

## William J Proia

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**From:** Stephen Siragusa <SSiragusa@GM2INC.COM>  
**Sent:** Friday, February 25, 2022 9:06 AM  
**To:** 'Alexandra Kleyman'  
**Cc:** William J Proia; Melissa M Cushing; Charlotte Leis  
**Subject:** RE: 620 Broadway Pre-Submittal Meeting Follow-Up (2021-040)

**External E-Mail. Use caution opening links or attachments.**

Good morning Ali,

Thank you very much for following up with us and providing your feedback on the TIS Study Scope Letter.

We will be sure to include all changes when putting together the final TIS in accordance with your requested changes below.

We will let you know if we have any further questions as we move through the reports.

Thanks again,

Stephen

**STEPHEN SIRAGUSA**

P 617.776.3350 x107



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**From:** Alexandra Kleyman <akleyman@somervillema.gov>  
**Sent:** Wednesday, February 23, 2022 7:11 PM  
**To:** Stephen Siragusa <SSiragusa@GM2INC.COM>  
**Cc:** William J Proia <WProia@riemerlaw.com>; Melissa M Cushing <MCushing@riemerlaw.com>; Charlotte Leis <cleis@somervillema.gov>  
**Subject:** [ WARNING-EXT ] RE: 620 Broadway Pre-Submittal Meeting Follow-Up (2021-040)

Hi Stephen,

We approve the TIS scope that you submitted with the following requested changes –

- The scope, as submitted, does not seem to include the full description of the current development proposal. I believe you said it now includes an art space. Please analyze all proposed uses on the site in the TIS.
- Per our TIS guidelines, please use a pass-by factor of 25%. The TIS scope proposes 75% - maybe that's a typo.
- Study area and data collection:
  - o For the intersection of Cedar and Broadway, please include Alfred St in the data collection and analysis at this location.

- Please collect ATR data per the City's TIS guidelines at the following locations
  - South side of the bridge near 643 Broadway
  - South side of the Cedar St. bridge near Murdock St.

Let me know if you have any questions.

Thanks,  
Ali

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**From:** Stephen Siragusa <[SSiragusa@GM2INC.COM](mailto:SSiragusa@GM2INC.COM)>  
**Sent:** Wednesday, February 16, 2022 9:25 AM  
**To:** Alexandra Kleyman <[akleyman@somervillema.gov](mailto:akleyman@somervillema.gov)>  
**Cc:** William J Proia <[WProia@riemerlaw.com](mailto:WProia@riemerlaw.com)>; Melissa M Cushing <[MCushing@riemerlaw.com](mailto:MCushing@riemerlaw.com)>  
**Subject:** 620 Broadway Pre-Submittal Meeting Follow-Up (2021-040)


Hi Ali,

Hope all is well. We wanted to reach out and follow-up from the pre-submittal meeting that was held for 620 Broadway on January 11, 2022. As part of that meeting, we discussed the Mobility department following up with an email summarizing the review of the TIS Study Scope letter and providing any additional information they had for us to proceed with the TIS and TAP.

If you could please provide us your feedback, it would be greatly appreciated.

Please let us know if you have any questions.

Stephen

  
CF | RI | NH | MA | NY | FL  
[www.gm2inc.com](http://www.gm2inc.com) 

**STEPHEN SIRAGUSA**  
Transportation Project Manager  
P 617.776.3350 x107

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*Please be advised that the Massachusetts Attorney General has determined that email is a public record unless the content of the email falls within one of the stated exemptions under the Massachusetts Public Records Laws.*

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## MEMORANDUM

DCI JOB NO. 2021-040

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**TO:** Brad Rawson  
Director of Mobility, Office of Strategic Planning and Community Development  
City of Somerville  
93 Highland Avenue  
Somerville, MA 02143

**FROM:** Wayne Keefner, P.E., PTOE  
Design Consultants, Inc.

**SUBJECT:** **Transportation Impact Study (TIS) Study Scope Letter**  
620 Broadway  
Somerville, MA

**DATE:** May 7, 2021

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Design Consultants, Inc. (DCI) has prepared this TIS Study Scope letter on behalf of its client, Gaseous Maximus, LLC, to discuss the proposed project and corresponding trip generation for an adult-use marijuana dispensary and retail space to be located at 620 Broadway ("Dispensary") in Somerville. Currently, the site is a parking area and was most recently a gas station and convenience store. It is our understanding that the Proponent is proposing to demolish the existing building and construct a Marijuana Dispensary and additional retail space. The Dispensary will be a regulated facility operating in compliance with the requirements and regulations of the Commonwealth of Massachusetts and the City of Somerville.

### **Project Description and Overview**

The site is located on the eastern edge of Ball Square in Somerville. The existing building on site will be demolished a new building will be constructed. The building will contain an adult-use marijuana dispensary, which will have approximately 5,075 square feet of space and 12 point-of-sale stations, and an additional retail space, which will have approximately 1,645 square feet of space.



There will be separate entrances to each of the spaces, both of which will be located along Broadway. There will be a site-specific driveway on the northeast part of the site along Broadway, which will be used for loading and delivery for the adult-use dispensary.

### **Existing Land Uses**

Currently, the site is utilized as a parking and does not currently generate many vehicle-trips throughout the day. When operational, a majority of the trips were vehicular trips. Given the total number of trips to the existing site was unknown, there will be no credit taken for the existing trips.

### **Vehicle Trip Generation**

Trip generation calculations estimate the total number of trips that a site is expected to generate during peak hours and a typical day. These estimates are presented as both person-trips and vehicle-trips to analyze the potential impact on the surrounding roadway system and public transportation system. Based on previous approved TIS Scoping Letters that DCI has submitted for adult-use dispensaries, trip generation was calculated using estimated facility operations with expected customer, employee, and loading/delivery trips to and from the site. The trip generation for the café space was calculated utilizing the *Trip Generation Manual, 10<sup>th</sup> Edition* published by the Institute of Transportation Engineers (ITE) in 2017.

### **Adult-Use Dispensary - Estimated Facility Operations**

It is anticipated that the proposed facility will operate every day during the following hours:

- Monday to Sunday: 10:00am to 8:00pm

Given the likelihood of other dispensaries opening in the surrounding cities, towns, and neighborhoods, the focus is on meeting the needs of customers mostly within this area of Somerville. The service area will be largely dependent on the evolving competition in the area as other dispensaries are established.

### **Customers**

Customer visits are expected to occur throughout the day with peak hours typically in the afternoon and on weekends. Given that the facility will not be open until after the Weekday AM peak hour (7:30am to 9:30am), it is assumed that there will be zero (0) trips to the facility made by customers.

During the start-up period, the facility will be set up as appointment only for customers. Based on discussions with the client, these appointments will be spaced 15 minutes apart, and will account for check-in, wait, sale, and exit. With a total of 12 point of sale stations available, the facility will be able to accommodate a maximum of 48 customers per hour.

### **Modal Split**

For previous traffic studies for other adult-use dispensaries in Somerville that have been reviewed and approved by the City, DCI utilized the mode split from the census tract in which the



site is located. DCI utilized the mode split percentage for Census Tract 3503, in which this site is located.

Given the likelihood of other dispensaries opening in the surrounding area, it can be expected that many customers will live near the site. Adjustments were made to distribute the work-from-home and “other” trips proportionally to other modes of transportation. Adjusted US Journey-to-Work data for Census Tract 3503 shows that approximately 48.0% of residents commute via motor vehicle and 52.0% commute via non-vehicular modes (public transportation, biking, walking). This would result in an estimate of approximately 24 customers making trips via motor vehicle and 24 customers making trips via non-vehicular modes each hour. With each customer making an entering and exiting trip, this would result in 48 vehicle-trips during the Weekday PM peak hour and Saturday Midday peak hour. As previously mentioned, these trip estimates are expected to decrease as similar facilities open and the customer base becomes more localized.

### ***Employees***

The Proponent anticipates having a maximum of 20 employees on-site at any given time. Home locations for these individuals will depend on a variety of different factors. The Proponent will be providing 100% public transportation subsidies to employees and will highly encourage the use of non-vehicular modes of transportation to work. The Proponent has committed to put an emphasis on hiring local residents from the surrounding community. With a majority of the employees living within Somerville or within walking/biking distance, it is expected that many of them will use non-vehicular modes of transportation to commute to work. However, using the same modal split for employees as was used for customers, there will be approximately 20 vehicle-trips (10 entering, 10 exiting) on a daily basis made to/from the site by employees. This is based on 20 employees during each workday and an approximate 48.0% of trips made by motor vehicle. As mentioned, there will be zero (0) peak hour trips by employees, as the Proponent will ensure all shifts begin and end outside of peak commuting hours.

### ***Service/Delivery Patterns***

The proposed Dispensary facility will generate a variety of delivery trips, as described below:

- Product – All product will be grown at an off-site facility and delivered to the Dispensary facility (via passenger automobile) four times per week. Deliveries will occur in the on-site loading zone with access from Broadway during early morning hours when there is less street activity.
- Trash – The Dispensary will have private trash pick-up and is expected to be serviced once per week. Trash will be stored inside the building and wheeled in bins to the curb on collection days.
- Cash – Cash will be picked up daily via armored vehicle. The timing of both the product deliveries and the cash pick-ups will vary each day to reduce predictability for security reasons. Cash pick-up will occur in the on-site loading zone.

In total, the number of service/delivery trips are expected to be minimal and will be scheduled to occur during non-business hours (8:00pm to 10:00am). It is estimated that there will be 1-2

total daily service/delivery trips, zero (0) Weekday AM peak hour trips, zero (0) Weekday PM peak hour trips, and zero (0) Saturday Midday peak hour trips.

Based on the customer, employee, and service/delivery trips described in the previous section, the Dispensary is expected to generate zero (0) vehicle-trips during the Weekday AM peak hour, 48 vehicle-trips during the Weekday PM peak hour, approximately 504 vehicle-trips on an average Weekday, and 48 vehicle-trips during the Saturday Midday peak hour. Table 1 shows the calculations based on these expected travel patterns.

**Table 1: Vehicle-Trip Generation Calculations per Customer/Employee/Delivery Estimates**

Time Period/ Direction		Project Vehicle-Trips - Marijuana Retailer <sup>1</sup>			
		Customers	Employees	Service/ Delivery	Total
<b>Weekday AM Peak Hour</b>	In	0	0	0	0
	<u>Out</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Weekday PM Peak Hour</b>	In	24	0	0	24
	<u>Out</u>	<u>24</u>	<u>0</u>	<u>0</u>	<u>24</u>
	<b>Total</b>	<b>48</b>	<b>0</b>	<b>0</b>	<b>48</b>
<b>Weekday Daily</b>	In	240	10	2	252
	<u>Out</u>	<u>240</u>	<u>10</u>	<u>2</u>	<u>252</u>
	<b>Total</b>	<b>480</b>	<b>20</b>	<b>4</b>	<b>504</b>
<b>Saturday Midday Peak Hour</b>	In	24	0	0	24
	<u>Out</u>	<u>24</u>	<u>0</u>	<u>0</u>	<u>24</u>
	<b>Total</b>	<b>48</b>	<b>0</b>	<b>0</b>	<b>48</b>

#### Café – ITE Estimates

Trip estimates for the proposed café retail space were calculated using the *Trip Generation Manual (10<sup>th</sup> Edition)*, published by the Institute of Transportation Engineers (ITE) in 2017. The *Trip Generation Manual* includes a land use for a coffee/donut shop without a drive-through (LUC 936).

The base trips were then combined with the census tract data, as previously explained, and credit was taken for pass-by trips. Pass-by trips are vehicle-trips that are already on the roadway and will not be new to the roadway network. Based on previous traffic studies for café spaces that were approved in surrounding communities, a pass-by rate of 75% was utilized.

Based on the ITE trip generation rates, combined with the census data and taking credit for pass-by trips, it is estimated that the facility will generate 20 vehicle-trips during the Weekday AM peak hour, eight (8) vehicle-trips during the Weekday PM peak hour, and 12 vehicle-trips during the Saturday Midday peak hour. Table 2 shows the adjusted calculations for the café space based on the ITE *Trip Generation Manual*.



**Table 2: Vehicle-Trip Generation Calculations for Café Retail Space per ITE *Trip Generation Manual, 10<sup>th</sup> Edition***

	Weekday AM Peak Hour	Weekday PM Peak Hour	Weekday Daily	Saturday Middy Peak Hour
Unadjusted Trips (per ITE)	167	60	N/A	97
Total Person-Trips	167	60	N/A	97
Adj. Vehicle-Trips (per Census Data)	81	29	N/A	47
Pass-By Vehicle-Trips (75% Reduction)	61	21	N/A	35
<b>Adj. Total Vehicle-Trips</b>	<b>20</b>	<b>8</b>	<b>N/A</b>	<b>12</b>
Entering Vehicle-Trips	11	4	N/A	6
Exiting Vehicle-Trips	9	4	N/A	6
Total Public Transportation Trips	61	22	N/A	36
Total Bicycle Trips	9	3	N/A	5
Total Walking Trips	16	6	N/A	10

### Summary

The project at 620 Broadway is proposed to be an adult-use dispensary that will have approximately 5,075 square feet of space and a café space that will have approximately 1,645 square feet of space.

Trip generation for the adult-use dispensary was calculated using estimated customer/employee/service/delivery trips. It is expected that the Dispensary will generate approximately 48 vehicle-trips during the Weekday PM and Saturday Middy peak hours, and approximately 504 vehicle-trips during a typical Weekday. Trip generation for the proposed retail space was calculated utilizing the ITE *Trip Generation Manual, 10<sup>th</sup> Edition* combined with the census tract data and pass-by trip reduction. It is expected that the retail space will generate 20 vehicle-trips during the Weekday AM peak hour, eight (8) vehicle-trips during the Weekday PM peak hour, and 12 vehicle-trips during the Saturday Middy peak hour. In total, the entire site is expected to generate 20 vehicle-trips during the Weekday AM peak hour, 56 vehicle-trips during the Weekday PM peak hour, and 60 vehicle-trips during the Saturday Middy peak hour. With the opening of the Green Line Extension Station at Ball Square, the number of vehicle-trips is expected to decrease.

Given the number of vehicle-trips that the site is expected to generate during the peak hours and a typical Weekday, DCI anticipates the scope of the study area to consist of the intersections of Broadway at Albion Street and Winchester Street, Broadway at Cedar Street, and Broadway at Boston Avenue.



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***Botanica***  
***620 Broadway***  
**Somerville, Massachusetts**

# Transportation Access Plan

**Prepared For:**

Botanica, LLC and 620 Broadway, LLC



**Prepared by:**

GM2 Associates, Inc.

August 2022

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## APPENDICES

*ILLUSTRATIVE SITE PLAN*  
*TRANSPORTATION ELEMENTS PLAN*  
*PEDESTRIAN ACCESS PLAN*  
*BICYCLE PARKING PLAN*  
*MOTOR VEHICLE MOVEMENT PLAN*



## PROJECT SUMMARY

GM2 Associates, Inc. (GM2) has been contracted by the Client, Botanica, LLC, to prepare a Transportation Access Plan (TAP) for the proposed project at 620 Broadway ("Project") in Somerville. The following background information pertains to the proposed Project.

### Project Name and Street Address:

Botanica  
620 Broadway  
Somerville, MA 02145

### Project Location including Adjacent Intersections:

The Project site is located approximately 600 feet east of Ball Square of Somerville along Broadway, approximately 600 feet from the proposed Ball Square Station (a stop on the Green Line extension). The existing site is bounded by Broadway to the north, MBTA property to the west and south, and commercial and residential properties to the east. The closest intersections to the Project site are:

- Broadway at Winchester Street and Albion Street (Unsignalized)
- Broadway at Boston Avenue (Signalized)
- Broadway at Cedar Street (Signalized)

### Project Plans Included:

1. Illustrative Site Plan
2. Transportation Elements Plan
3. Pedestrian Access Plan
4. Bicycle Parking Plan
5. Motor Vehicle Movement Plan

## **SITE ACCESS**

The Project site is bound by existing roadways, MBTA property, and residential and commercial buildings. Main pedestrian access for all three uses will be provided along Broadway, with secondary entrances along the sides and rear of the building.

## **Site Plans and Supporting Graphics**

The Site Plans for this application have been attached for reference. These plans include graphics that highlight the ground level floor plan and planned vehicular, bicycle, and pedestrian accommodations.

## **ILLUSTRATIVE SITE PLAN**

The Illustrative Site Plan shows the ground level floor plan and the proposed landscape plan. The interior ground level floor plan color-differentiates each of the individual spaces, including the commercial space, and common area/hallways. See Figure C-101 attached in the Appendix.

## **TRANSPORTATION ELEMENTS PLAN**

The Transportation Elements Plan depicts multiple elements on-site that will be added and removed. As part of this redevelopment, the site will be razed and cleared of most existing elements except for the building. The two curb cuts along Broadway will be closed. Proposed elements include a new mixed-use building and bicycle parking. To better illustrate the proposed and removed elements on the plan, the proposed transportation elements have been highlighted in blue, the proposed building has been shown in black, existing to remain elements have been shown in grey, and all removed elements are shown in red. See Figure C-102 attached in the Appendix.

## **PEDESTRIAN ACCESS PLAN**

As part of the Project, the sidewalk along the site frontage along Broadway will be reconstructed. The existing and proposed sidewalk widths along each of the roadways are shown. A plan depicting the Project sidewalks and general building entrance locations is provided. See Figure C-103 attached in the Appendix.

