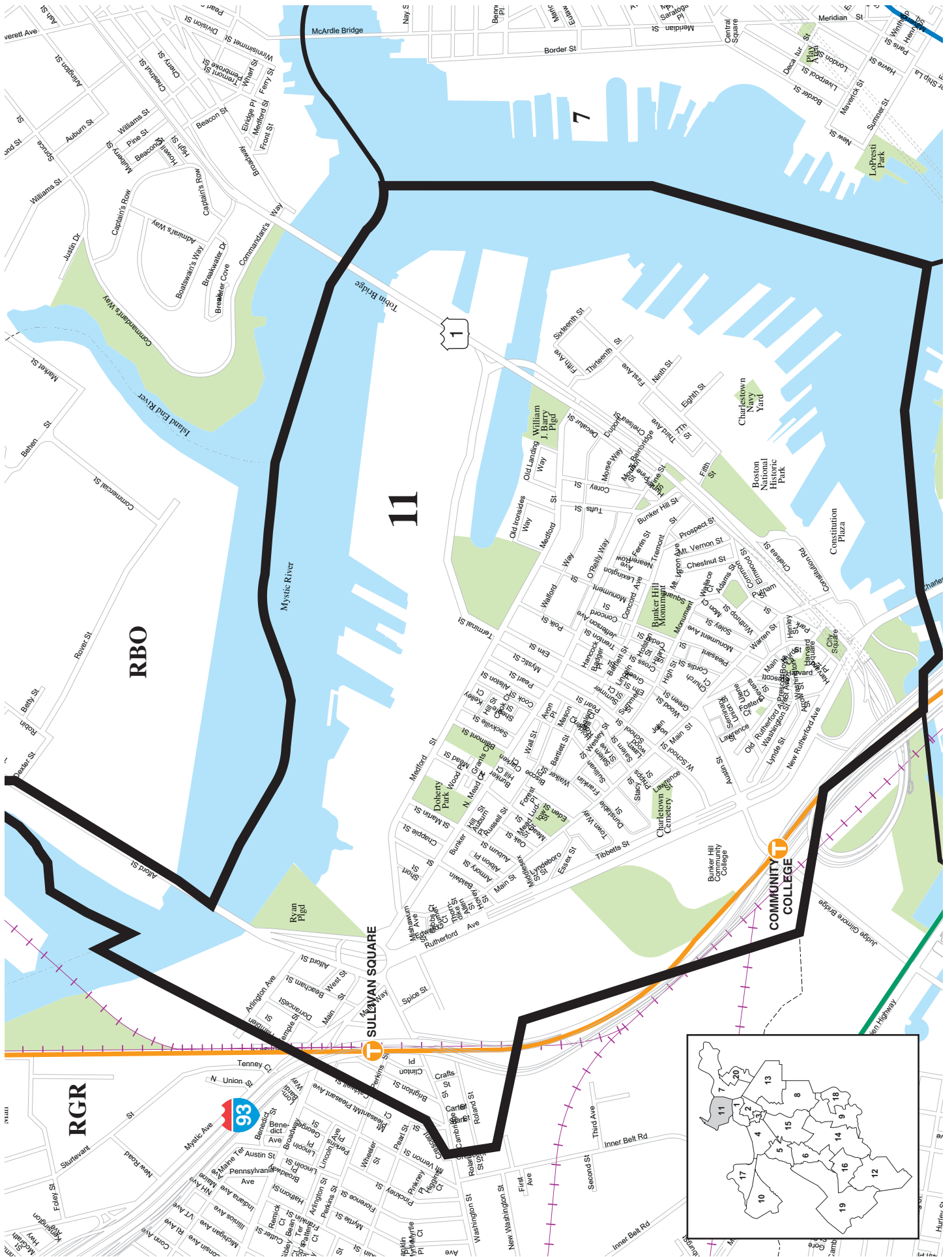
Walden Pigeon
Hole

Walden Pigeon
Hole

Walden Pigeon
Hole

Walden Pigeon
Hole

Walden Pigeon
Hole



RBO

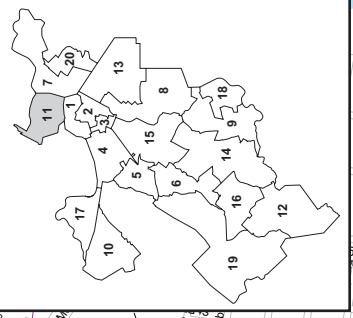
RGR

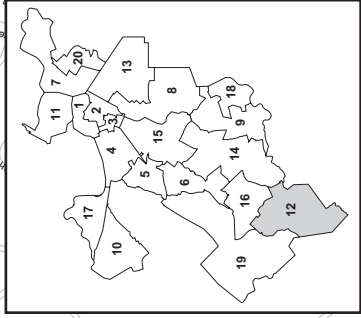
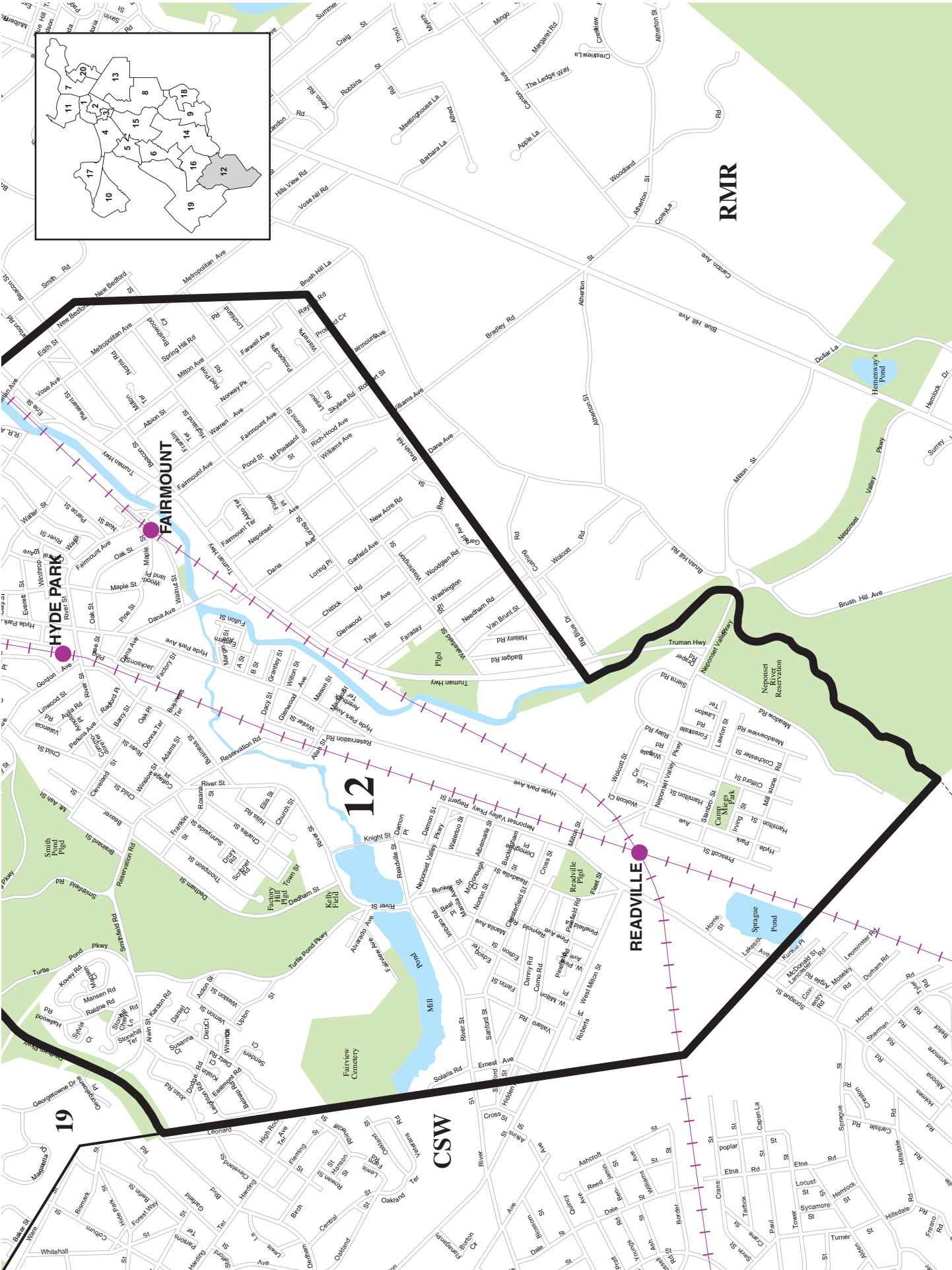
SULLIVAN SQUARE