## **BICYCLE PARKING PLAN**

Short-term and long-term bicycle parking spaces are being proposed. The bicycle parking will be designed to comply with City of Somerville standards. The locations and configurations of the on-site bicycle parking are shown in Figure C-104 attached in the Appendix.

## **MOTOR VEHICLE PARKING PLAN**

The motor vehicle parking plan would show the proposed vehicle parking that a project would have on-site. As this Project is proposing zero (0) vehicle parking spaces on-site, this plan is not applicable to this Project.

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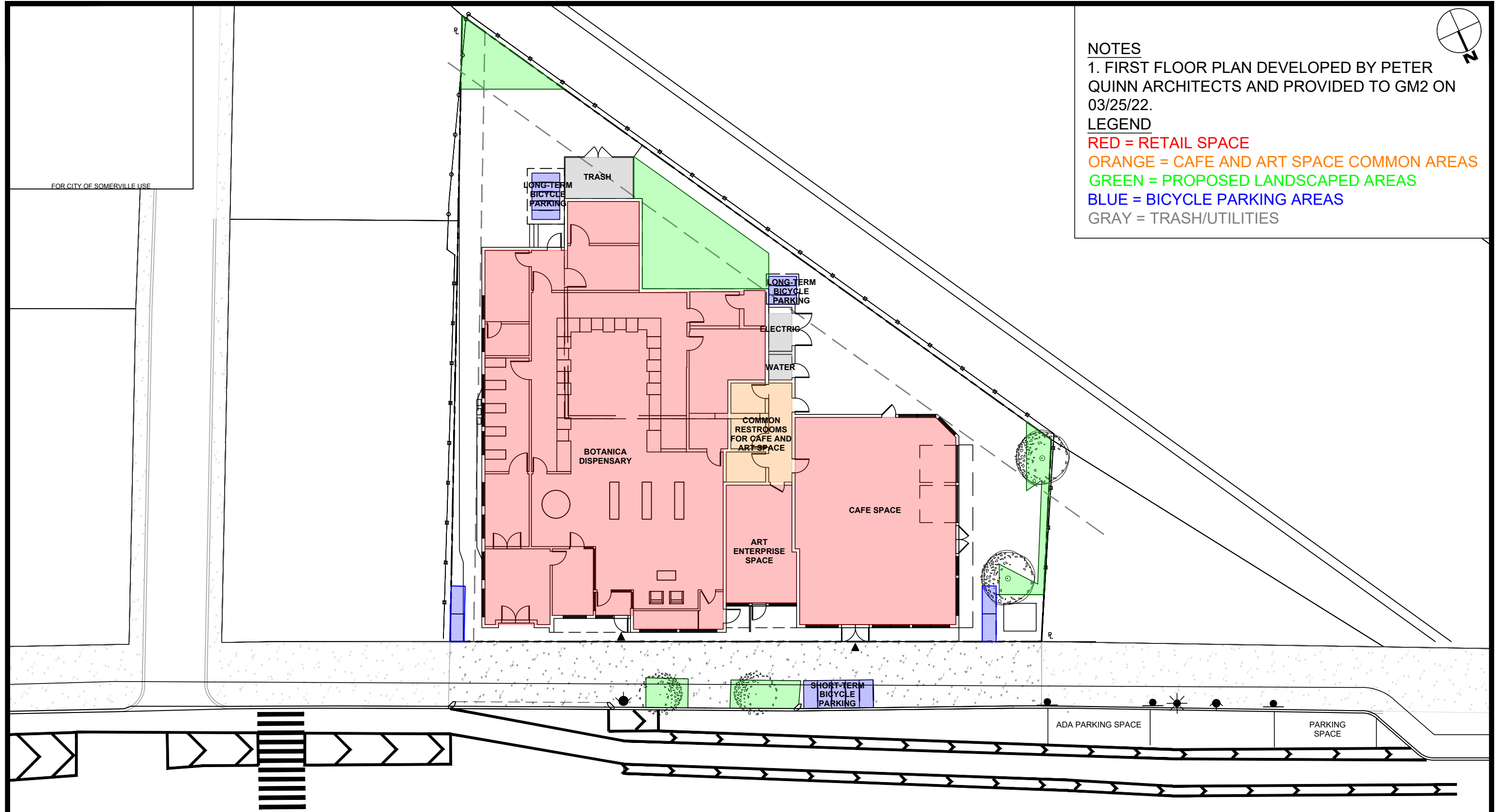
# *APPENDICES*

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**ILLUSTRATIVE SITE PLAN  
TRANSPORTATION ELEMENTS PLAN  
PEDESTRIAN ACCESS PLAN  
BICYCLE PARKING PLAN  
MOTOR VEHICLE MOVEMENT PLAN**

## *ILLUSTRATIVE SITE PLAN*

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**NOTES**

1. FIRST FLOOR PLAN DEVELOPED BY PETER QUINN ARCHITECTS AND PROVIDED TO GM2 ON 03/25/22.

**LEGEND**

RED = RETAIL SPACE

ORANGE = CAFE AND ART SPACE COMMON AREAS

GREEN = PROPOSED LANDSCAPED AREAS

BLUE = BICYCLE PARKING AREAS

GRAY = TRASH/UTILITIES



DEVELOPER:  
BOTANICA, LLC  
741 Broadway  
Somerville, MA 02145

BOTANICA  
620 BROADWAY  
SOMERVILLE, MA

Illustrative Site Plan

Figure  
C-101

DR BY: SBZ

CHK BY: TL

GM2 PROJECT: 40853.00

DATE: OCTOBER 2022

SCALE: 1" = 20'

PROJECT TEAM

SITE NAME/ADDRESS

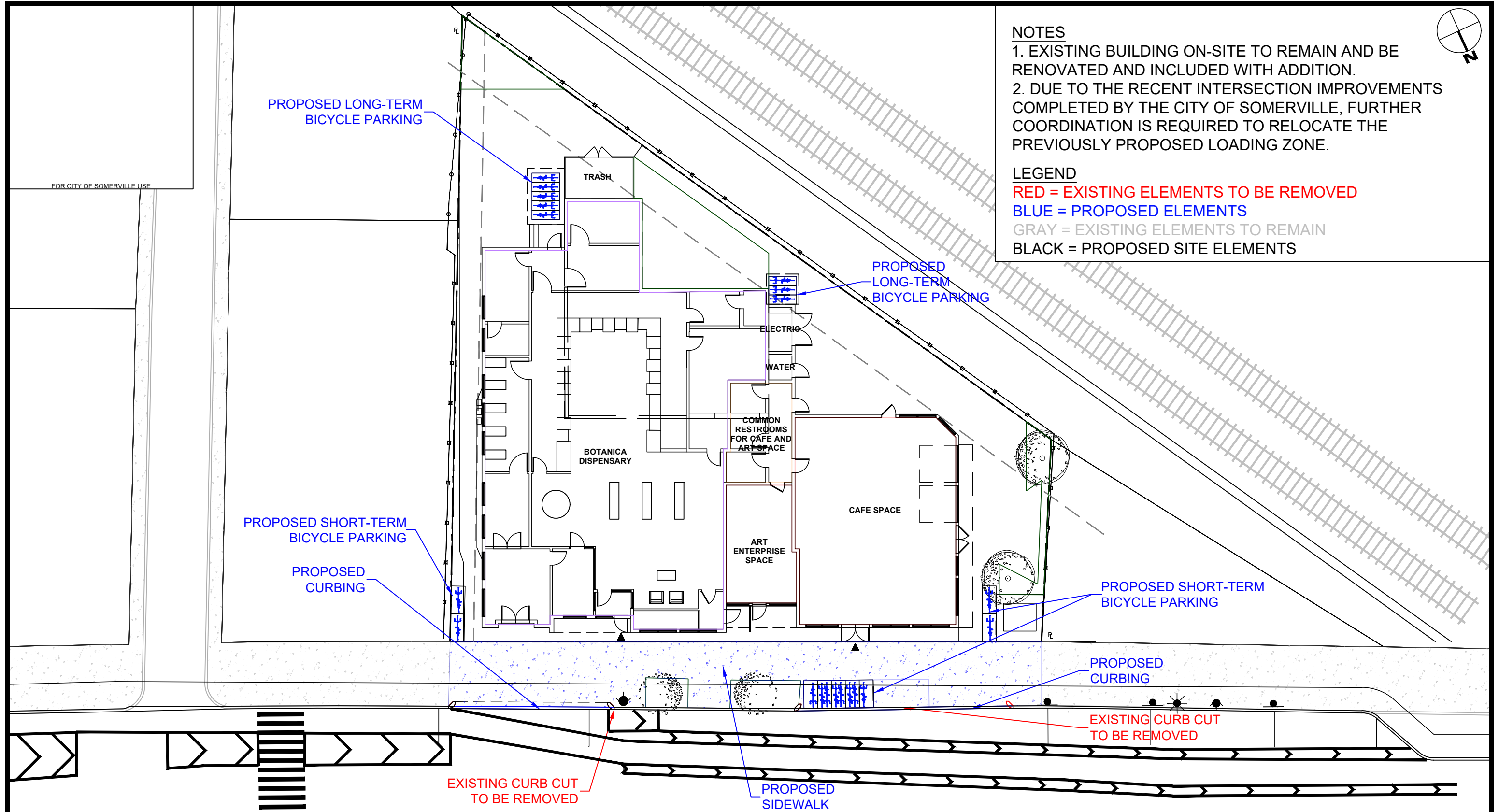
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# *TRANSPORTATION ELEMENTS PLAN*

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NOTES

1. EXISTING BUILDING ON-SITE TO REMAIN AND BE RENOVATED AND INCLUDED WITH ADDITION.
2. DUE TO THE RECENT INTERSECTION IMPROVEMENTS COMPLETED BY THE CITY OF SOMERVILLE, FURTHER COORDINATION IS REQUIRED TO RELOCATE THE PREVIOUSLY PROPOSED LOADING ZONE.

LEGEND

- RED = EXISTING ELEMENTS TO BE REMOVED
- BLUE = PROPOSED ELEMENTS
- GRAY = EXISTING ELEMENTS TO REMAIN
- BLACK = PROPOSED SITE ELEMENTS



DEVELOPER:  
BOTANICA, LLC  
741 Broadway  
Somerville, MA 02145

BOTANICA  
620 BROADWAY  
SOMERVILLE, MA

Transportation  
Elements Plan

Figure  
C-102

DR BY: SBZ
CHK BY: TL
GM2 PROJECT: 40853.00
DATE: OCTOBER 2022
SCALE: 1" = 20'

PROJECT TEAM

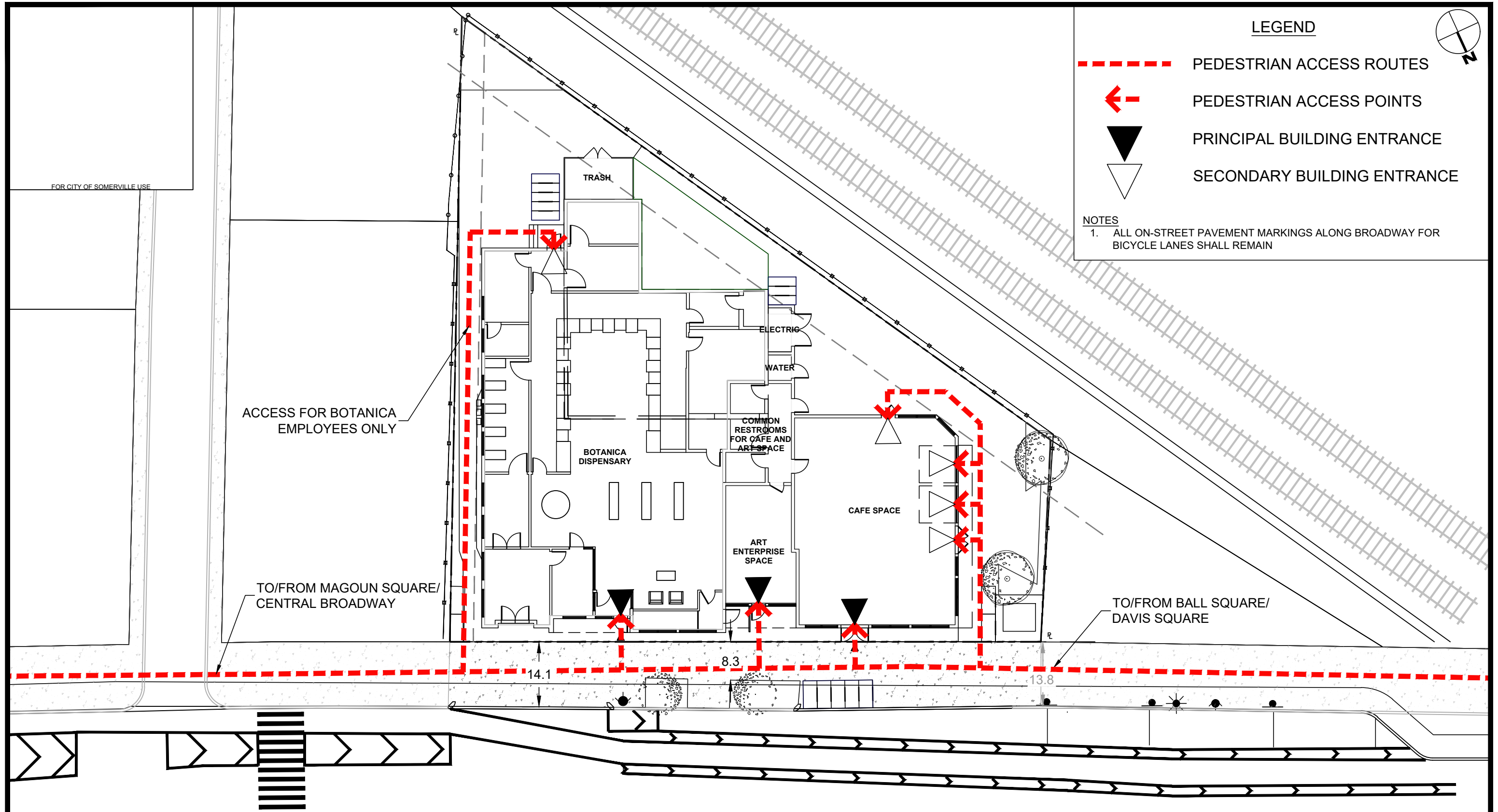
SITE NAME/ADDRESS

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SHEET #

## *PEDESTRIAN ACCESS PLAN*

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DEVELOPER:  
BOTANICA, LLC  
741 Broadway  
Somerville, MA 02145

PROJECT TEAM

BOTANICA  
620 BROADWAY  
SOMERVILLE, MA

SITE NAME/ADDRESS

Pedestrian Access  
Plan

SHEET NAME

Figure  
C-103

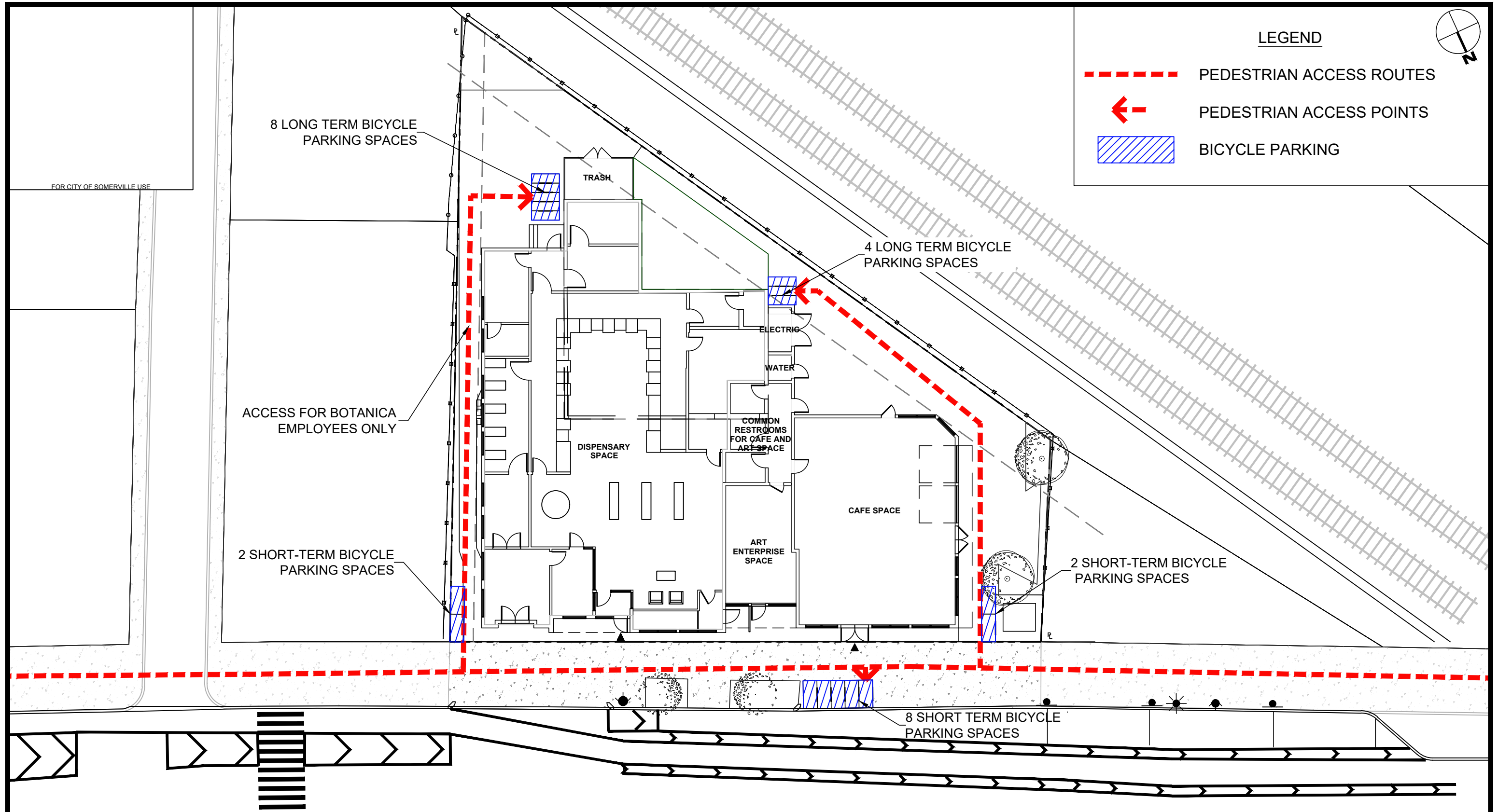
SHEET #

DR BY: SBZ  
CHK BY: TL  
GM2 PROJECT: 40853.00  
DATE: OCTOBER 2022  
SCALE: 1" = 20'