COMMUNITY COLLEGE

11

7





19

12

RMR

CSW

HYDE PARK
FAIRMOUNT

READVILLE

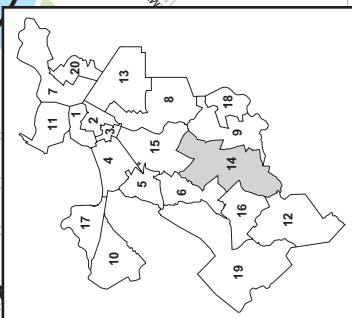
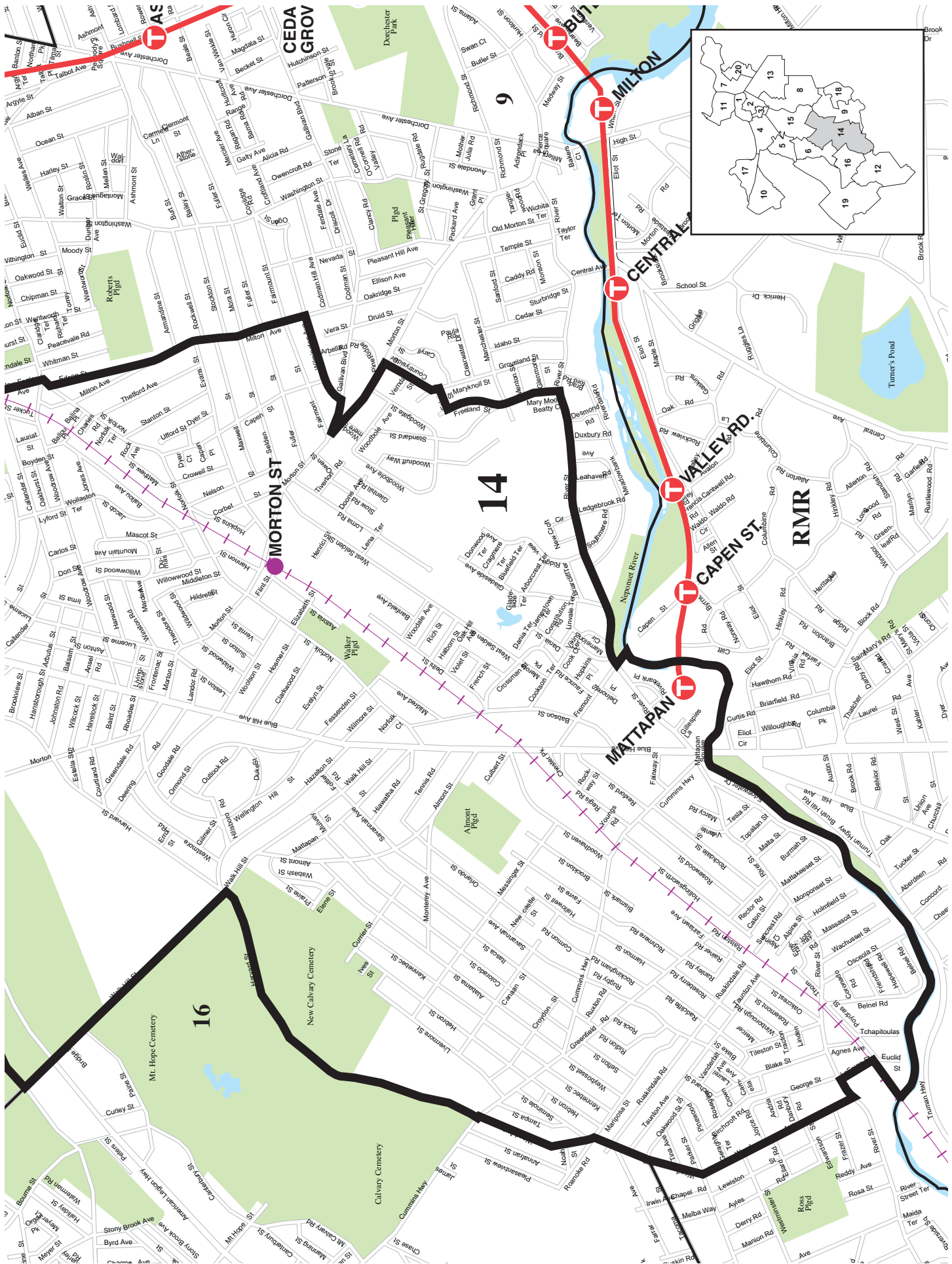
Nepesmet
Reservoir

Sprague
Pond

Hemenway's
Pond

Fairview
Cemetery

Curtis
Mills Park



AS

BUT

MILTON

CENTRAL

VALLEY RD.

CAPEN ST

MATTAPAN

MORTON ST

CEDA GROV

RMR

14

16

Mt. Hope Cemetery

New Calvary Cemetery

Calvary Cemetery

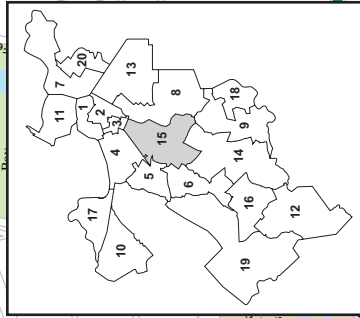
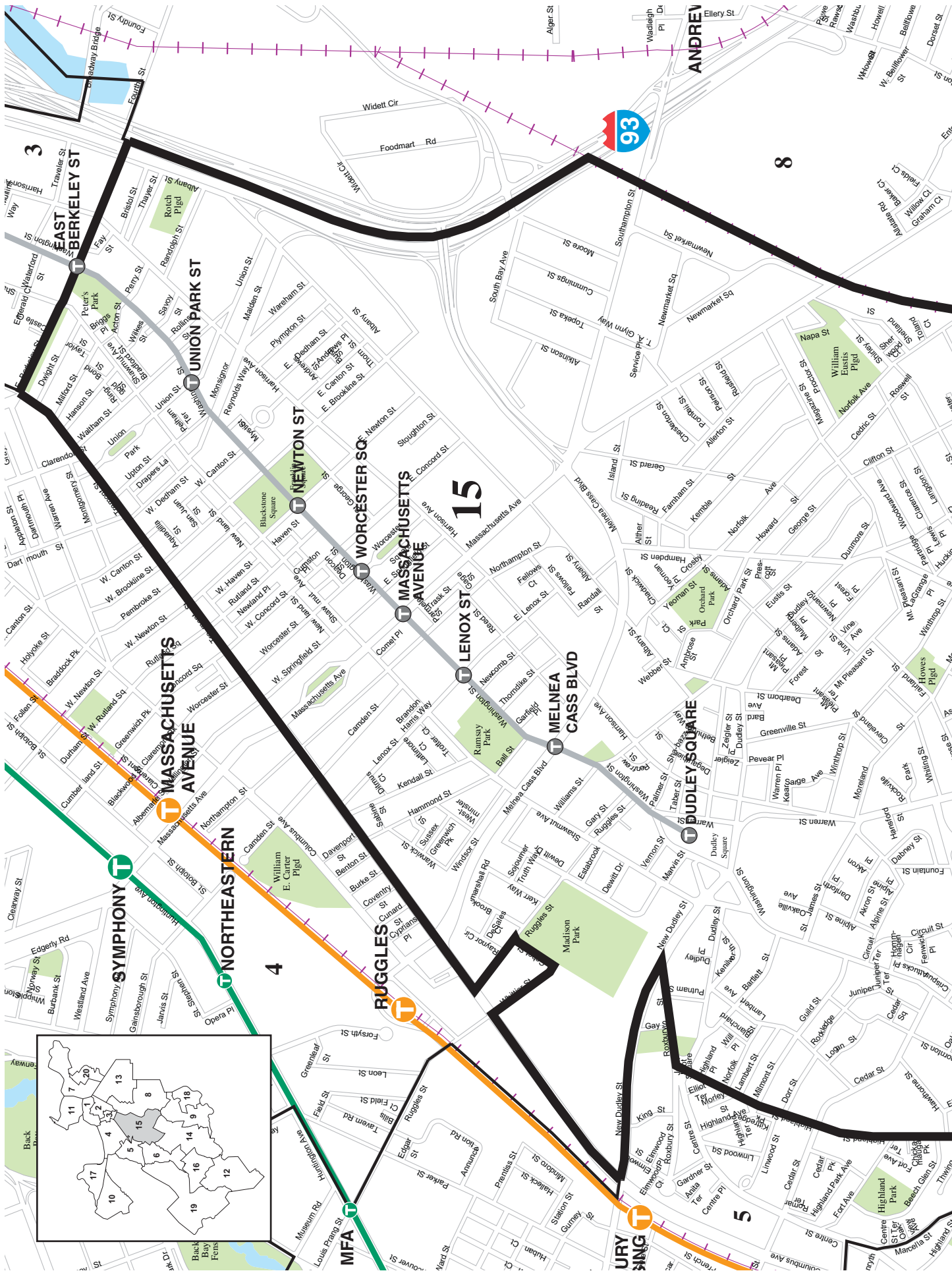
Albion Park