## *BICYCLE PARKING PLAN*

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DEVELOPER:  
BOTANICA, LLC  
741 Broadway  
Somerville, MA 02145

BOTANICA  
620 BROADWAY  
SOMERVILLE, MA

Bicycle Parking Plan

Figure  
C-104

DR BY: SBZ
CHK BY: TL
GM2 PROJECT: 40853.00
DATE: OCTOBER 2022
SCALE: 1" = 20'

PROJECT TEAM

SITE NAME/ADDRESS

SHEET NAME

SHEET #

***Botanica***  
***620 Broadway***  
**Somerville, Massachusetts**

# Transportation Impact Study

**Prepared For:**

**Botanica, LLC and 620 Broadway, LLC**



**Prepared by:**

**GM2 Associates, Inc.**

**August 2022**

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## **APPENDICES**

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APPENDIX B – SAFETY ANALYSIS

APPENDIX C – PUBLIC TRANSIT

APPENDIX D – TRIP GENERATION

APPENDIX E – INTERSECTION CAPACITY ANALYSES

APPENDIX F – PEDESTRIAN ANALYSIS

## 1. EXECUTIVE SUMMARY

### 1.1 Introduction

GM2 Associates, Inc. (GM2), has prepared this Transportation Impact Study (TIS) to analyze the potential impact that the proposed development at 620 Broadway ("Project") will have on surrounding traffic operations in Somerville. The site was formerly occupied by a gas station and repair shop. The Proponent is proposing to redevelop the site with an approximately 6,894 gross square foot (sf) mixed-use development that will consist of one (1) building containing an approximate 4,508 square foot adult-use dispensary, 371 square feet of arts/creative use space, an approximate 1,609 square foot café, approximately 406 square feet of common space, and zero (0) on-site vehicle parking spaces.

### 1.2 Study Area

The following intersections, determined by GM2 in conjunction with the City of Somerville, were examined in this traffic study. Figure 1.2.1 shows the study intersections and Figure 1.2.2 shows the study intersections relative to the larger transportation network:

- Broadway at Boston Avenue
- Broadway at Winchester Street and Albion Street
- Broadway at Cedar Street

### 1.3 Safety Analysis

A safety analysis was carried out at each of the study intersections based on crash data from the Massachusetts Department of Transportation (MassDOT) from 2017 to 2019, the most recent full three (3) years of complete data available.

The data was analyzed to determine high crash locations and analyze possible contributing factors. Two (2) study area intersections had a crash that involved a pedestrian (resulting in a non-fatal injury) and zero (0) crashes involving a bicyclist. The detailed safety analysis and crash data is contained in Section 2.2.4 of this report.

### 1.4 Trip Generation

Trip generation was calculated using both estimated customer/employee/delivery trips (for the dispensary) and the ITE *Trip Generation Manual* (for the café and arts space) in combination with the 2015-2019 American Community Survey (ACS) 5-year estimates for Means of Transportation to Work in Census Tract 3503, as approved by the City of Somerville. It is expected that the site will generate 0 vehicle-trips during the Weekday AM peak hour, 48 vehicle-trips during the Weekday PM peak hour, and 48 vehicle-trips during the Saturday Midday peak hour. The calculations account for an approximate 55% reduction for non-vehicular residential trips. Further discussion and calculations are provided in Section 3.1.1.

### 1.5 Intersection Capacity Analysis

Capacity analyses were performed at each of the study intersections to assess traffic operations under three (3) scenarios: 2022 Existing, 2022 Build, and 2027 Design Year Build conditions. The

2022 Existing Conditions analysis is based on April 2022 traffic data collected in the study area. The 2022 Build scenario combines the 2022 traffic volumes with the estimated Project-specific traffic volumes. The 2027 Design Year Build scenario combines the 2022 Build volumes and applies a background growth rate and any background trips from other developments in the area.

A summary table with the results of the capacity analyses is shown in Table 1.5-1. As shown, the proposed Project is not expected to have a significant impact on the surrounding traffic network. Detailed analyses of each scenario are included later in this report.

**Table 1.5-1: Level-of-Service Summary**

ID	Roadway	Movement	2022 Existing Conditions			2022 Build Conditions			2022 Design Year Build Conditions		
			Weekday AM Peak Hour	Weekday PM Peak Hour	Sat. Midday Peak Hour	Weekday AM Peak Hour	Weekday PM Peak Hour	Sat. Midday Peak Hour	Weekday AM Peak Hour	Weekday PM Peak Hour	Sat. Midday Peak Hour
1	Broadway at	EB LTR	C	D	C	C	D	C	C	D	C
		WB LTR	C	C	C	C	C	C	C	C	C
	Boston Avenue	NB LTR	B	B	B	B	B	B	B	B	B
		SB LTR	C	C	C	C	C	C	C	C	C
	<b>Overall</b>		<b>C</b>	<b>C</b>	<b>C</b>	<b>C</b>	<b>C</b>	<b>C</b>	<b>C</b>	<b>C</b>	<b>C</b>
2*	Broadway at	EB	A	A	A	A	A	A	A	A	A
		WB	A	A	A	A	A	A	A	A	A
	Albion Street and Winchester Street	SWB	B	B	B	B	B	B	B	B	B
		SEB	C	C	C	C	D	D	C	D	D
	<b>Overall</b>		<b>--</b>	<b>--</b>	<b>--</b>	<b>--</b>	<b>--</b>	<b>--</b>	<b>--</b>	<b>--</b>	<b>--</b>
3	Broadway at	EB T	D	C	C	D	C	C	D	C	C
		EB R	B	B	B	B	B	B	B	B	B
		WB L	C	B	B	C	B	B	C	B	B
		WB T	B	B	B	B	B	B	B	B	B
	Cedar Street	NB LR	C	E	E	C	E	E	C	E	E
		<b>Overall</b>	<b>C</b>	<b>C</b>	<b>C</b>	<b>C</b>	<b>C</b>	<b>C</b>	<b>C</b>	<b>C</b>	<b>C</b>

\*Unsignalized Intersection

## 1.6 Conclusion

This Transportation Impact Study was prepared to assess and analyze any potential impact the proposed development at 620 Broadway will have on surrounding traffic operations in Somerville.

From a safety perspective, recent data shows the study intersections are relatively safe. Although two (2) intersections had crashes that involved a pedestrian resulting in injury, the crash involving the pedestrian at the intersection of Broadway at Winchester Street and Albion Street occurred prior to the intersection improvements, which include new crosswalk and roadway striping. Additionally, there were zero (0) reported fatal crashes. As such, the intersections will be able to handle the increased pedestrian and bicycle traffic generated by the Project site, and there are no safety issues that need to be mitigated as part of this Project.

Capacity analyses were performed for the study intersections for the Weekday AM, Weekday PM, and Saturday Midday peak hours. Analyses were carried out for 2022 Existing, 2022 Build, and 2027 Design Year Build conditions. As further detailed in this report, the Project at 620 Broadway is not expected to have a significant impact on the surrounding traffic network.





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SOMERVILLE, MA

620 BROADWAY  
SOMERVILLE, MA

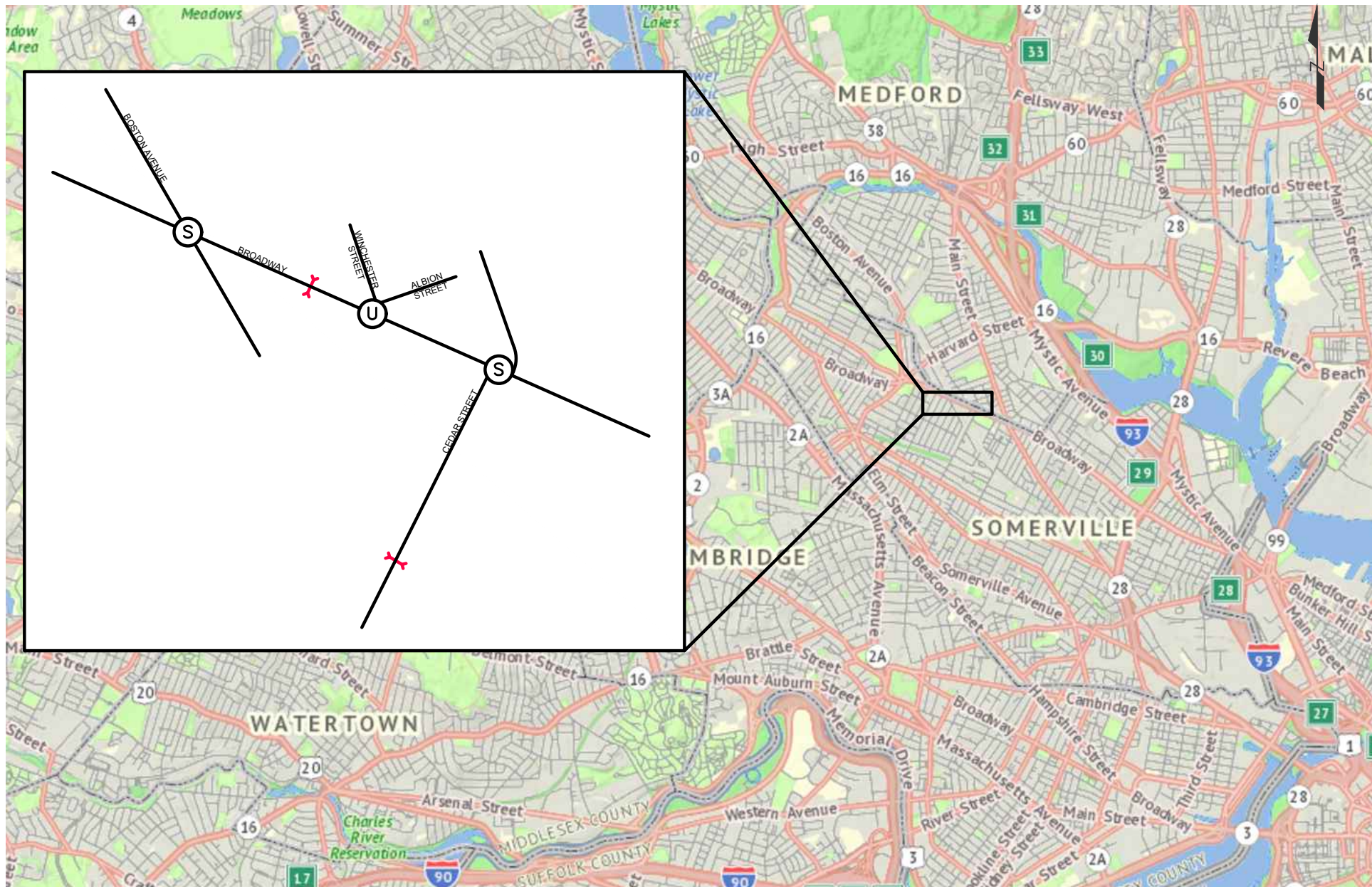
STUDY  
INTERSECTIONS

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SCALE: N.T.S. | FIGURE 1.2.1





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620 BROADWAY  
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LOCUS MAP

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SCALE: N.T.S. FIGURE 1.2.2

## 2. EXISTING CONDITIONS INVENTORY

### 2.1 Study Area

This section describes the geometric elements of the study area roadways and intersections, including intersection alignments, lane widths, channelization islands and medians, sidewalk widths, pedestrian curb cut ramps and crosswalks, bicycle lane treatments, and locations of bus stops.

#### 2.1.1 Study Roadways

This section gives descriptions of the roadways located within the study area.

##### ***Broadway (between Boston Avenue and Cedar Street)***

Broadway is classified as an Urban Minor Arterial under City of Somerville jurisdiction, except over the bridge, where it is under MassDOT jurisdiction. Broadway is a two-way, two-lane roadway with one (1) 11-foot travel lane, a 5-foot bicycle lane, and a 1 to 2.5-foot painted buffer with flexible posts in each direction. There is currently no short-term bicycle.

Overall, sidewalks along both sides of the roadway are currently in good or new condition. Sidewalks over the bridge were recently reconstructed as part of the bridge replacement project. The actual width of the sidewalk along the north side of the sidewalk varies between 9' and 17' with an effective sidewalk width varying between 5' and 17'. The actual width of the sidewalk along the south side of the sidewalk varies between 9' and 14' with an effective sidewalk width varying between 4' and 14'. There is no street furniture along this section of Broadway. There are four (4) trees along the north side of the roadway and six (6) trees along the south side of the roadway. There are five (5) curb cuts that intersect the sidewalk along the north side of the roadway ranging between 16 and 42 feet wide. There are seven (7) curb cuts (two which will be closed as part of this Project) that intersect the sidewalk along the south side of the street that range between 8 and 39 feet wide.

##### ***Boston Avenue (between Harvard Street and Highland Road)***

Boston Avenue is classified as an Urban Collector under City of Somerville jurisdiction south of 642 Boston Avenue and City of Medford jurisdiction north of 642 Boston Avenue. Boston Avenue is a two-way, two-lane roadway with an approximate curb-to-curb width of 32 feet north of Broadway and 46 feet south of Broadway. Parking is permitted on the west side of the roadway north of Broadway and along both sides of the roadway south of Broadway. There are painted shared lane markings in both directions north of Broadway and a BlueBike station just south of Broadway.

Overall, sidewalks are in fair to good condition. The actual width of the sidewalk along the east side of the roadway varies between 8' and 10' with the effective sidewalk width varying between 5' and 10'. The actual width of the sidewalk along the west side of the roadway varies between 8' and 9' with the effective sidewalk width varying between 4' and 9'. There is no street furniture on either side of Boston Avenue along this segment. There are nine (9) trees along the east side of the roadway and 24 trees along the west side of the roadway. There are 13 curb cuts that intersect the sidewalk along the east side of the roadway ranging between 12 and 30 feet wide. There are

19 curb cuts that intersect the sidewalk along the west side of the roadway ranging between 8 and 22 feet wide.

***Winchester Street (between Broadway and Newbern Avenue)***

Winchester Street is classified as Local Road under City of Somerville jurisdiction south of Albion Street and City of Medford jurisdiction north of Albion Street. Winchester Street is a two-way, two-lane roadway with an approximate curb-to-curb width of 26 feet and parking permitted on the east side of the roadway. There is no bicycle infrastructure along the roadway.

Overall, sidewalks are in good condition along both sides of the roadway. The actual widths of the sidewalk along both sides of the roadway are approximately 6.5' with the effective sidewalk width varying between 3' and 6.5'. There are zero (0) trees along the west side of the roadway and one (1) along the east side of the roadway. There are five (5) curb cuts that intersect the sidewalk along the west side of the roadway ranging between 10 and 20 feet wide. There are four (4) curb cuts that intersect the sidewalk along the east side of the street that range between 10 and 20 feet wide.

***Albion Street (between Broadway and Medford Street)***

Albion Street is classified as a Local Road under City of Somerville jurisdiction south of Winchester Street and City of Medford jurisdiction east of Winchester Street. Albion Street is a one-way, one-lane roadway in the westbound direction with an approximate curb-to-curb width of 34 feet and parking permitted on both sides. There is no bicycle infrastructure or accommodations along this segment of Albion Street.

Overall, sidewalks are in fair condition along both sides of the roadway. The actual width of the sidewalk along the north side of the roadway is approximately 9', with an effective width varying between 4' and 9'. The actual width of the sidewalk along the south side of the roadway varies between 8' and 9', with the effective sidewalk width varying between 4' and 9'. There is no street furniture on either side of the roadway. There are three (3) trees along the north side of the roadway and five (5) trees along the south side of the roadway. There are 17 curb cuts that intersect the sidewalk along the north side of the roadway ranging between 12 and 20 feet wide. There are 12 curb cuts that intersect the sidewalk along the south side of the roadway, ranging between 12 and 24 feet wide.