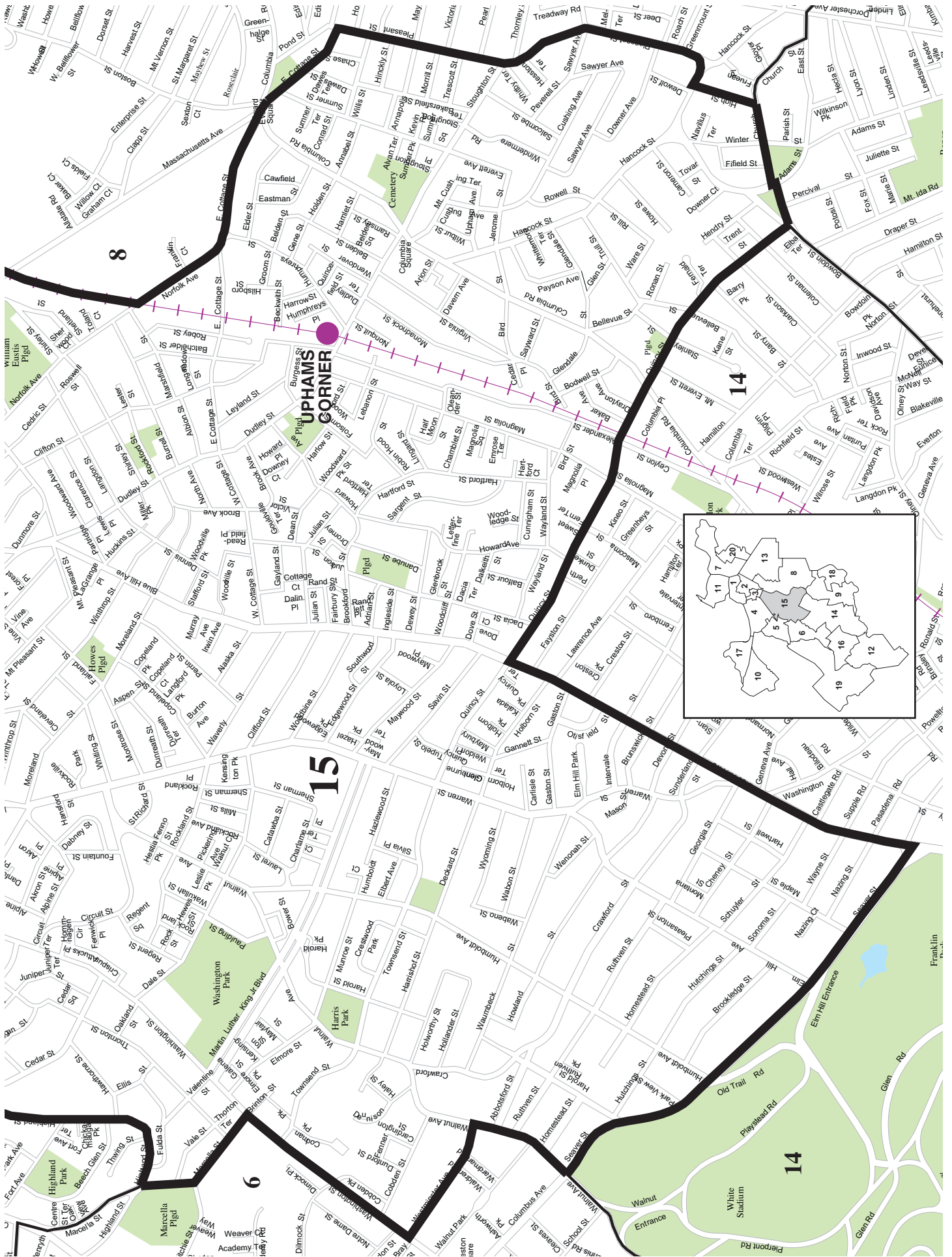
Turner's Pond

Roberts Park

Pigsdon Park

Dorchester Park





8

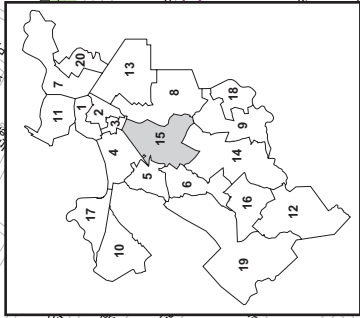
14

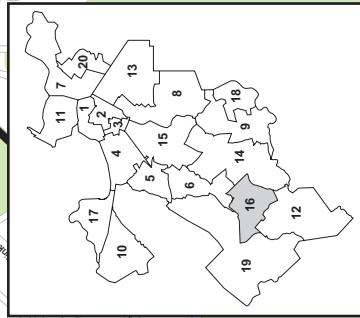
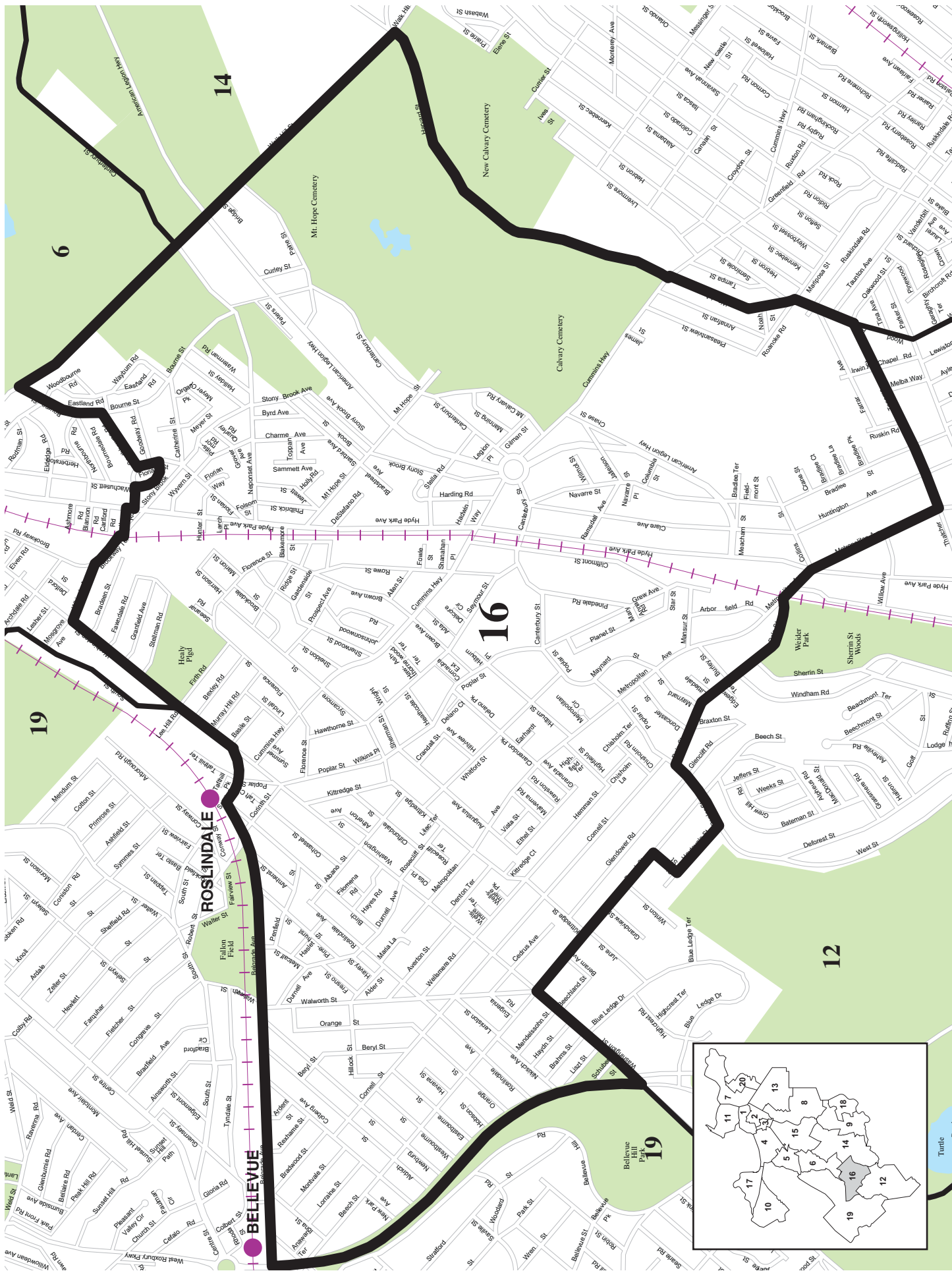
15

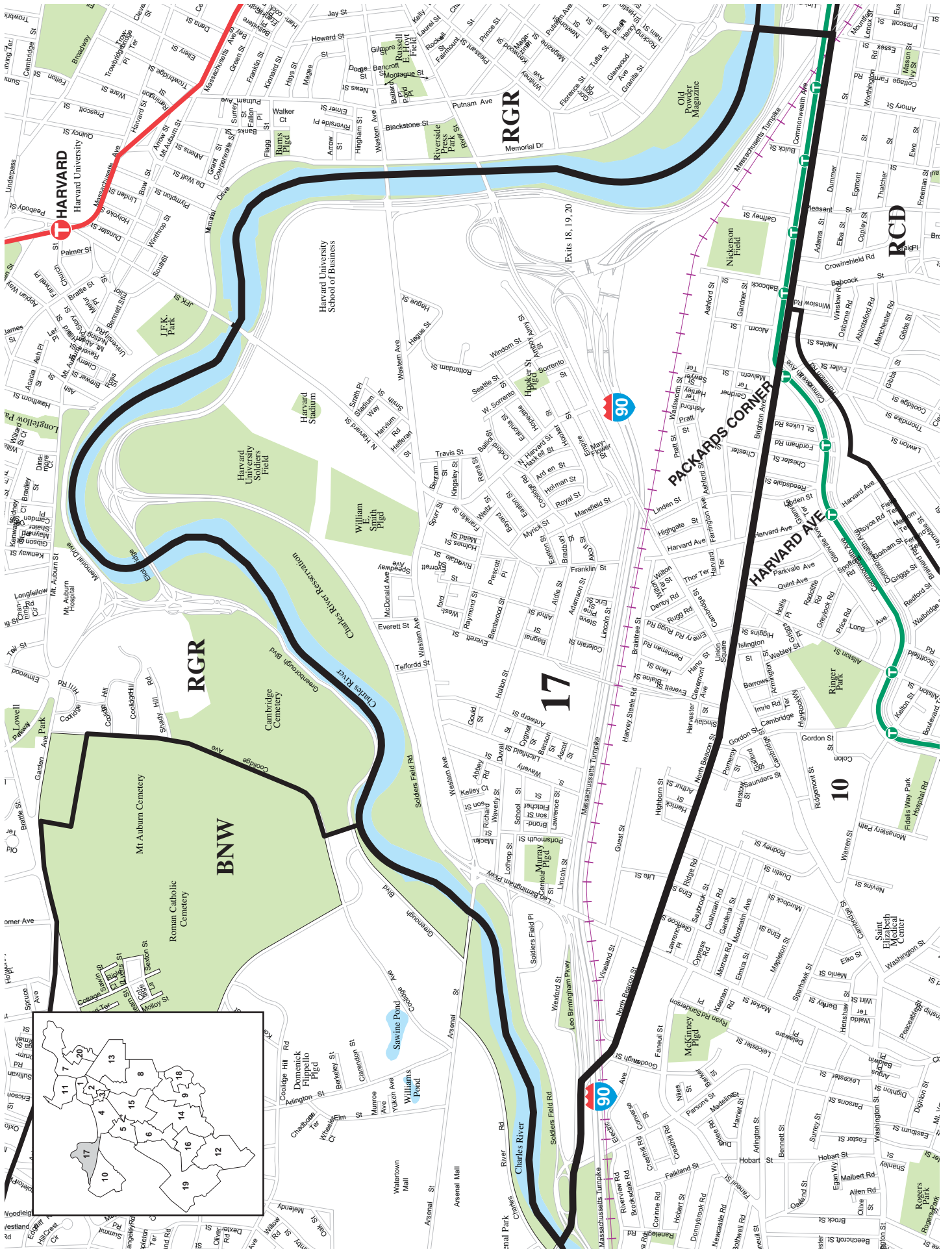
14

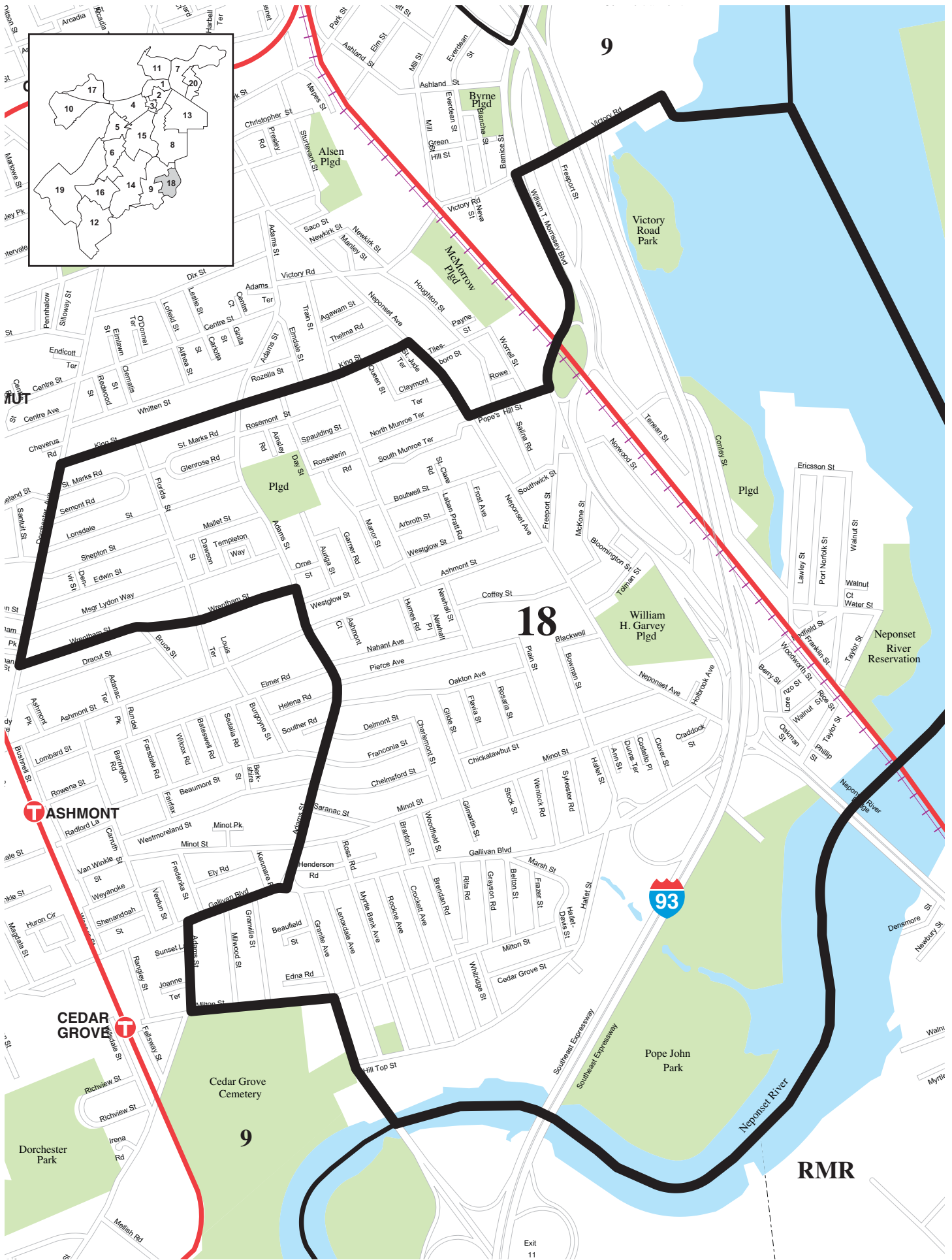
6

UPHAMS CORNER









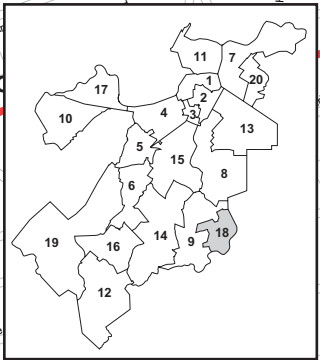
9

18

9

RMR

Exit 11



ASHMONT

CEDAR GROVE

Cedar Grove Cemetery

Pope John Park

William H. Garvey Plgd

Victory Road Park