***Cedar Street (between Broadway and Murdock Street)***

Cedar Street is classified as an Urban Collector under City of Somerville jurisdiction, except for when it passes over the MBTA tracks, where it is under MassDOT jurisdiction. Cedar Street is a two-way, two-lane roadway with an approximate curb-to-curb width of 26 feet and parking prohibited along both sides of the roadway along this segment. There is no bicycle infrastructure along Cedar Street between Broadway and Franey Road, and dedicated bicycle lanes between Franey Road and Murdock Street.

Overall, sidewalks are in good condition. The actual width of the sidewalk along the west side of the roadway is approximately 7' with the effective sidewalk width carrying between 3' and 7'. The



actual width of the sidewalk along the east side of the roadway varies between 6' and 13' with the effective sidewalk width carrying between 4' and 13'. There is no street furniture on either side of the roadway. There are zero (0) street trees along the west side of the roadway and eight (8) street trees along the east side of the roadway. There are nine (9) curb cuts that intersect the sidewalk along the west side of the roadway ranging between 8 and 32 feet wide. There are zero (0) curb cuts that intersect the sidewalk along the east side of the roadway.

### 2.1.2 Study Intersections

#### ***Broadway at Boston Avenue***

Broadway at Boston Avenue is a four-legged, unsignalized intersection. The intersection has the following approach lane configurations:

Broadway Westbound Approach:

- One (1) 11-foot left-turn/through/left-turn lane
- One (1) 5-foot bicycle lane with 2.5-foot painted buffer
- Runs concurrently with Broadway eastbound



Source: ©2022 Google Earth

Broadway Eastbound Approach:

- One (1) 11-foot left-turn/through/right-turn lane
- One (1) 6-foot bicycle lane
- Phase runs concurrently with Broadway westbound

Boston Avenue Northbound Departure:

- One (1) 20-foot left-turn/through lane
- Channelized right-turn lane
- 10-foot crosswalk across approach
- Phase runs concurrently with Boston Avenue southbound

Boston Avenue Southbound Departure:

- One (1) 13-foot left-turn/through lane
- Channelized right-turn lane
- 11-foot crosswalk across approach
- Phase runs concurrently with Boston Avenue northbound

Exclusive Pedestrian Phase:

- Pedestrian recall (every cycle)
- 7 seconds of WALK, 8 seconds of Pedestrian Clearance

**Broadway at Winchester Street and Albion Street**

Broadway at Winchester Street and Albion Street is a four-legged, unsignalized intersection. The intersection has the following approach lane configurations:

**Broadway Eastbound Approach:**

- One (1) 11-foot left-turn/through lane
- One (1) 5-foot designated bicycle lane with two-foot painted buffer on each side



Source: ©2022 Google Earth

**Broadway Westbound Approach:**

- One (1) 11-foot through/right-turn lane
- One (1) 5-foot designated bicycle lane with five-foot painted buffer
- 10-foot striped crosswalk with zebra-style striping

**Winchester Street Southeasterly Approach:**

- One (1) 11.5-foot approach lane
- 10-foot crosswalk with zebra-style striping

**Albion Street Southwesterly Approach:**

- One (1) 14-foot approach lane
- 10-foot crosswalk with zebra-style striping

**Broadway at Cedar Street and Alfred Street**

Broadway at Cedar Street and Alfred Street is a four-legged, signalized intersection. The intersection has the following approach lane configurations:

**Broadway Westbound Approach:**

- 10-foot exclusive left-turn lane
- 10-foot through/right-turn lane
- Painted bicycle lane and bicycle box
- 9-foot crosswalk across approach
- Phase runs concurrently with Broadway eastbound with the addition of a leading westbound left-turn phase



Source: ©2022 Google Earth

**Broadway Eastbound Approach:**

- 11-foot exclusive through lane
- 5-foot painted bicycle lane
- 11-foot exclusive right-turn lane
- Phase runs concurrently with Broadway westbound

**Cedar Street Northbound Approach:**

- 5-foot painted bicycle lane

- 10-foot left-turn/right-turn lane
- 9-foot crosswalk across approach
- Runs as its own phase

Exclusive Pedestrian Phase:

- Pedestrian recall (every cycle)
- 7 seconds of WALK, 15 seconds of Pedestrian Clearance

### 2.1.3 Transit and Land Use Figures

Figures were produced that show the transit services and land uses within the study area and expanded out to an approximate ¼-mile and ½-mile radius from the Project site. The following elements are shown in each:

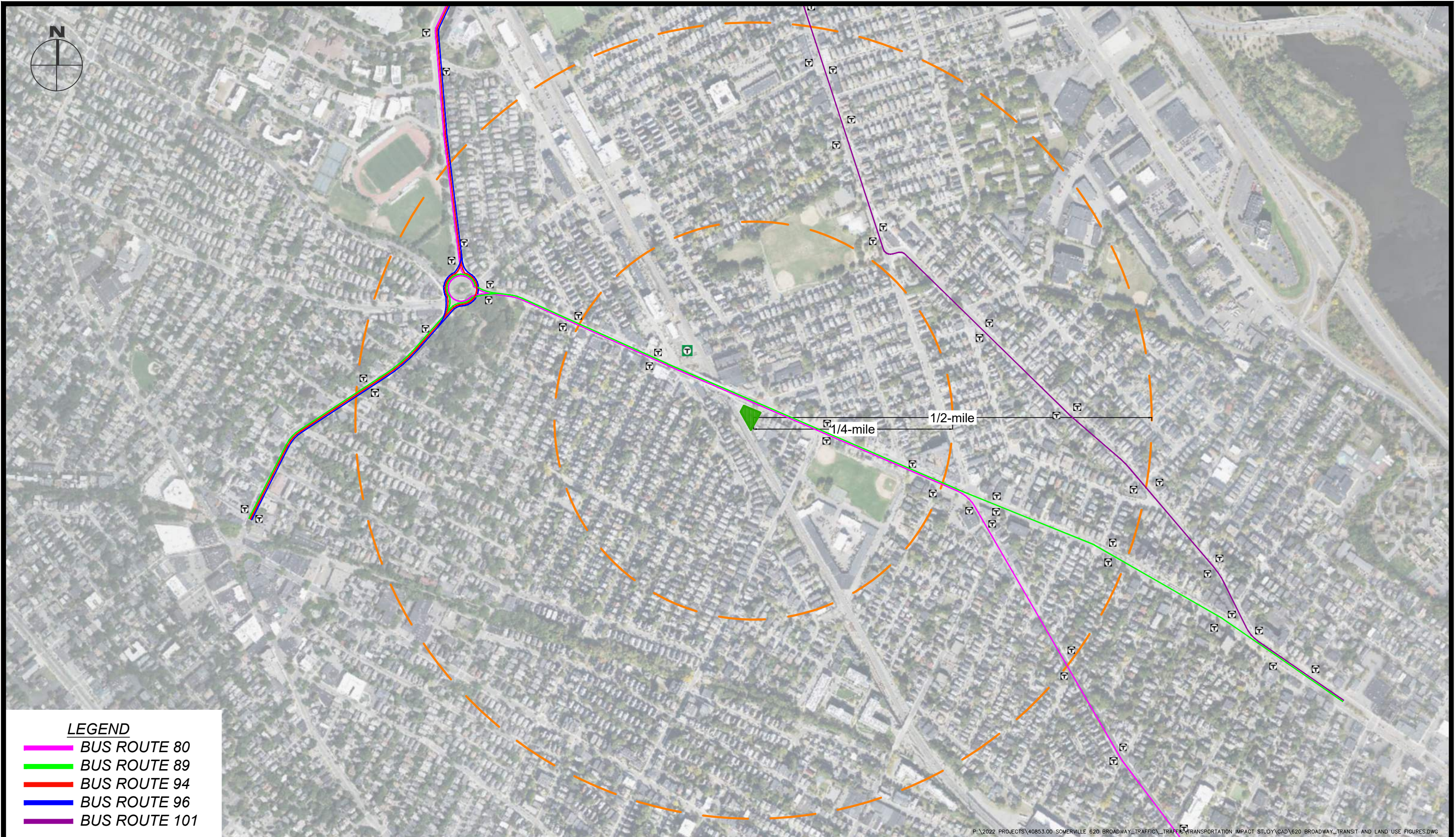
#### Transit Services (Figure 2.1.1)

- All bus stops and transit stations
- Bus routes through the study area

#### Land Uses (Figure 2.1.2)

- Schools
- Parks/Playgrounds
- Public Safety Buildings
- Hospitals





**LEGEND**

- BUS ROUTE 80
- BUS ROUTE 89
- BUS ROUTE 94
- BUS ROUTE 96
- BUS ROUTE 101



PROJECT TEAM

DEVELOPER:  
BOTANICA, LLC  
741 BROADWAY  
SOMERVILLE, MA 02144

SITE NAME/ADDRESS

620 BROADWAY  
SOMERVILLE, MA

SHEET NAME

Existing Transit  
Services Plan

SHEET #

Figure 2.1.1

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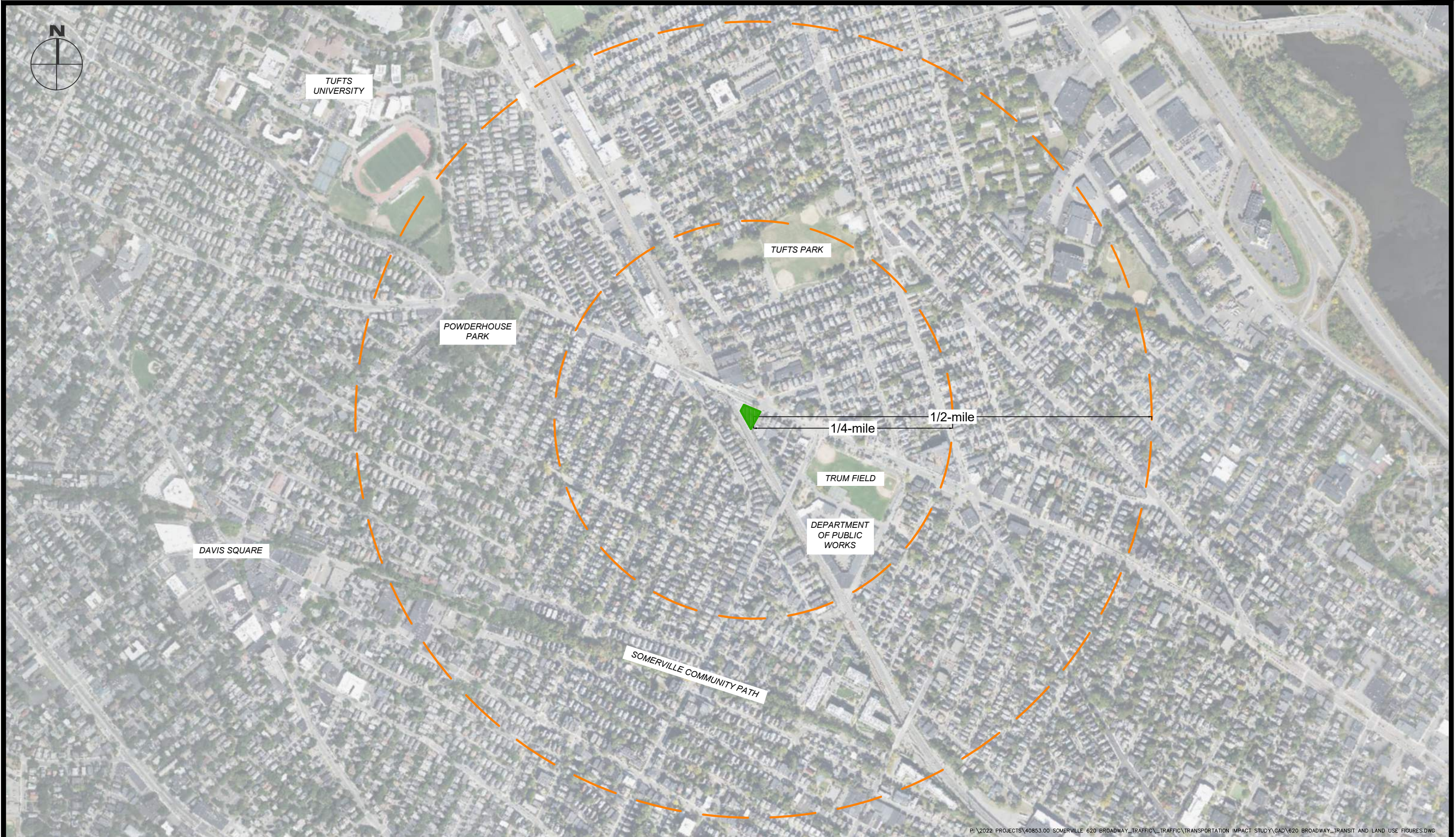
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SCALE: 1" = 600'





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PROJECT TEAM

620 BROADWAY  
SOMERVILLE, MA

SITE NAME/ADDRESS

Existing Land Uses  
Plan

SHEET NAME

Figure 2.1.2

SHEET #

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SCALE: 1" = 600'



## 2.2 Existing Conditions Data Collection

### 2.2.1 Automatic Traffic Recorder (ATR) Counts

Automatic Traffic Recorder (ATR) counts were collected in April 2022. The ATR data is summarized in Table 2.2-1.

**Table 2.2-1: ATR Data Summary**

Location	ADT <sup>1</sup>	ADT <sup>2</sup>	Weekday AM Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
			Volume <sup>3</sup>	K <sup>4</sup>	Peak Direction	Volume <sup>3</sup>	K <sup>4</sup>	Peak Direction	Volume <sup>3</sup>	K <sup>4</sup>	Peak Direction
Broadway east of Broadway Bridge	11,767	10,949	868	7%	53.5% EB	900	8%	61.0% EB	897	8%	58.1% EB
Cedar Street south of Bridge and North of Murdock Street	7,456	6,461	588	8%	66.2% SB	501	7%	55.4% SB	510	8%	57.1% SB

<sup>1</sup>Average Daily Traffic between 04/07/2022 and 04/08/2022; <sup>2</sup>Average Daily Traffic for 04/09/2022; <sup>3</sup>Peak hour volumes; <sup>4</sup>K = peak hour volume divided by the ADT

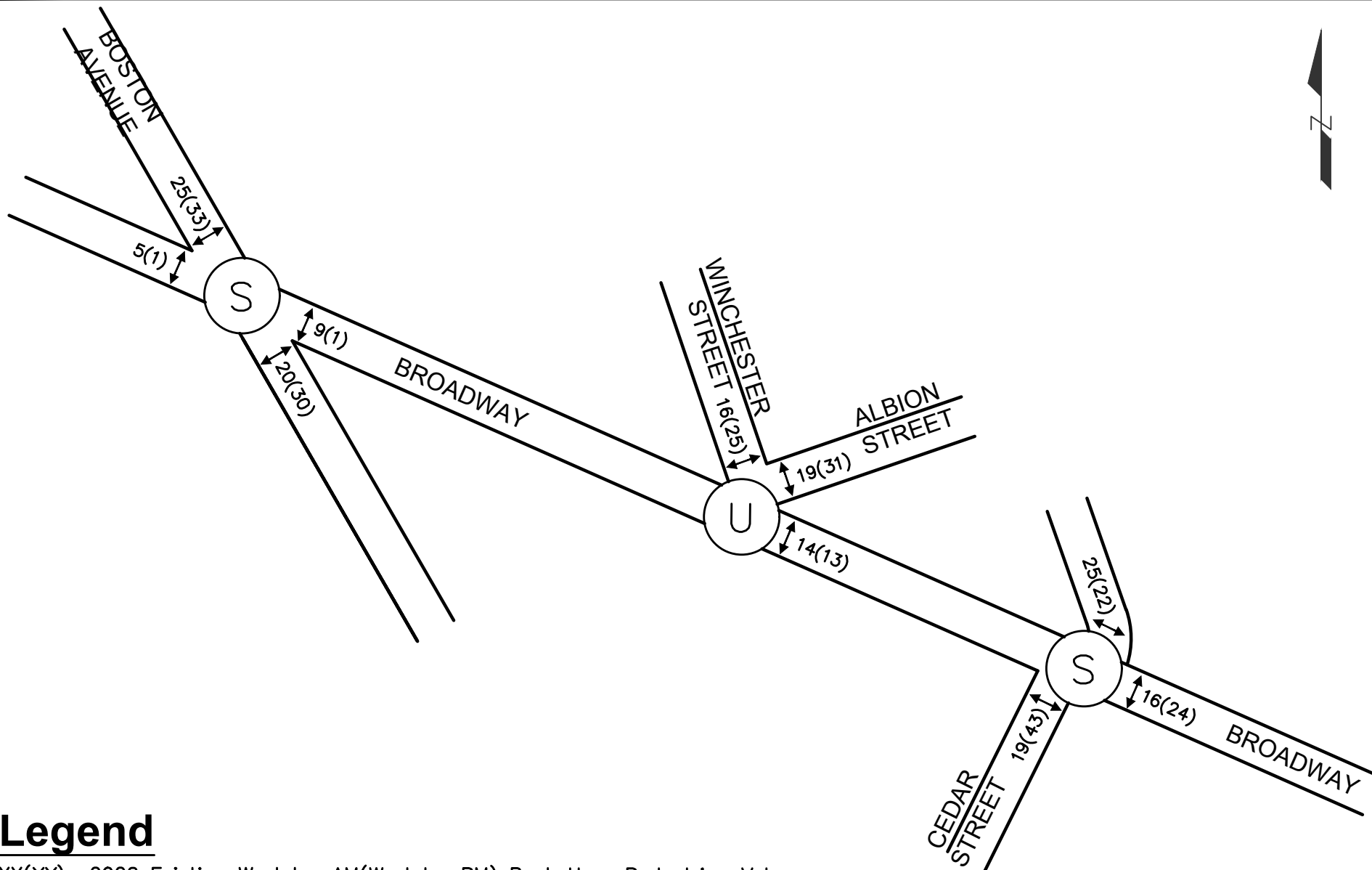
### 2.2.2 Pedestrian and Bicycle Counts

Pedestrian and bicycle volume data was determined from the April 2022 data, as described below. The pedestrian turning movement counts are shown graphically in Figure 2.2.1 and the bicycle turning movement counts are shown graphically in Figure 2.2.2. The raw data is attached in Appendix A and will be submitted electronically to the City of Somerville.