McMorrow Plgd

Alsen Plgd

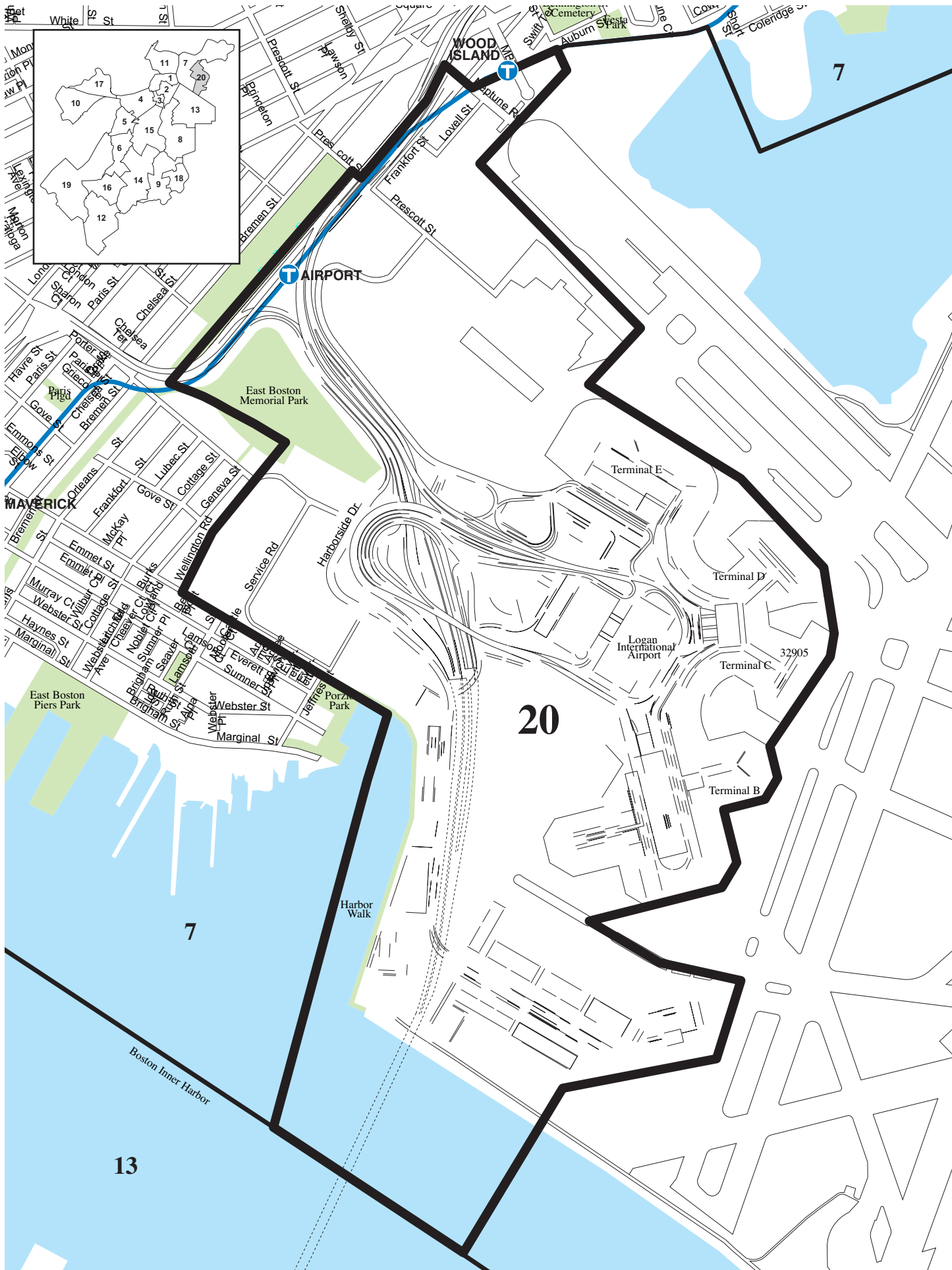
Byrne Plgd

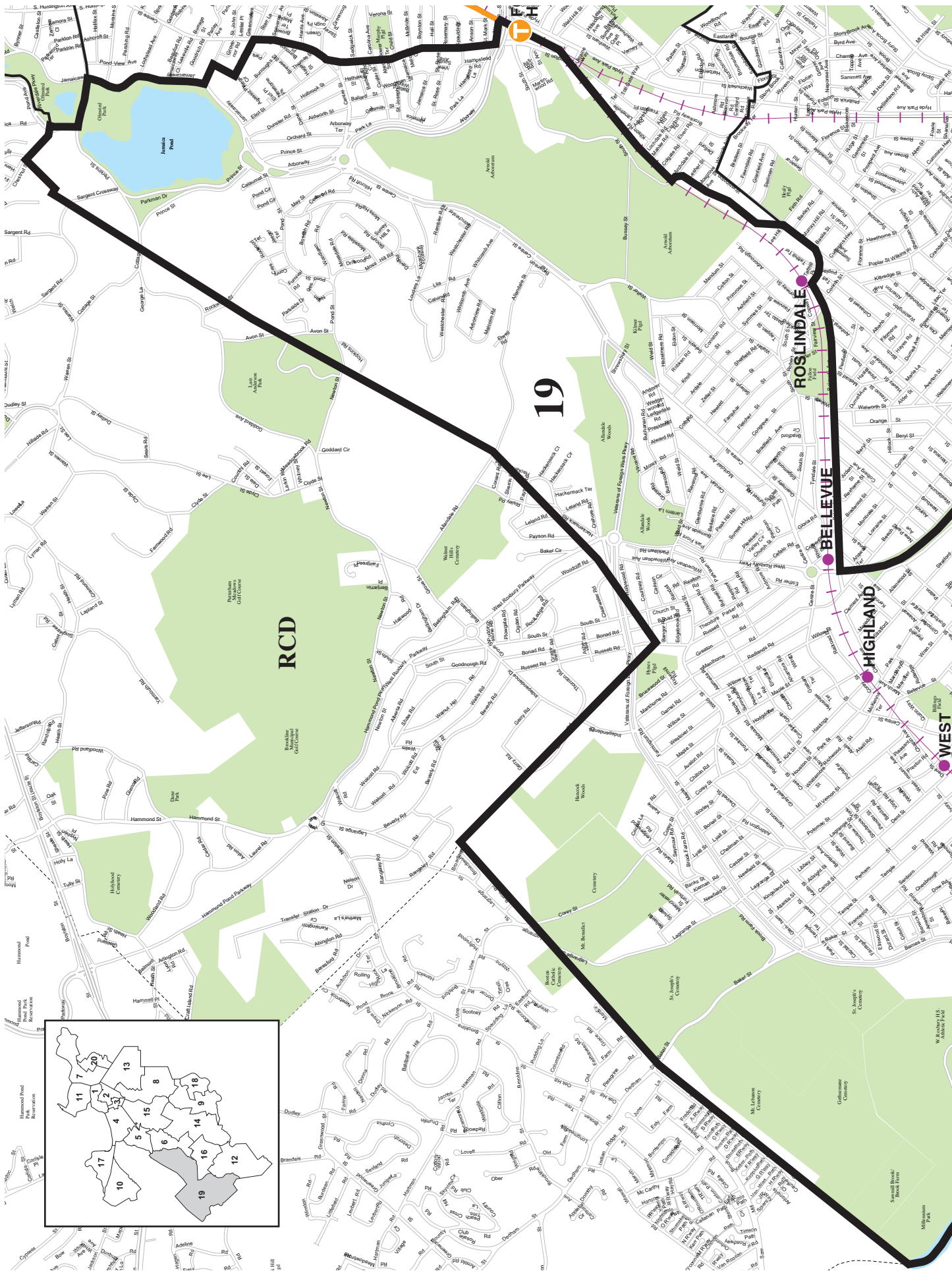
Neponset River Reservation

Plgd

Plgd

Dorchester Park





19

RCD

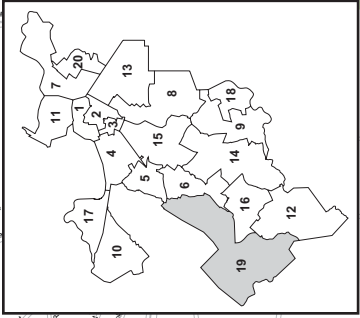
ROSLINDALE

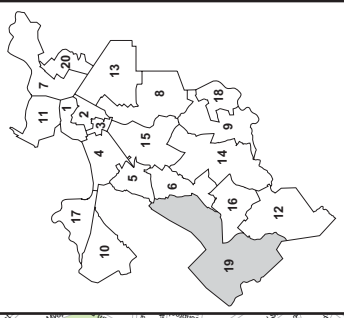
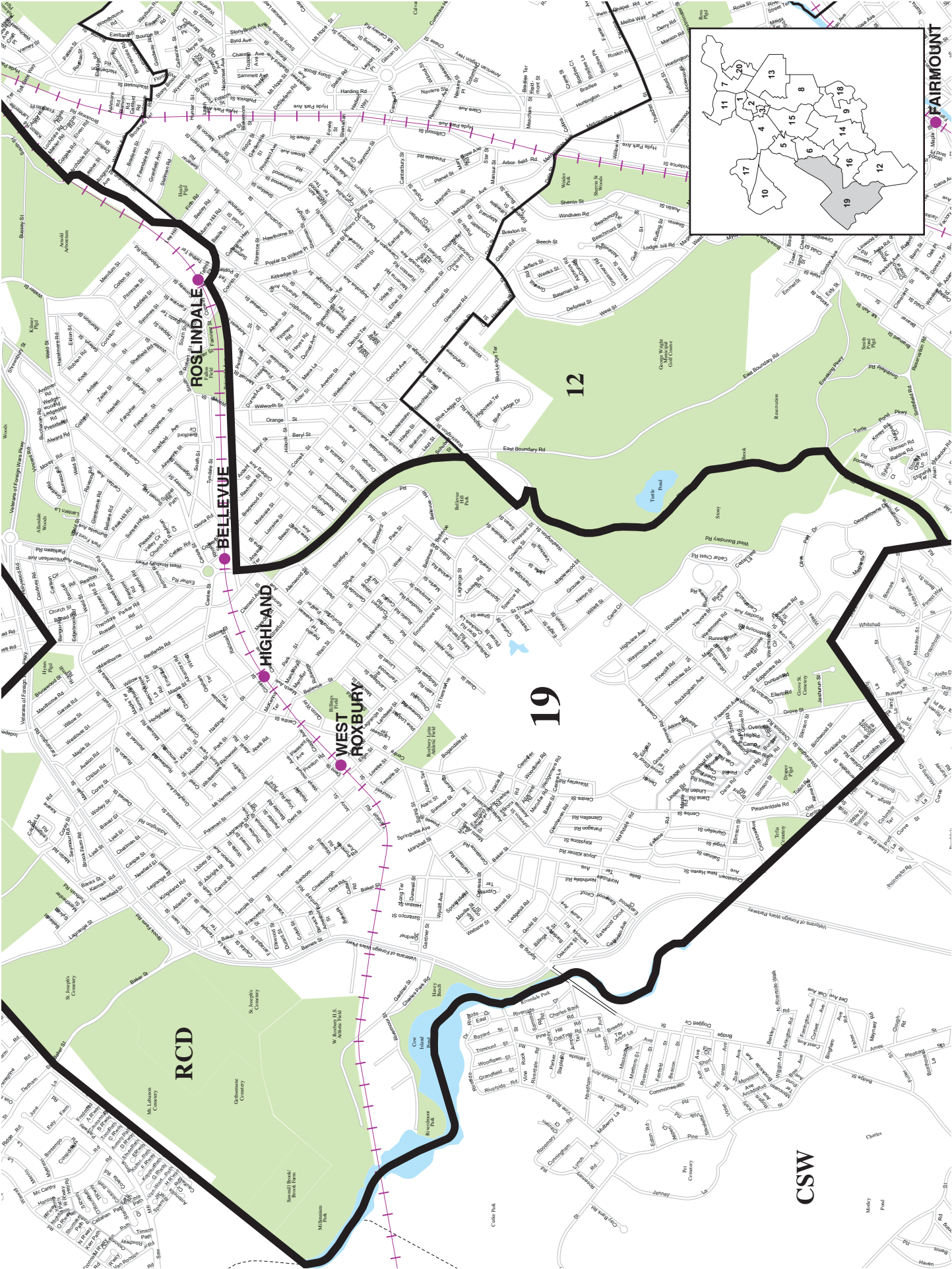
BELEVUE

HIGHLAND

WEST

T





FAIRMOUNT

ROSLINDALE

BELEVUE

HIGHLAND

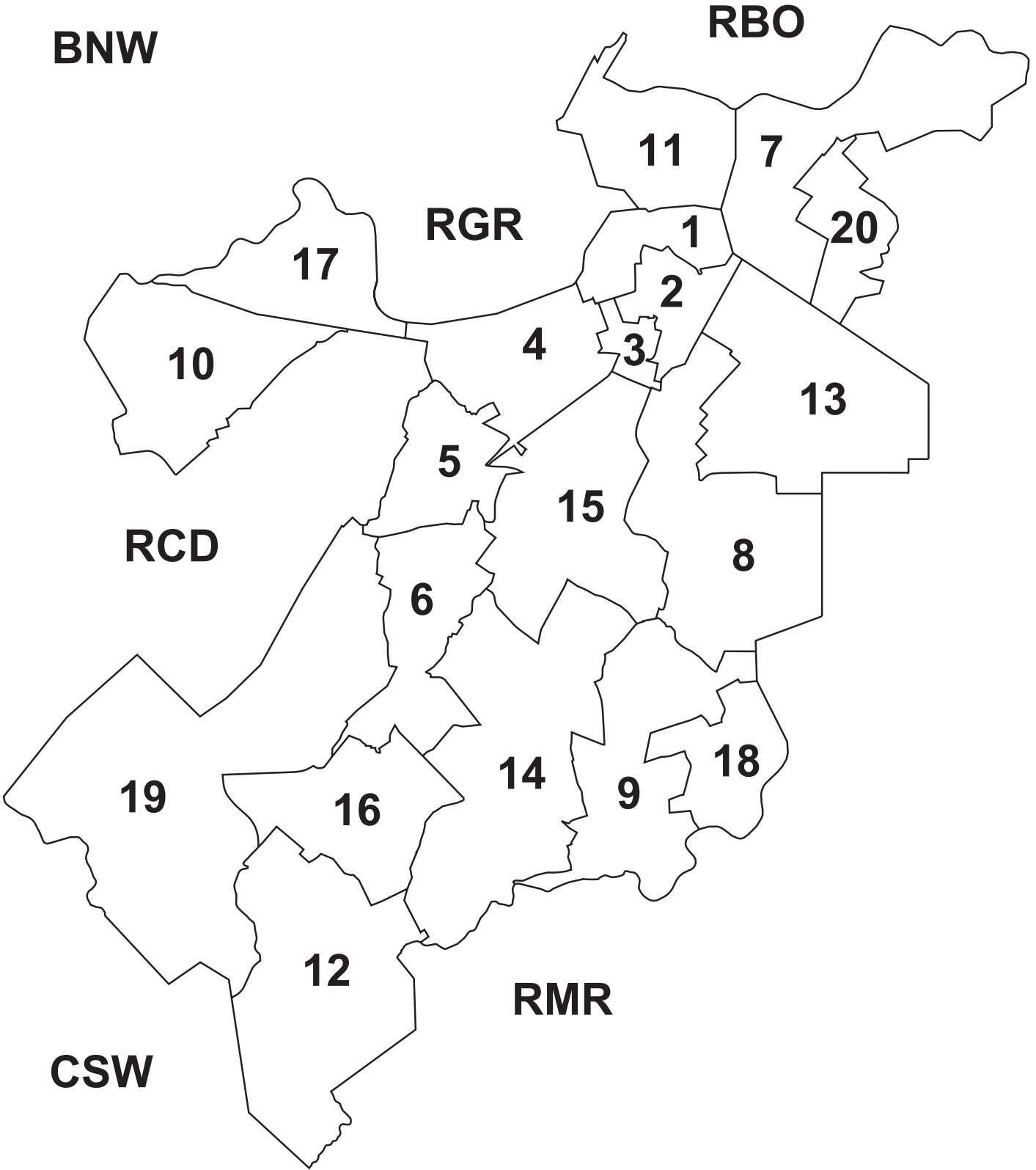
WEST ROXBURY

12

19

RCD

CSW



Distribution and Mode Share by Transportation Zone For AM & PM Peak

AM Peak Period Trips (6-9AM)