### 2.2.3 Intersection Turning Movement Counts (TMCs)

According to the *TIS Guidelines* produced by the City of Somerville, turning movement counts (TMCs) are to be collected during the Weekday (6:00am to 8:00pm) and Saturday Midday (10:00am to 2:00pm) peak periods for all study intersections. The traffic counts included cars, heavy vehicles, pedestrians, and bicycles. The raw traffic data is attached in Appendix A and will be submitted electronically to the City of Somerville.

The existing turning movement count data, for both the peak hours and the entire peak period, is shown graphically in Figures 2.2.3 to 2.2.8.



## Legend

XX(YY) → 2022 Existing Weekday AM(Weekday PM) Peak Hour Pedestrian Volumes

Note: Imbalances due to numerous pedestrian routes not shown

S = Signalized Intersection; U = Unsignalized Intersection

P:\2022 PROJECTS\40853.00 SOMERVILLE 620 BROADWAY\_TRAFFIC\TRAFFIC\TRANSPORTATION IMPACT STUDY\CAD\620 BROADWAY\_TRAFFIC FIGURES.DWG



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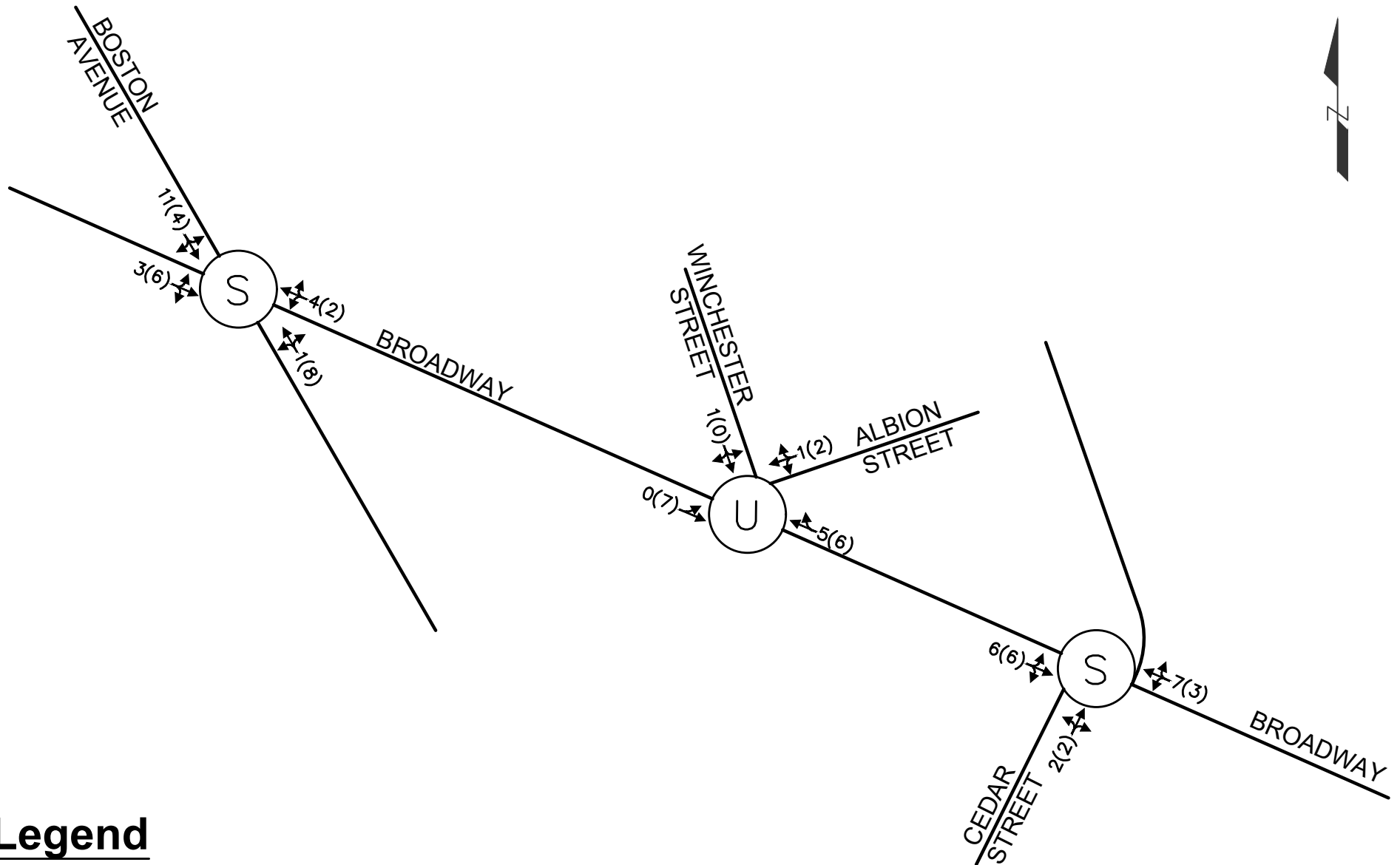
620 BROADWAY  
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2022 Existing Peak  
Hour Pedestrian  
Volumes

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SCALE: N.T.S. FIGURE 2.2.1



## Legend

XX(YY) → 2022 Existing Weekday AM(Weekday PM) Peak Hour Bicycle Volumes

Note: Imbalances due to numerous pedestrian routes not shown

S = Signalized Intersection; U = Unsignalized Intersection

P:\2022 PROJECTS\40853.00 SOMERVILLE 620 BROADWAY\_TRAFFIC\TRAFFIC\TRANSPORTATION IMPACT STUDY\CAD\620 BROADWAY\_TRAFFIC FIGURES.DWG



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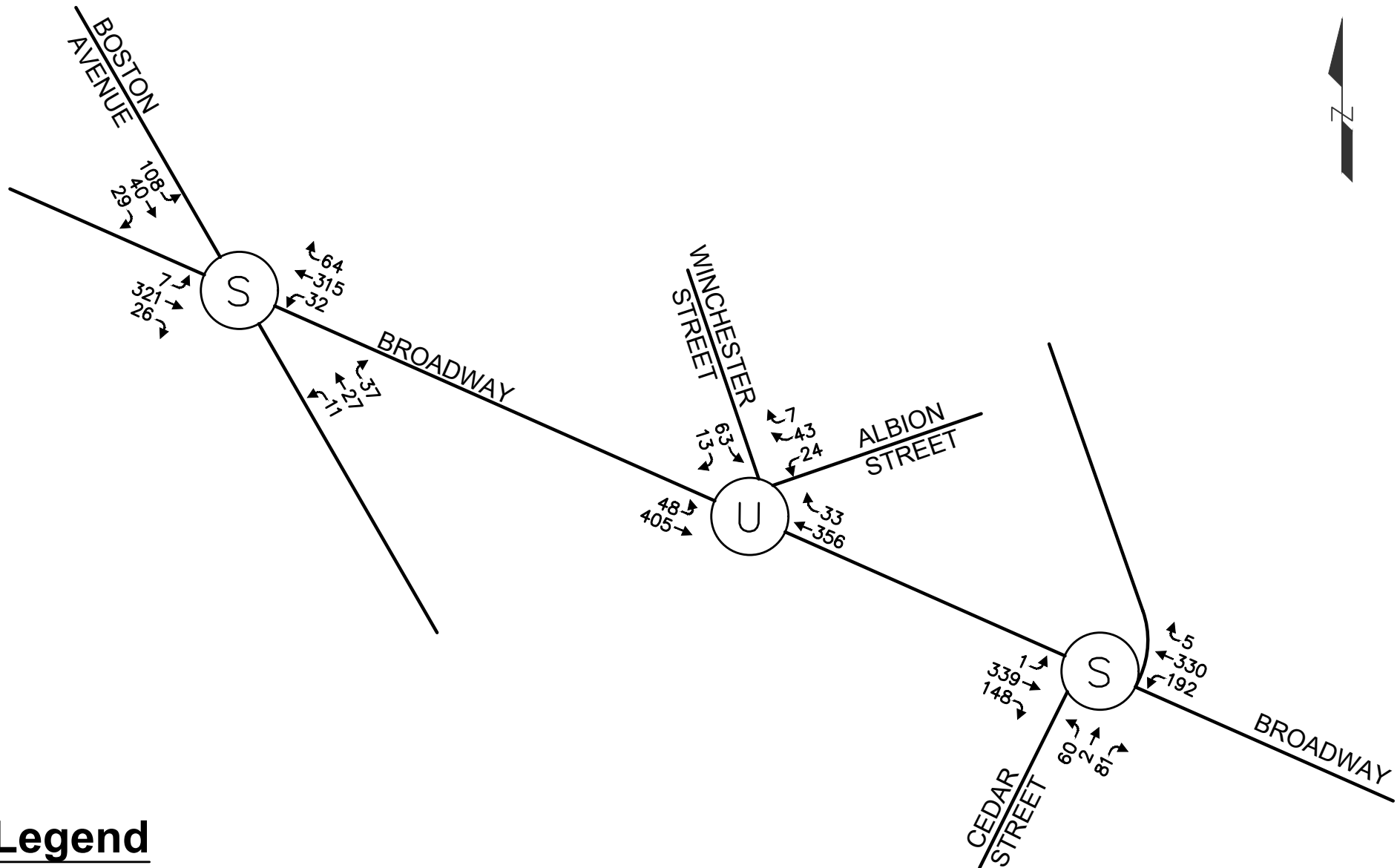
620 BROADWAY  
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2022 Existing Peak  
Hour Bicycle  
Volumes

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SCALE: N.T.S. FIGURE 2.2.2



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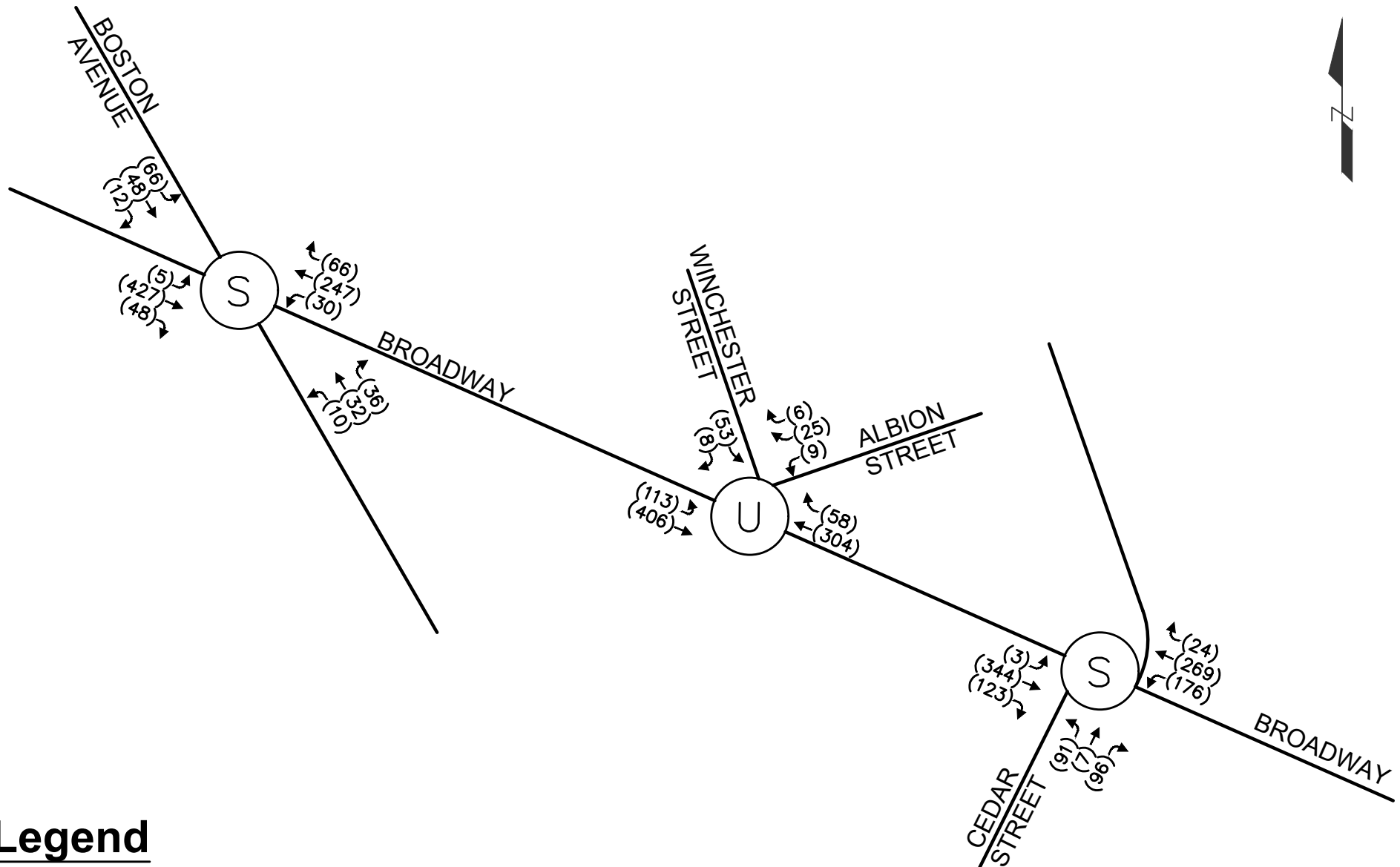
620 BROADWAY  
SOMERVILLE, MA

2022 Existing Weekday  
AM Peak Hour Vehicle  
Volumes

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SCALE: N.T.S. FIGURE 2.2.3



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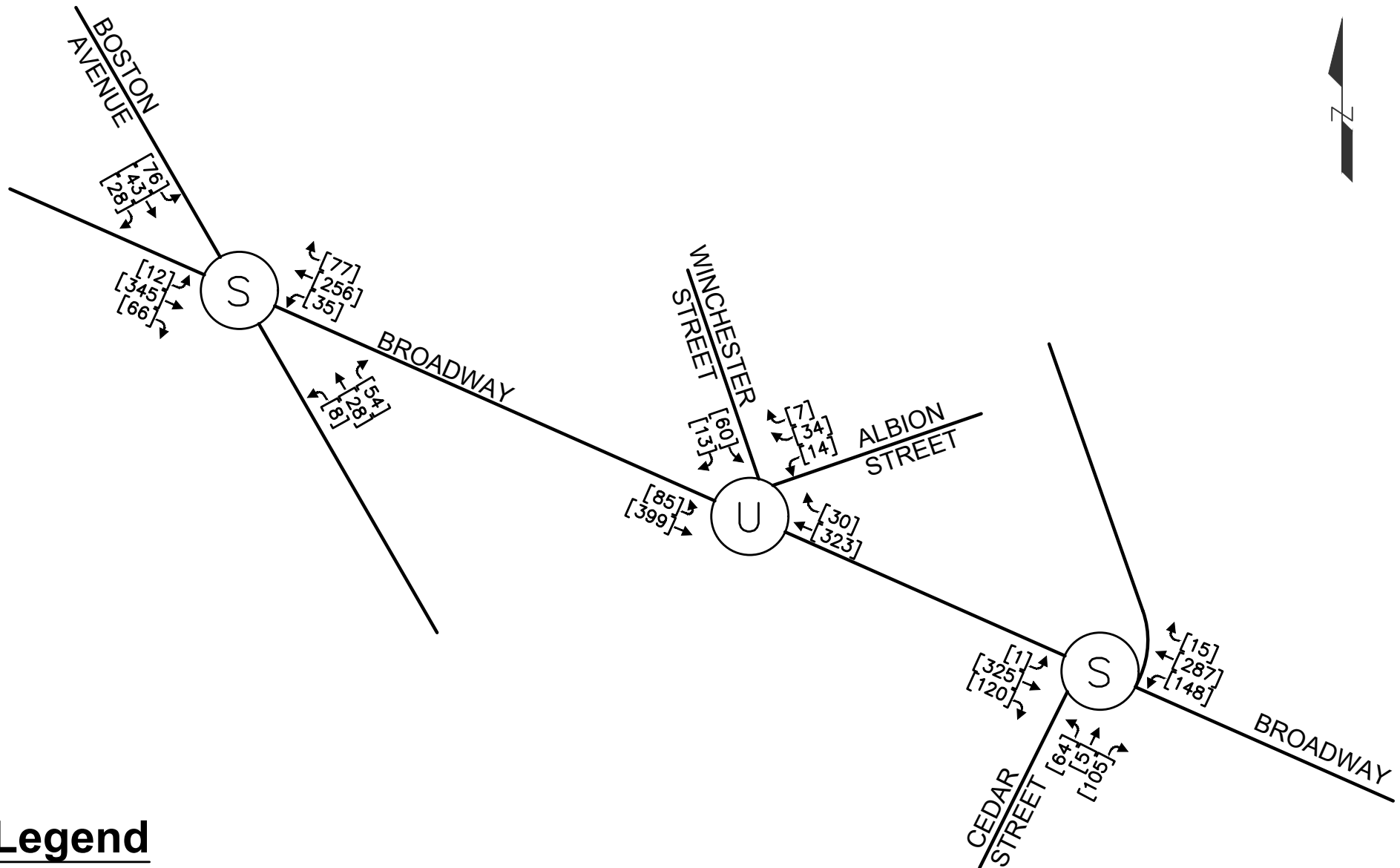
620 BROADWAY  
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2022 Existing Weekday  
PM Peak Hour Vehicle  
Volumes

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DATE: MAY 2022

SCALE: N.T.S. | FIGURE 2.2.4



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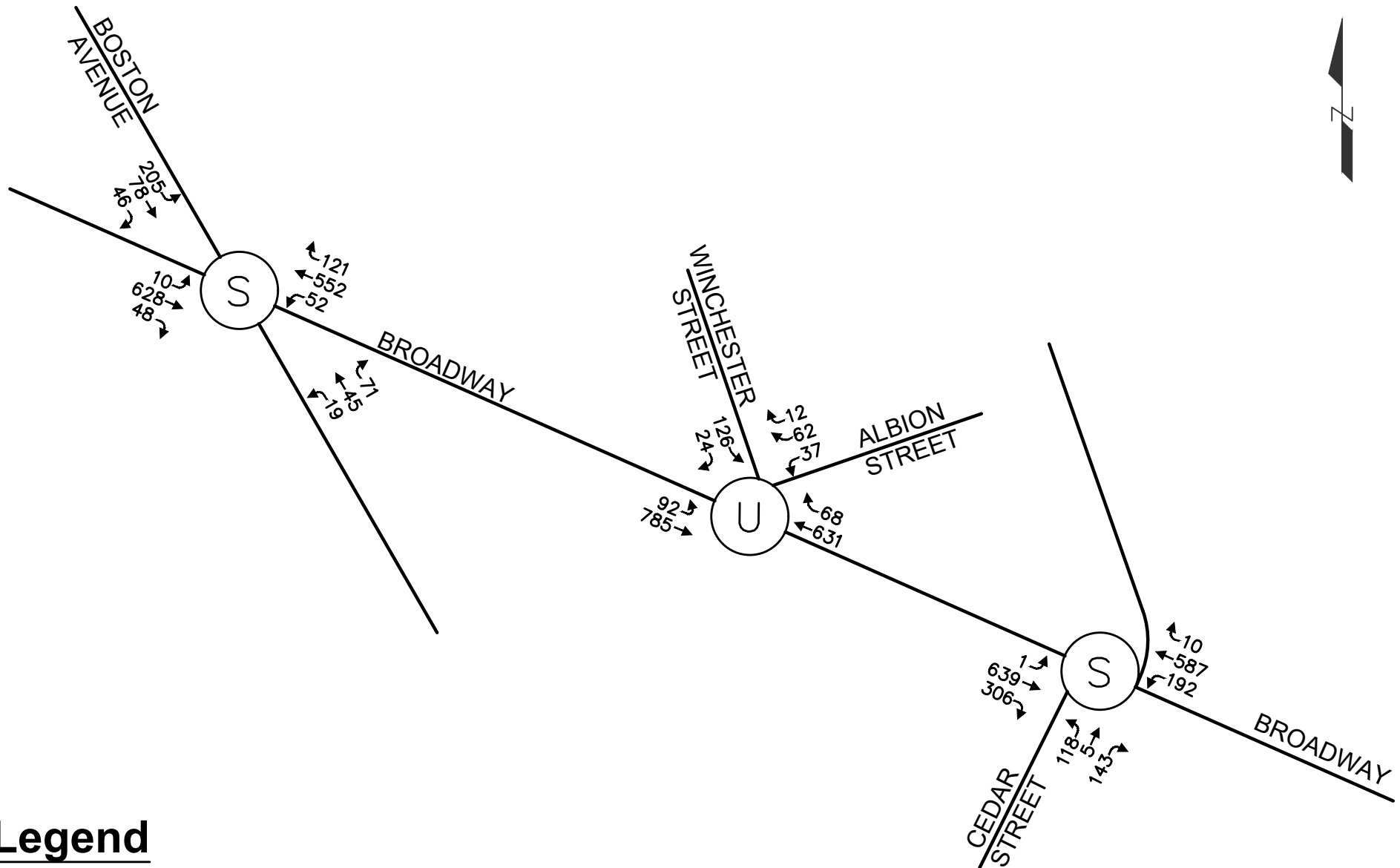
620 BROADWAY  
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2022 Existing Saturday  
Midday Hour Period  
Vehicle Volumes

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DATE: MAY 2022

SCALE: N.T.S. | FIGURE 2.2.5



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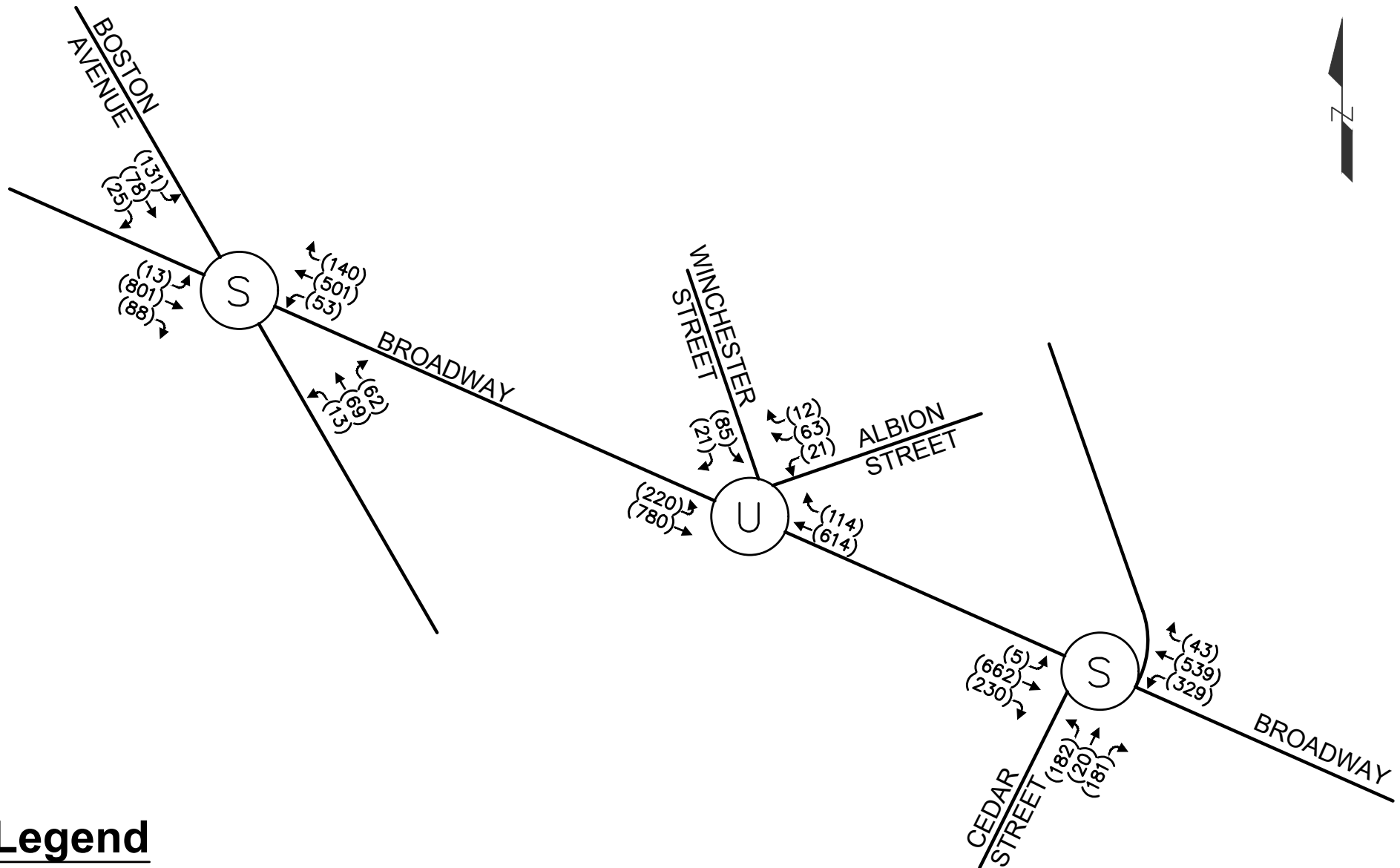
620 BROADWAY  
 SOMERVILLE, MA

2022 Existing Weekday  
 AM Peak Period Vehicle  
 Volumes

GM2 PROJECT: 40853.00  
 DATE: MAY 2022  
 SCALE: N.T.S. | FIGURE 2.2.6

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620 BROADWAY  
 SOMERVILLE, MA

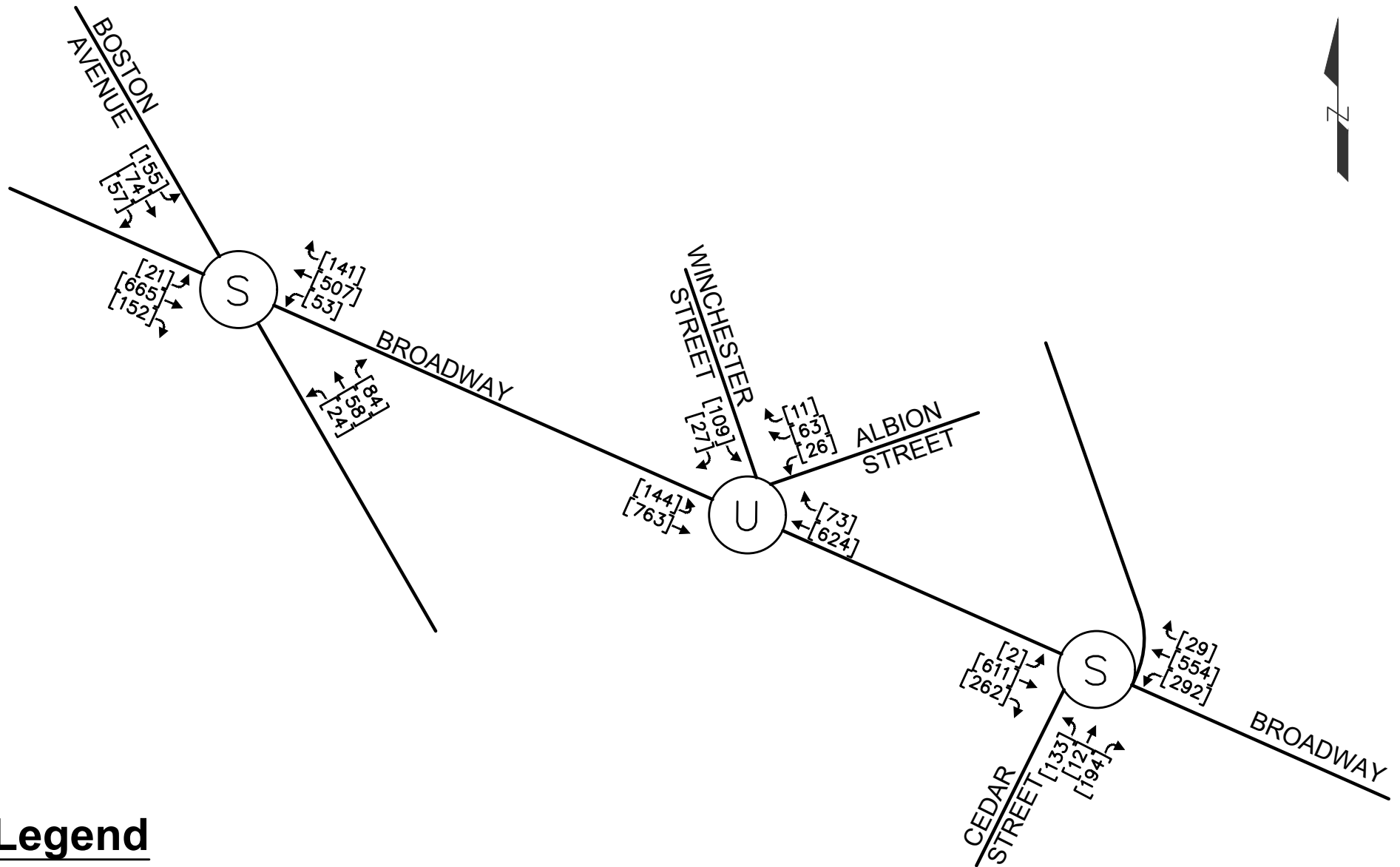
2022 Existing Weekday  
 PM Peak Period Vehicle  
 Volumes

GM2 PROJECT: 40853.00

DATE: MAY 2022

SCALE: N.T.S. | FIGURE 2.2.7

P:\2022 PROJECTS\40853.00 SOMERVILLE 620 BROADWAY\_TRAFFIC\TRAFFIC\TRANSPORTATION IMPACT STUDY\CAD\620 BROADWAY\_TRAFFIC FIGURES.DWG



DEVELOPER  
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 SOMERVILLE, MA

620 BROADWAY  
 SOMERVILLE, MA

2022 Existing Saturday  
 Midday Peak Period  
 Vehicle Volumes

GM2 PROJECT: 40853.00

DATE: MAY 2022

SCALE: N.T.S. | FIGURE 2.2.8

### 2.2.4 Traffic Crashes

Intersection safety is one measure of assessing the performance of an intersection and can also have an impact on overall intersection operations. This section reviews historical crash data to identify any potential safety concerns.

Crash data from MassDOT for years 2017 through 2019 was reviewed for each study intersection. This data represents the most recent three (3) full years of complete data available from the MassDOT database. MassDOT states that crash data for the years after 2019 are subject to change and are not to be considered complete. The crash records offered the following information:

- Crash Date
- Crash Type
- Injury (if applicable)
- Involvement of trucks and/or MBTA buses
- Involvement of pedestrians and/or bicycles (if applicable)
- Lighting/Surface Condition/Weather

The compiled data, in conjunction with engineering judgement, yielded a summary of crashes that may be used to identify general crash patterns and potential factors contributing to the predominant type of incidents at each location. The summary results of the crash analysis are shown in Table 2.2-2. Raw crash data for each intersection for years 2017 through 2019 are contained in Appendix B.

Table 2.2-2: Intersection Crash Summary

	<i>Broadway at Boston Avenue</i>	<i>Broadway at Winchester Street and Albion Street</i>	<i>Broadway at Cedar Street</i>
<b>Year</b>			
2017	0	1	1
2018	4	1	5
2019	2	2	1
<b>Total</b>	<b>6</b>	<b>4</b>	<b>7</b>
<b>Crash Type</b>			
Sideswipe, Same Direction	1	1	0
Sideswipe, Opposite Direction	0	0	0
Angle	1	0	1
Rear-end	1	2	3
Head-on	1	0	0
Single Vehicle	2	1	2
Other, not reported	0	0	1
<b>Total</b>	<b>6</b>	<b>4</b>	<b>7</b>
<b>Injuries</b>			
None (Property Damage Only)	1	2	0
Non-fatal Injury	4	1	7
Fatal Injury	0	0	0
Not Reported, Unknown	1	1	0
<b>Total</b>	<b>6</b>	<b>4</b>	<b>7</b>
<b>Involvement of Trucks/MBTA Bus</b>			
Trucks	1	0	0
MBTA Buses	0	0	0
Neither	5	4	7
<b>Total</b>	<b>6</b>	<b>4</b>	<b>7</b>
<b>Non-Motorist Involved</b>			
Pedestrian	0	1	1
Bicyclist	0	0	0
Other Non-Motorist	0	0	6
Neither	6	0	7
<b>Total</b>	<b>6</b>	<b>1</b>	<b>0</b>
<b>Roadway Lighting</b>			
Daylight	3	2	5
Dusk	0	0	0
Dark - Roadway Lighted	3	2	2
Dark - Roadway Not Lighted	0	0	0
Other, Not Reported	0	0	0
<b>Total</b>	<b>6</b>	<b>4</b>	<b>7</b>
<b>Surface Condition</b>			
Dry	4	1	7
Wet	2	2	0
Snow/Ice	0	1	0
Other, Not Reported	0	0	0
<b>Total</b>	<b>6</b>	<b>4</b>	<b>7</b>
<b>Weather</b>			
Clear	5	2	6
Cloudy	1	0	1
Rain	0	1	0
Snow/Sleet	0	1	0
Other, Not Reported	0	0	0
<b>Total</b>	<b>6</b>	<b>4</b>	<b>7</b>

The intersection of **Broadway at Boston Avenue** had six (6) reported crashes according to the MassDOT crash database during the three-year period from 2017 to 2019. One (1) of the crashes resulted in property damage only, four (4) resulted in a non-fatal injury, and one (1) had an unknown severity. One (1) crash involved a heavy vehicle. Zero (0) of the crashes involved either a pedestrian or a bicyclist. The intersection averaged 2.00 crashes per year.