| To/From ZONE | Trips Starting in Zone 13 | | | Trips Ending in Zone 13 | | | |
|-----------------|---------------------------|---------|------|------------------------------------|-------|---------|-------|
| | Mode Shares | | | Geographical Distribution of Trips | | | |
| | Auto | Transit | Walk | Total | Auto | Transit | Walk |
| 1 | 56.1 | 43.9 | 0.0 | 1.8 | 2.9 | 3.7 | 0.0 |
| 2 | 20.9 | 51.5 | 27.6 | 15.7 | 9.3 | 37.2 | 10.0 |
| 3 | 38.8 | 61.2 | 0.0 | 3.2 | 3.6 | 9.1 | 0.0 |
| 4 | 40.4 | 59.6 | 0.0 | 5.1 | 5.9 | 14.1 | 0.0 |
| 5 | 62.2 | 37.8 | 0.0 | 1.0 | 1.7 | 1.7 | 0.0 |
| 6 | 72.6 | 27.4 | 0.0 | 0.3 | 0.6 | 0.4 | 0.0 |
| 7 | 74.0 | 26.0 | 0.0 | 0.3 | 0.6 | 0.4 | 0.0 |
| 8 | 40.0 | 13.3 | 46.7 | 9.2 | 10.5 | 5.7 | 10.0 |
| 9 | 82.1 | 17.9 | 0.0 | 0.9 | 2.1 | 0.7 | 0.0 |
| 10 | 89.9 | 10.1 | 0.0 | 0.3 | 0.7 | 0.1 | 0.0 |
| 11 | 56.2 | 43.8 | 0.0 | 0.5 | 0.8 | 1.0 | 0.0 |
| 12 | 100.0 | 0.0 | 0.0 | 0.1 | 0.4 | 0.0 | 0.0 |
| 13 | 13.6 | 1.9 | 84.5 | 40.8 | 15.8 | 3.5 | 80.0 |
| 14 | 76.9 | 23.1 | 0.0 | 0.6 | 1.2 | 0.6 | 0.0 |
| 15 | 54.6 | 45.4 | 0.0 | 3.7 | 5.7 | 7.7 | 0.0 |
| 16 | 100.0 | 0.0 | 0.0 | 0.1 | 0.3 | 0.0 | 0.0 |
| 17 | 81.9 | 18.1 | 0.0 | 0.3 | 0.7 | 0.2 | 0.0 |
| 18 | 100.0 | 0.0 | 0.0 | 0.4 | 1.0 | 0.0 | 0.0 |
| 19 | 92.8 | 7.2 | 0.0 | 0.2 | 0.5 | 0.1 | 0.0 |
| 20 | 88.9 | 11.1 | 0.0 | 0.4 | 1.0 | 0.2 | 0.0 |
| RBO | 86.9 | 13.1 | 0.0 | 1.6 | 4.0 | 1.0 | 0.0 |
| RGR | 63.9 | 36.1 | 0.0 | 3.6 | 6.5 | 5.9 | 0.0 |
| RCD | 97.1 | 2.9 | 0.0 | 1.0 | 2.7 | 0.1 | 0.0 |
| RMR | 61.0 | 39.0 | 0.0 | 2.3 | 4.0 | 4.1 | 0.0 |
| BNE | 100.0 | 0.0 | 0.0 | 0.4 | 1.0 | 0.0 | 0.0 |
| BNO | 100.0 | 0.0 | 0.0 | 0.6 | 1.8 | 0.0 | 0.0 |
| BNW | 85.6 | 14.4 | 0.0 | 1.1 | 2.6 | 0.7 | 0.0 |
| CN | 100.0 | 0.0 | 0.0 | 1.1 | 3.1 | 0.0 | 0.0 |
| CW | 94.3 | 5.7 | 0.0 | 1.1 | 3.1 | 0.3 | 0.0 |
| CSW | 93.1 | 6.9 | 0.0 | 1.2 | 3.1 | 0.4 | 0.0 |
| CSE | 82.1 | 17.9 | 0.0 | 1.2 | 2.8 | 1.0 | 0.0 |
| TOTAL | 35.2 | 21.7 | 43.1 | 100.0 | 100.0 | 100.0 | 100.0 |

| To/From ZONE | Trips Starting in Zone 13 | | | Trips Ending in Zone 13 | | | |
|-----------------|---------------------------|---------|------|------------------------------------|-------|---------|-------|
| | Mode Shares | | | Geographical Distribution of Trips | | | |
| | Auto | Transit | Walk | Total | Auto | Transit | Walk |
| 1 | 69.4 | 30.6 | 0.0 | 0.5 | 0.7 | 0.9 | 0.0 |
| 2 | 14.1 | 4.5 | 81.3 | 3.4 | 0.9 | 0.9 | 10.0 |
| 3 | 41.0 | 59.0 | 0.0 | 0.6 | 0.4 | 1.9 | 0.0 |
| 4 | 54.2 | 45.8 | 0.0 | 2.4 | 2.4 | 6.4 | 0.0 |
| 5 | 70.0 | 30.0 | 0.0 | 0.7 | 0.8 | 1.1 | 0.0 |
| 6 | 72.3 | 27.7 | 0.0 | 0.7 | 1.0 | 1.2 | 0.0 |
| 7 | 76.8 | 23.2 | 0.0 | 0.6 | 0.8 | 0.8 | 0.0 |
| 8 | 37.9 | 9.5 | 52.6 | 5.3 | 3.6 | 2.9 | 10.0 |
| 9 | 77.5 | 22.5 | 0.0 | 2.0 | 2.8 | 2.6 | 0.0 |
| 10 | 60.5 | 39.5 | 0.0 | 1.0 | 1.1 | 2.4 | 0.0 |
| 11 | 73.6 | 26.4 | 0.0 | 0.4 | 0.6 | 0.6 | 0.0 |
| 12 | 88.0 | 12.0 | 0.0 | 0.7 | 1.1 | 0.5 | 0.0 |
| 13 | 13.6 | 1.9 | 84.5 | 26.1 | 6.5 | 2.8 | 80.0 |
| 14 | 90.5 | 9.5 | 0.0 | 1.5 | 2.4 | 0.8 | 0.0 |
| 15 | 88.9 | 11.1 | 0.0 | 1.9 | 3.0 | 1.2 | 0.0 |
| 16 | 73.4 | 26.6 | 0.0 | 0.6 | 0.7 | 0.9 | 0.0 |
| 17 | 43.3 | 56.7 | 0.0 | 0.6 | 0.5 | 2.0 | 0.0 |
| 18 | 90.2 | 9.8 | 0.0 | 0.6 | 0.9 | 0.3 | 0.0 |
| 19 | 63.5 | 36.5 | 0.0 | 1.0 | 1.2 | 2.1 | 0.0 |
| 20 | 100.0 | 0.0 | 0.0 | 0.2 | 0.4 | 0.0 | 0.0 |
| RBO | 77.6 | 22.4 | 0.0 | 5.1 | 7.2 | 6.6 | 0.0 |
| RGR | 69.0 | 31.0 | 0.0 | 3.7 | 4.6 | 6.5 | 0.0 |
| RCD | 69.7 | 30.3 | 0.0 | 2.8 | 3.5 | 4.8 | 0.0 |
| RMR | 75.5 | 24.5 | 0.0 | 4.3 | 5.9 | 6.1 | 0.0 |
| BNE | 79.0 | 21.0 | 0.0 | 2.0 | 2.8 | 2.4 | 0.0 |
| BNO | 79.3 | 20.7 | 0.0 | 2.5 | 3.6 | 3.0 | 0.0 |
| BNW | 66.4 | 33.6 | 0.0 | 2.9 | 3.5 | 5.5 | 0.0 |
| CN | 87.5 | 12.5 | 0.0 | 6.8 | 10.8 | 4.9 | 0.0 |
| CW | 78.5 | 21.5 | 0.0 | 5.0 | 7.1 | 6.1 | 0.0 |
| CSW | 62.7 | 37.3 | 0.0 | 6.6 | 7.5 | 14.2 | 0.0 |
| CSE | 82.9 | 17.1 | 0.0 | 7.8 | 11.7 | 7.6 | 0.0 |
| TOTAL | 55.0 | 17.4 | 27.6 | 100.0 | 100.0 | 100.0 | 100.0 |