The intersection of **Broadway at Winchester Street and Albion Street** had four (4) reported crashes according to the MassDOT crash database during the three-year period from 2017 to 2019. Two (2) crashes resulted in property damage only, one (1) resulted in a non-fatal injury, and one (1) had an unknown severity. Zero (0) crashes involved either a heavy vehicle or MBTA bus. One (1) crash involved a pedestrian. The intersection averaged 1.33 crashes per year.

The intersection of **Broadway at Cedar Street** had seven (7) reported crashes according to the MassDOT crash database during the three-year period from 2017 to 2019. All crashes resulted in non-fatal injuries. Zero (0) of the crashes involved either a heavy vehicle or MBTA bus. One (1) crash involved a pedestrian. The intersection averaged 2.33 crashes per year.

Although two (2) intersections had crashes that involved a pedestrian resulting in injury, the crash involving the pedestrian at the intersection of Broadway at Winchester Street and Albion Street occurred prior to the intersection improvements, which include new crosswalk and roadway striping. Additionally, there were zero (0) reported fatal crashes, suggesting that conflicts between vehicles as well as vehicles and non-motorists are low speed. As such, the intersections will be able to handle the increased pedestrian and bicycle traffic generated by the Project site, and there are no safety issues that need to be mitigated as part of this Project.

### 2.2.5 Public Transit

Within the study area, the Massachusetts Bay Transportation Authority (MBTA) provides bus routes and rapid transit rail service. There are five (5) bus routes and one (1) future rapid transit rail line that have stops/stations within ½-mile of the Project site. This section describes each bus route and rapid transit rail station, including amenities/deficiencies for each of the closest stops. Routes 80 & 89 and 94 & 96 share the same inbound and outbound stops. Detailed schedules and routes are attached in Appendix C.

#### *Bus Route 80*

Bus Route 80 runs between Arlington Center in Arlington and Lechmere Station (a stop on the MBTA Green Line). The closest inbound stop is located at Broadway at Cedar Street and the closest outbound stop is located at Broadway at Alfred Street, both approximately 600 feet east of the Project site. There is a bench and shelter at the inbound stop and a bench at the outbound stop. There is a dedicated bus pull-over area at each stop.

#### *Bus Route 89*

Bus Route 89 runs between Davis (a stop on the MBTA Red Line) in Somerville and Sullivan Square Station (a stop on the MBTA Orange Line) in Boston. The closest inbound stop is located at Broadway at Cedar Street and the closest outbound stop is located at Broadway at Alfred Street.

*Bus Route 94*

Bus Route 94 runs between Davis in Somerville and Medford Square in Medford. The closest inbound stop is located at College Avenue at Powder House Square and the closest outbound stop is located at College Avenue at Warner Street, both approximately 0.4 miles west of the Project site. There are no pedestrian amenities at either stop but there is ample pull-over area for buses.

*Bus Route 96*

Bus Route 96 runs between Harvard Square Station (a stop on the MBTA Red Line) in Cambridge and Medford Square. The closest inbound stop is located at College Avenue at Powder House Square and the closest outbound stop is located at College Avenue at Warner Street.

*Bus Route 101*

Bus Route 101 runs between Sullivan Square Station and Malden Center in Malden. The closest inbound stop is located at Main Street at Albion Street and the closest outbound stop is located at Main Street opposite Albion Street, both approximately 0.3 miles northeast of the Project site. There are no pedestrian amenities at either stop but there is ample pull-over area for buses.

MBTA Light Rail Stops

There is one (1) future Green Line station within 1/2-mile of the Project site: Ball Square Station.

*Ball Square Station*

Ball Square Station will be located at the intersection of Boston Avenue and Broadway with an at-grade entrance via Boston Avenue and a secondary entrance along Broadway. The station will feature a 225-foot platform with seven (7) benches. There will be 50 covered bicycle parking spaces and 20 uncovered bicycle parking spaces.

**2.2.6 Parking**

The existing on-site parking area will not remain and there will be zero (0) on-site parking spaces after development. Therefore, a study of on-street parking utilization in the study area is not required.

**2.2.7 Traffic Signal Timing Information**

There are two (2) signalized intersections that were part of this TIS: Broadway at Boston Avenue and Broadway at Cedar Street. Traffic signal timings were gathered from the traffic control cabinets and modeled as they currently were when data was collected in April 2022.



## 2.3 Existing Conditions Transportation Analysis

### Traffic Analysis Criteria

The Highway Capacity Manual (HCM), published by the Transportation Research Board, provides methodologies on how to calculate motor vehicle Level of Service (LOS), average delay, and volume-to-capacity (v/c) ratios.

Level of Service (LOS) is a term used to denote different operating conditions that occur under various traffic volume loads. It is a qualitative measure of the effect of several factors including geometrics, speed, travel delay, freedom to maneuver, and safety. The LOS is divided into a range of six letter grades, ranging from A to F, with A being the best and F the worst. A LOS of F is generally considered to be inadequate traffic operation in suburban and urban areas. The delay ranges differ slightly between unsignalized and signalized intersections due to driver expectations and behavior for each LOS. Table 2.3-1 summarizes the LOS criteria.

**Table 2.3-1: Intersection LOS Thresholds**

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

Source: 2010 Highway Capacity Manual

In this study, intersection performance measures were calculated in the form of average intersection delay, 50<sup>th</sup> and 95<sup>th</sup> percentile queue lengths, level-of-service (LOS) for each approach/movement, and the LOS of the overall intersection operations. *Synchro 11.0* was the software used to execute the intersection analysis. *Synchro 11.0*, a software program from Trafficware, uses the methodologies and thresholds outlined within the HCM.

Four (4) types of Synchro reports were created to analyze and compare intersection performance:

- Main report – “Int: Lanes, Volumes, Timings”,
- Queuing Analysis Report
- HCM 2000 Signalized/Unsignalized Report.
- HCM 2010 Signals Pedestrian Report

For signalized intersections, LOS is defined in terms of delay, which is a measure of driver discomfort and frustration, fuel consumption, and lost travel time. The 50<sup>th</sup> and 95<sup>th</sup> percentile queue lengths are estimated and were compared to queues observed in the field.

### 2.3.1 Vehicle Analysis

The study intersections were analyzed using the collected April 2022 traffic data. Intersection lane configurations, signal timings, and traffic control were modelled the same as they currently are, representing typical travel conditions. The results of the 2022 Existing conditions analysis are shown in Table 2.3-2. Detailed capacity analysis worksheets are included in Appendix E.

As shown in Table 2.3-2, most movements operate at acceptable levels of service throughout the study area. There are zero (0) movements that operate at a level of service F. This analysis serves as a basis for comparison for the 2022 Build Conditions scenario, detailed in Section 3.1.

**Table 2.3-2: 2022 Existing Conditions Level of Service**

ID	Roadway	Movement	2022 Existing Conditions											
			Weekday AM Peak Hour				Weekday PM Peak Hour				Saturday Midday Peak Hour			
			v/c <sup>1</sup>	Delay <sup>2</sup>	LOS <sup>3</sup>	Queue <sup>4</sup>	v/c <sup>1</sup>	Delay <sup>2</sup>	LOS <sup>3</sup>	Queue <sup>4</sup>	v/c <sup>1</sup>	Delay <sup>2</sup>	LOS <sup>3</sup>	Queue <sup>4</sup>
1	Broadway at	EB LTR	0.59	28.1	C	186 / 282	0.81	36.1	D	245 / 410	0.74	31.8	C	211 / 326
		WB LTR	0.69	31.5	C	217 / 330	0.65	28.2	C	161 / 258	0.74	32.2	C	190 / 282
	Boston Avenue	NB LTR	0.15	12.2	B	19 / 45	0.16	12.2	B	19 / 46	0.19	10.4	B	18 / 47
		SB LTR	0.43	24.5	C	95 / 134	0.37	22.2	C	72 / 87	0.40	22.0	C	76 / 99
	<b>Overall</b>			<b>27.4</b>	<b>C</b>			<b>29.4</b>	<b>C</b>			<b>28.2</b>	<b>C</b>	
2*	Broadway at	EB	0.05	1.4	A	0 / 4	0.11	3.0	A	0 / 9	0.09	2.3	A	0 / 7
		WB	0.26	0.0	A	0 / 0	0.26	0.0	A	0 / 0	0.25	0.0	A	0 / 0
	Albion Street and Winchester Street	SWB	0.18	13.5	B	0 / 17	0.11	14.4	B	0 / 9	0.13	14.4	B	0 / 11
		SEB	0.28	17.0	C	0 / 29	0.29	24.4	C	0 / 29	0.36	23.8	C	0 / 40
	<b>Overall</b>			--	--			--	--			--	--	
3	Broadway at	EB T	0.75	40.5	D	212 / 296	0.36	25.1	C	208 / 334	0.38	23.3	C	212 / 325
		EB R	0.34	11.5	B	24 / 67	0.16	11.5	B	31 / 79	0.17	11.0	B	34 / 79
		WB L	0.70	28.7	C	81 / 120	0.35	13.9	B	81 / 129	0.30	12.5	B	63 / 106
		WB T	0.47	19.6	B	155 / 209	0.26	13.5	B	132 / 196	0.28	12.8	B	133 / 205
	Cedar Street	NB LR	0.46	25.1	C	46 / 105	0.79	77.9	E	178 / 273	0.75	68.0	E	146 / 231
	<b>Overall</b>			<b>26.9</b>	<b>C</b>			<b>27.6</b>	<b>C</b>			<b>24.5</b>	<b>C</b>	

1 v/c = volume to capacity ratio; 2 Delay = average delay in seconds per vehicle; 3 LOS = Level of Service; 4 Queue = 50<sup>th</sup>/95<sup>th</sup> percentile queue length (if only one queue length is shown, it is the 95<sup>th</sup> percentile queue length). Queue shown is maximum after two cycles; R = right-turn movement, L = left-turn movement, T = through movement; WB = westbound, EB = eastbound, SB = southbound, NB = northbound, SEB = southeasterly, SWB = southwesterly; \* = Unsignalized Intersection

### 2.3.2 Bicycle Analysis

A bicycle analysis was conducted along each of the study area roadway segments and at each study area intersection using the Bicycle Level of Traffic Stress (BLTS) methodology outlined in Appendix A of the City of Somerville *TIS Guidelines*. The BLTS for each study area roadway and intersection is summarized and shown graphically in Figure 2.3.1.

#### Roadway Segments

##### *Broadway (between Boston Avenue and Cedar Street)*

There is a dedicated bicycle lane along both sides of Broadway along this segment. This section of Broadway is in the process of being restriped and reconstructed, and the buffered bicycle lanes will continue to be in place. Table 1B was referenced. After reconstruction/restriping, the bicycle lanes will be both protected from through traffic by a parking lane or by a buffer. There is one (1) through lane in each direction, the bicycle lane width, including the parking/striped buffer, ranges from 3 to 12 feet wide, and the speed limit is 25mph. Bicycle Lane blockage is rare. Therefore, the BLTS along this segment of Broadway is an LTS 1.

*Boston Avenue (between Harvard Street and Highland Road)*

There are no dedicated bicycle lanes provided along this segment of Boston Avenue, therefore Table 2 was referenced. There are two (2) total travel lanes and a speed limit of 25mph. Boston Avenue is not considered a residential street along this segment. Therefore, the BLTS is an LTS 3.

*Winchester Street (between Broadway and Newbern Avenue)*

There are no dedicated bicycle lanes provided along this segment of Winchester Street. Table 2 was referenced. There are two (2) total travel lanes and a speed limit of 25mph. Harding Street is a residential street with no pavement markings, therefore, the BLTS is an LTS 2.

*Albion Street (between Broadway and Medford Street)*

There are no dedicated bicycle lanes provided along this segment of Albion Street. Table 2 was referenced. There is one (1) total travel lane and a speed limit of 25mph. Albion Street is a residential street with no pavement markings, therefore, the BLTS is an LTS 1.

*Cedar Street (between Broadway and Murdock Street)*

There are no dedicated bicycle facilities between Broadway and Franey Road and dedicated bicycle lanes between Franey Road and Murdock Street. Therefore, both Table 1B and Table 2 were referenced. There is one (1) total travel lane in each direction, the bicycle lanes are less than 5' wide, and Cedar Street has a speed limit of 25mph. Therefore, Cedar Street has an LTS 3 from Broadway to Franey Road and an LTS 2 from Franey Road to Murdock Street.

### 2.3.3 Pedestrian/ADA Analysis

A pedestrian/ADA analysis was conducted along each of the study area roadways, the most logical walking route between the Project site and the closest MBTA subway/light rail station within ½-mile, the most logical walking route between the Project site and the closest bus stop of each route within ¼-mile. The Pedestrian Level of Traffic Stress (PLTS) methodology outlined in Appendix B of the City of Somerville *TIS Guidelines* was referenced. The detailed PLTS tables for the unsignalized crossings are attached in Appendix F.

#### Roadway Segments

*Broadway (between Boston Avenue and Cedar Street)*

There are a total of four (4) sidewalk segments along this segment of Broadway, but both the eastbound and westbound directions have similar characteristics, so were combined into a total of two (2) sidewalk segments. Both segments have a PLTS of 2. The segments of Broadway are summarized in Table 2.3-3.

Table 2.3-3: Pedestrian Level of Traffic Stress – Broadway

<i>Broadway (between Boston Avenue and Cedar Street)</i>		
	Between Boston Avenue and 643 Broadway (EB & WB)	Between 643 Broadway and Cedar Street (EB & WB)
<b>Table 1</b>		
Actual Width	≥5'	≥5'
Effective Width	≥6'	4'-7'
Sidewalk Condition	Good	Fair
<i>PLTS</i>	1	2
<b>Table 1B</b>		
Buffer Type	Solid Surface (Bike Lane)	Vertical (Parking)
Speed Limit (mph)	25	25
<i>PLTS</i>	2	1
<b>Table 1C</b>		
Total Travel Lanes	2	2
Buffer Width	≥5' to <10'	≥10' to <15'
<i>PLTS</i>	2	1
<b>Overall <i>PLTS</i></b>	<b>2</b>	<b>2</b>

*Boston Avenue (between Harvard Street and Highland Road)*

The four (4) sidewalk segments along this section of Boston Avenue each have a PLTS of 2 and are summarized in Table 2.3-4.

Table 2.3-4: Pedestrian Level of Traffic Stress – Boston Avenue

<i>Boston Avenue (between Harvard Street and Highland Road)</i>				
	Between Harvard Street and Broadway (SB)	Between Broadway and Harvard Street (NB)	Between Broadway and Highland Road (SB)	Between Highland Road and Broadway (NB)
<b>Table 1</b>				
Actual Width	≥5'	≥5'	≥5'	≥5'
Effective Width	≥6'	4'-8'	4'-8'	4'-8'
Sidewalk Condition	Fair	Fair	Fair	Fair
<i>PLTS</i>	1	2	2	2
<b>Table 1B</b>				
Buffer Type	Vertical (Parking)	No Buffer (Curb Tight)	Vertical (Parking)	Vertical (Parking)
Speed Limit (mph)	25	25	25	25
<i>PLTS</i>	1	2	1	1
<b>Table 1C</b>				
Total Travel Lanes	1-2	1-2	1-2	1-2
Buffer Width	≥5' to <10'	≤5'	≥5' to <10'	≥5' to <10'
<i>PLTS</i>	2	2	2	2
<b>Overall <i>PLTS</i></b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>

*Winchester Street (between Broadway and Newbern Avenue)*

There are two (2) sidewalk segments along Winchester Street between Broadway and Newbern Avenue. Both segments have a PLTS of 2. The segments of Winchester Street are summarized in Table 2.3-5.

Table 2.3-5: Pedestrian Level of Traffic Stress – Winchester Street

<b>Winchester Street (between Broadway and Newbern Avenue)</b>		
	<b>Between Broadway and Newbern Avenue (NB)</b>	<b>Between Newbern Avenue and Broadway (SB)</b>
<b>Table 1</b>		
Actual Width	6'-7'	6'-7'
Effective Width	≥4'	≥4'
Sidewalk Condition	Fair	Fair
PLTS	2	2
<b>Table 1B</b>		
Buffer Type	Vertical (Parking)	No Buffer (Curb Tight)
Speed Limit (mph)	25	25
PLTS	1	2
<b>Table 1C</b>		
Total Travel Lanes	2	2
Buffer Width	≥5' to <10'	≤5'
PLTS	2	2
<b>Overall PLTS</b>	<b>2</b>	<b>2</b>

*Albion Street (between Broadway and Medford Street)*

There are two (2) sidewalk segments along Albion Street between Broadway and Medford Street. Both segments have a PLTS of 1. The segments of Albion Street are summarized in Table 2.3-6.

Table 2.3-6: Pedestrian Level of Traffic Stress – Albion Street

<b>Albion Street (between Broadway and Medford Street)</b>		
	<b>Between Broadway and Medford Street (EB)</b>	<b>Between Medford Street and Broadway (WB)</b>
<b>Table 1</b>		
Actual Width	≥ 5'	≥ 5'
Effective Width	≥ 6'	≥ 6'
Sidewalk Condition	Good/Fair	Good/Fair
PLTS	1	1
<b>Table 1B</b>		
Buffer Type	Vertical (Parking)	Vertical (Parking)
Speed Limit (mph)	25	25
PLTS	1	1
<b>Table 1C</b>		
Total Travel Lanes	1	1
Buffer Width	≥5' to <10'	≥5' to <10'
PLTS	1	1
<b>Overall PLTS</b>	<b>1</b>	<b>1</b>

*Cedar Street (between Broadway and Murdock Street)*

There are four sidewalk segments along Cedar Street between Broadway and Murdock Street. Each segment has a PLTS of 2. The segments of Cedar Street are summarized in Table 2.3-7.