PM Peak Period Trips (3-6PM)

| To/From ZONE | Trips Starting in Zone 13 | | | Trips Ending in Zone 13 | | | |
|-----------------|---------------------------|---------|------|------------------------------------|-------|---------|-------|
| | Mode Shares | | | Geographical Distribution of Trips | | | |
| | Auto | Transit | Walk | Total | Auto | Transit | Walk |
| 1 | 59.5 | 40.5 | 0.0 | 0.7 | 0.8 | 1.8 | 0.0 |
| 2 | 17.6 | 17.8 | 64.7 | 4.6 | 1.5 | 4.9 | 10.0 |
| 3 | 27.8 | 72.2 | 0.0 | 1.4 | 0.7 | 6.0 | 0.0 |
| 4 | 53.4 | 46.6 | 0.0 | 2.5 | 2.4 | 6.8 | 0.0 |
| 5 | 64.1 | 35.9 | 0.0 | 0.9 | 1.1 | 2.0 | 0.0 |
| 6 | 82.7 | 17.3 | 0.0 | 0.7 | 1.0 | 0.7 | 0.0 |
| 7 | 76.0 | 24.0 | 0.0 | 0.6 | 0.9 | 0.9 | 0.0 |
| 8 | 40.2 | 13.1 | 46.7 | 6.3 | 4.8 | 5.0 | 10.0 |
| 9 | 81.9 | 18.1 | 0.0 | 2.0 | 3.0 | 2.1 | 0.0 |
| 10 | 65.9 | 34.1 | 0.0 | 1.0 | 1.2 | 1.9 | 0.0 |
| 11 | 70.9 | 29.1 | 0.0 | 0.4 | 0.5 | 0.7 | 0.0 |
| 12 | 86.9 | 13.1 | 0.0 | 0.5 | 0.8 | 0.4 | 0.0 |
| 13 | 13.3 | 3.7 | 82.9 | 28.6 | 7.1 | 6.4 | 80.0 |
| 14 | 82.3 | 17.7 | 0.0 | 1.5 | 2.3 | 1.6 | 0.0 |
| 15 | 87.5 | 12.5 | 0.0 | 2.3 | 3.7 | 1.7 | 0.0 |
| 16 | 79.4 | 20.6 | 0.0 | 0.4 | 0.6 | 0.5 | 0.0 |
| 17 | 57.5 | 42.5 | 0.0 | 0.6 | 0.6 | 1.4 | 0.0 |
| 18 | 90.3 | 9.7 | 0.0 | 0.7 | 1.2 | 0.4 | 0.0 |
| 19 | 66.4 | 33.6 | 0.0 | 0.8 | 1.0 | 1.6 | 0.0 |
| 20 | 100.0 | 0.0 | 0.0 | 0.4 | 0.8 | 0.0 | 0.0 |
| RBO | 82.8 | 17.2 | 0.0 | 5.5 | 8.5 | 5.6 | 0.0 |
| RGR | 74.4 | 25.6 | 0.0 | 4.2 | 5.8 | 6.4 | 0.0 |
| RCD | 78.5 | 21.5 | 0.0 | 2.4 | 3.5 | 3.1 | 0.0 |
| RMR | 80.7 | 19.3 | 0.0 | 3.4 | 5.1 | 3.9 | 0.0 |
| BNE | 78.4 | 21.6 | 0.0 | 1.7 | 2.5 | 2.2 | 0.0 |
| BNO | 80.7 | 19.3 | 0.0 | 2.0 | 3.0 | 2.3 | 0.0 |
| BNW | 75.3 | 24.7 | 0.0 | 2.2 | 3.2 | 3.3 | 0.0 |
| CN | 89.1 | 10.9 | 0.0 | 5.8 | 9.6 | 3.7 | 0.0 |
| CW | 81.5 | 18.5 | 0.0 | 4.4 | 6.6 | 4.8 | 0.0 |
| CSW | 67.4 | 32.6 | 0.0 | 5.7 | 7.2 | 11.1 | 0.0 |
| CSE | 80.9 | 19.1 | 0.0 | 5.9 | 8.9 | 6.8 | 0.0 |
| TOTAL | 53.6 | 16.8 | 29.6 | 100.0 | 100.0 | 100.0 | 100.0 |

| To/From ZONE | Trips Starting in Zone 13 | | | Trips Ending in Zone 13 | | | |
|-----------------|---------------------------|---------|------|------------------------------------|-------|---------|-------|
| | Mode Shares | | | Geographical Distribution of Trips | | | |
| | Auto | Transit | Walk | Total | Auto | Transit | Walk |
| 1 | 45.8 | 54.2 | 0.0 | 1.5 | 1.8 | 4.0 | 0.0 |
| 2 | 18.1 | 51.4 | 30.5 | 12.8 | 5.7 | 31.6 | 10.0 |
| 3 | 31.0 | 69.0 | 0.0 | 2.4 | 1.9 | 8.1 | 0.0 |
| 4 | 39.5 | 60.5 | 0.0 | 5.2 | 5.1 | 15.0 | 0.0 |
| 5 | 53.4 | 46.6 | 0.0 | 1.3 | 1.7 | 2.8 | 0.0 |
| 6 | 79.6 | 20.4 | 0.0 | .5 | 1.0 | .5 | 0.0 |
| 7 | 75.2 | 24.8 | 0.0 | .4 | .7 | .4 | 0.0 |
| 8 | 37.2 | 17.9 | 44.9 | 8.7 | 8.0 | 7.5 | 10.0 |
| 9 | 90.8 | 9.2 | 0.0 | 1.3 | 2.8 | .6 | 0.0 |
| 10 | 72.3 | 27.7 | 0.0 | .6 | 1.2 | .9 | 0.0 |
| 11 | 56.2 | 43.8 | 0.0 | .4 | .6 | .9 | 0.0 |
| 12 | 93.1 | 6.9 | 0.0 | .2 | .5 | .1 | 0.0 |
| 13 | 13.3 | 3.7 | 82.9 | 37.6 | 12.4 | 6.8 | 80.0 |
| 14 | 87.1 | 12.9 | 0.0 | .9 | 1.9 | .6 | 0.0 |
| 15 | 63.8 | 36.2 | 0.0 | 3.2 | 5.0 | 5.5 | 0.0 |
| 16 | 81.8 | 18.2 | 0.0 | .2 | .4 | .2 | 0.0 |
| 17 | 73.5 | 26.5 | 0.0 | .4 | .8 | .6 | 0.0 |
| 18 | 100.0 | 0.0 | 0.0 | .5 | 1.3 | 0.0 | 0.0 |
| 19 | 94.3 | 5.7 | 0.0 | .3 | .8 | .1 | 0.0 |
| 20 | 93.0 | 7.0 | 0.0 | .6 | 1.3 | .2 | 0.0 |
| RBO | 90.8 | 9.2 | 0.0 | 3.0 | 6.7 | 1.3 | 0.0 |
| RGR | 70.1 | 29.9 | 0.0 | 3.8 | 6.6 | 5.4 | 0.0 |
| RCD | 94.1 | 5.9 | 0.0 | 1.4 | 3.2 | .4 | 0.0 |
| RMR | 72.3 | 27.7 | 0.0 | 2.2 | 3.9 | 2.9 | 0.0 |
| BNE | 100.0 | 0.0 | 0.0 | .5 | 1.3 | 0.0 | 0.0 |
| BNO | 85.0 | 15.0 | 0.0 | .9 | 2.0 | .7 | 0.0 |
| BNW | 85.6 | 14.4 | 0.0 | 1.3 | 2.7 | .9 | 0.0 |
| CN | 99.0 | 1.0 | 0.0 | 2.3 | 5.5 | .1 | 0.0 |
| CW | 94.3 | 5.7 | 0.0 | 2.0 | 4.6 | .5 | 0.0 |
| CSW | 96.3 | 3.7 | 0.0 | 1.8 | 4.4 | .3 | 0.0 |
| CSE | 88.8 | 11.2 | 0.0 | 1.9 | 4.2 | 1.0 | 0.0 |
| TOTAL | 40.3 | 20.7 | 39.0 | 100.0 | 100.0 | 100.0 | 100.0 |