Table 2.3-7: Pedestrian Level of Traffic Stress – Cedar Street

<i>Cedar Street (between Broadway and Murdock Street)</i>				
	Between Broadway and Franey Road (SB)	Between Franey Road and Broadway (NB)	Between Franey Road and Murdock St (SB)	Between Murdock St and Franey Road (NB)
<b>Table 1</b>				
Actual Width	≥5'	≥5'	≥5'	≥5'
Effective Width	4' - 7.5'	≥ 6'	4'-6'	4'-6'
Sidewalk Condition	Fair	Fair	Fair	Fair
PLTS	2	1	2	2
<b>Table 1B</b>				
Buffer Type	No Buffer (Curb Tight)	No Buffer (Curb Tight)	Solid Surface (Bike Lane)	Solid Surface (Bike Lane)
Speed Limit (mph)	25	25	25	25
PLTS	2	2	2	2
<b>Table 1C</b>				
Total Travel Lanes	2	2	2	2
Buffer Width	≤5'	≤5'	≤5'	≤5'
PLTS	2	2	2	2
<b>Overall PLTS</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>

Unsignalized Intersection Crossings*Crosswalk Across Rogers Avenue*

The unsignalized crosswalk across Rogers Avenue does not have a median refuge island and has only one lane to cross, therefore only Table 2A was referenced. The crosswalk has two non-compliant ADA ramps and Rogers Avenue has a speed limit of 25 miles per hour. Due to the non-compliant ADA ramps, the crossing has a PLTS of 3.

*Crosswalk Across Winchester Street*

The unsignalized crosswalk across Winchester Street does not have a median refuge island and has two lanes to cross, therefore only Table 2A was referenced. Currently, the crosswalk has two non-compliant ADA ramps and Winchester Street has a speed limit of 25 miles per hour. However, the crossing is in the process of being reconstructed with two compliant ADA ramps. Therefore, after reconstruction, the crossing will have a PLTS of 2.

*Crosswalk Across Albion Street*

The unsignalized crosswalk across Albion Street does not have a median refuge island and has only one lane to cross, therefore only Table 2A was referenced. The crossing is in the process of being reconstructed and will have two compliant ADA ramps after reconstruction. With Albion Street having a speed limit of 25 miles per hour, the crossing will have a PLTS of 1 after reconstruction.

*Crosswalk Across Broadway east of Winchester Street*

The unsignalized crosswalk across Broadway east of Winchester Street currently does not have a median refuge island and has two lanes to cross, therefore only Table 2A was referenced. The crossing is in the process of being reconstructed and will have a refuge island with two lanes to cross, as well as two compliant ADA ramps. Therefore, after reconstruction, the crossing will have a PLTS of 1.



*Crosswalk Across Franey Road*

The unsignalized crosswalk across Franey Road does not have a median refuge island and has two lanes to cross, therefore only Table 2A was referenced. The crosswalk has two compliant ADA ramps and Franey Road has a speed limit of 25 miles per hour. Therefore, the crossing has a PLTS of 2.

*Crosswalk Across Murdock Street*

The unsignalized crosswalk across Murdock Street does not have a median refuge island and has two lanes to cross, therefore only Table 2A was referenced. The crosswalk has two compliant ADA ramps and Murdock Street has a speed limit of 25 miles per hour. Therefore, the crossing has a PLTS of 2.

Routes to MBTA Rapid Transit Stations and Bus Stops*Fastest Route to Ball Square Station (Future Green Line Station)*

The fastest route to the future Ball Square Station from the Project site is via Broadway and Boston Avenue. Along Broadway west of the Project Site, the west side of the roadway has a PLTS of 2. Pedestrians can cross Broadway at the signalized intersection of Broadway at Boston Avenue with an exclusive pedestrian phase. Therefore, the fastest route has an overall PLTS of 2.

*Fastest Route to MBTA Bus Stops*

The fastest route to the bus stops for routes 80 and 89 is via Broadway. The south side of Broadway along this segment has a PLTS of 2. Pedestrians can cross Cedar Street and Broadway at the signalized intersection of Broadway at Cedar Street. Therefore, the fastest route to routes 80 and 89 has a PLTS of 2.

The fastest route to the bus stops for routes 94 and 96 is via Broadway. This segment of Broadway has a PLTS of 2 from the Project site to Powder House Square. Therefore, the fastest route to the inbound and outbound stops for bus routes 94 and 96 has a PLTS of 2.

The fastest route to the bus stops for route 101 is via Albion Street. This segment of Albion Street has a PLTS of 1, and the new unsignalized crossing of Broadway to Albion Street will have a PLTS of 1. Therefore, the fastest route to the inbound and outbound stops for bus route 101 has a PLTS of 1.

**2.3.4 Transit Analysis**

The Project site is located within ½-mile of both MBTA bus stops and one (1) future rapid transit station. The walking travel time and distance to the closest station, average wait time for each service, are summarized in Tables 2.3-8 and 2.3-9. The conditions of each of the closest bus stops and the future Green Line station are described in Section 2.2.5. A summary of schedules and headways for each service is shown in Table 2.3-10 and boarding and alighting information for each bus stop is shown in Table 2.3-11.

Table 2.3-8: Transit Analysis Summary - Inbound

	Inbound		
	Routes 80 and 89	Routes 94 and 96	Route 101
Walk Distance to Closest Stop (Miles)	0.11	0.4	0.3
Walk Travel Time to Closest Stop (Mins)	2.9	10	7.5
Average Wait Time (Mins)	7.5 to 15 (AM Peak)	15 (AM Peak)	6 to 10 (AM Peak)
	10 to 15 (PM Peak)	15 (PM Peak)	5 to 10 (PM Peak)
	12.5 to 17.5 (Sat. Peak)	20 to 22.5 (Sat. Peak)	17.5 to 20 (Sat. Peak)

Table 2.3-9: Transit Analysis Summary - Outbound

	Outbound		
	Routes 80 and 89	Routes 94 and 96	Route 101
Walk Distance to Closest Stop (Miles)	0.11	0.4	0.3
Walk Travel Time to Closest Stop (Mins)	2.9	10	7.5
Average Wait Time (Mins)	2.5 to 12.5 (AM Peak)	15 (AM Peak)	2.5 to 5 (AM Peak)
	5 to 12.5 (PM Peak)	15 (PM Peak)	5 to 10 (PM Peak)
	12.5 to 17.5 (Sat. Peak)	20 to 25 (Sat. Peak)	17.5 to 20 (Sat. Peak)

Table 2.3-10: Schedules and Headways Summary

Bus Route/Rapid Transit Line	Origin/Destination	Time Period	Inbound Headways (minutes)	Outbound Headways (minutes)
80	Arlington Center to Lechmere Station	AM Peak	20-30	22-25
		PM Peak	25-30	20-25
		Sat. Peak	35	35
89	Davis Station to Sullivan Square	AM Peak	15	5-15
		PM Peak	20-25	10-20
		Sat. Peak	25-30	25-30
94	Davis Station to Medford Square	AM Peak	30	30
		PM Peak	30	30
		Sat. Peak	40-45	40-50
96	Harvard Square Station to Medford Square	AM Peak	30	30
		PM Peak	30	30
		Sat. Peak	40	40
101	Sullivan Square to Malden Center	AM Peak	12-20	5-10
		PM Peak	10-20	10-20
		Sat. Peak	35-40	35-40

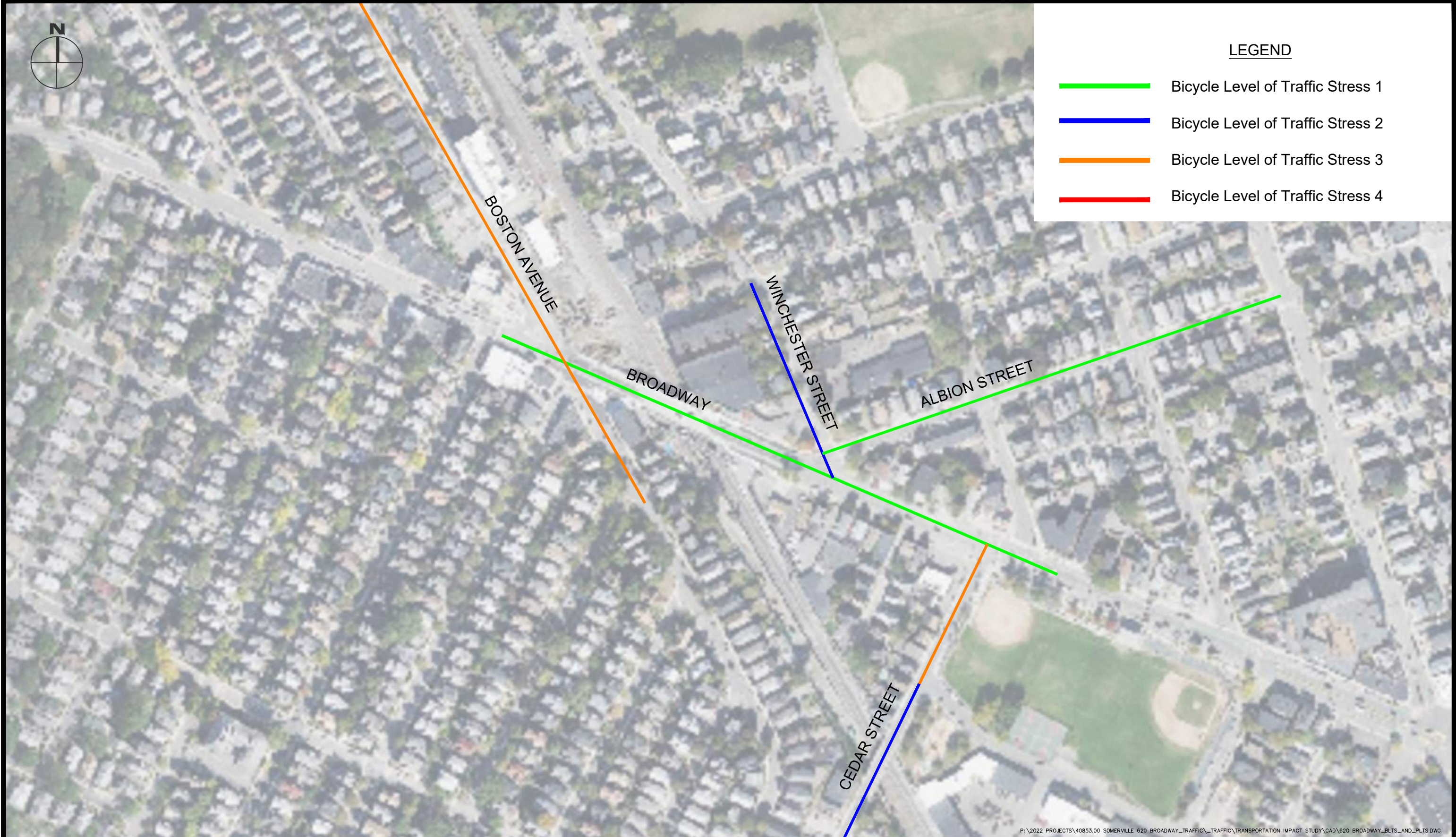
Table 2.3-11: Boarding and Alighting Summary (Fall 2019\*)

Bus Route/ Rapid Transit Line	Origin/ Destination	Closest MBTA Stop	Time Period	Total Passengers Boarding	Total Passengers Alighting
80** (Inbound)	Arlington Center to Lechmere Station	Broadway at Cedar Street	AM Peak	17	1
			PM Peak	2	4
			Sat. Peak	18	6
80** (Outbound)	Lechmere Station to Arlington Center	Broadway at Alfred Street	AM Peak	4	0
			PM Peak	2	9
			Sat. Peak	8	6
89 (Inbound)	Clarendon Hill/Davis Station to Sullivan Station	Broadway at Cedar Street	AM Peak	18	0
			PM Peak	7	22
			Sat. Peak	22	18
89 (Outbound)	Sullivan Station to Clarendon Hill or Davis Station	Broadway at Alfred Street	AM Peak	29	3
			PM Peak	6	19
			Sat. Peak	27	15
94 (Inbound)	Medford Square to Davis Station	College Ave at Powder House	AM Peak	3	1
			PM Peak	0	1
			Sat. Peak	0	0
94 (Outbound)	Davis Station to Medford Square	College Ave at Warner Street	AM Peak	1	1
			PM Peak	0	0
			Sat. Peak	0	0
96 (Inbound)	Medford Square to Harvard Station	College Ave at Powder House	AM Peak	8	0
			PM Peak	3	1
			Sat. Peak	5	3
96 (Outbound)	Harvard Station to Medford Square	College Ave at Warner Street	AM Peak	0	2
			PM Peak	1	4
			Sat. Peak	4	10
101 (Inbound)	Malden Center Station to Sullivan Station	Main Street at Albion Street	AM Peak	26	3
			PM Peak	3	6
			Sat. Peak	14	13
101 (Outbound)	Sullivan Station to Malden Center Station	Main Street opp Albion Street	AM Peak	10	2
			PM Peak	4	22
			Sat. Peak	14	17

\*Fall 2019 is the latest data available via the MBTA website

\*\*Data from 2018, the latest year available for Route 80





DEVELOPER:  
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741 BROADWAY  
SOMERVILLE, MA 02144

PROJECT TEAM

620 BROADWAY  
SOMERVILLE, MA

SITE NAME/ADDRESS

Bicycle Level of Traffic  
Stress

SHEET NAME

Figure 2.3.1

SHEET #

DR BY: SGS

CHK BY: SGS

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DATE: MAY 2022

SCALE: 1" = 600'





DEVELOPER:  
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PROJECT TEAM

620 BROADWAY  
SOMERVILLE, MA

SITE NAME/ADDRESS

Pedestrian Level of  
Traffic Street

SHEET NAME

Figure 2.3.2

SHEET #

DR BY: SGS
CHK BY: SGS
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DATE: MAY 2022
SCALE: 1" = 600'



### 3. FUTURE TRANSPORTATION ANALYSIS

Future vehicle, pedestrian, bicycle, and transit operations were analyzed for the following condition, as specified by the City of Somerville:

- **2022 Build Conditions:** Existing conditions plus project-generated traffic, with South Street reversed from westbound to eastbound travel.
- **2027 Design Year Build Conditions:** Build condition traffic, with assumptions for offsite transportation infrastructure changes, plus background traffic for the design year.

#### 3.1 Build Conditions

##### 3.1.1 Project Traffic

The trip generation was calculated in the TIS Study Scope letter submitted to the City of Somerville in September 2021, which calculated trips for both the dispensary use and café use. As part of the approval from the City of Somerville, the potential trips for the arts/creative use space will also be calculated. The proposed trip generation is calculated in the subsequent sections.

The Project will be comprised of an adult-use dispensary, approximately 3,500 square feet of café space, and approximately 355 space feet of arts/creative space.

##### Adult-Use Dispensary – Estimated Facility Operations

It is anticipated that the proposed facility will operate every day during the following hours:

- Monday to Sunday: 10:00am to 8:00pm

Given the likelihood of other dispensaries opening in the surrounding cities, towns, and neighborhoods, the focus is on meeting the needs of customers mostly within this area of Somerville. The service area will be largely dependent on the evolving competition in the area as other dispensaries are established.

##### *Customers*

Customer visits are expected to occur throughout the day with peak hours typically in the afternoon and on weekends. Given that the facility will not be open until after the Weekday AM peak hour (7:30am to 9:30am), it is assumed that there will be zero (0) trips to the facility made by customers.

During the start-up period, the facility will be set up as appointment only for customers. Based on discussions with the client, these appointments will be spaced 15 minutes apart, and will account for check-in, wait, sale, and exit. With a total of 12 point of sale stations available, the facility will be able to accommodate a maximum of 48 customers per hour.

##### Modal Split

For previous traffic studies for other adult-use dispensaries in Somerville that have been reviewed and approved by the City, GM2 utilized the mode split from the Census Tract 3503, in which the site is located.

Given the likelihood of other dispensaries opening in the surrounding area, it can be expected that many customers will live near the site. Adjustments were made to distribute the work-from-home and “other” trips proportionally to other modes of transportation. Adjusted US Journey-to-Work data for Census Tract 3503 shows that approximately 45.0% of residents commute via motor vehicle and 55.0% commute via non-vehicular modes (public transportation, biking, walking). This would result in an estimate of approximately 24 customers making trips via motor vehicle and 24 customers making trips via non-vehicular modes each hour. With each customer making an entering and exiting trip, this would result in 48 vehicle-trips during the Weekday PM peak hour and Saturday Midday peak hour.

### ***Employees***

The Proponent anticipates having a maximum of 20 employees on-site at any given time. Home locations for these individuals will depend on a variety of different factors. The Proponent will be providing 100% public transportation subsidies to employees and will highly encourage the use of non-vehicular modes of transportation to work. The Proponent has committed to put an emphasis on hiring local residents from the surrounding community. With a majority of the employees living within Somerville or within walking/biking distance, it is expected that many of them will use non-vehicular modes of transportation to commute to work. However, using the same modal split for employees as was used for customers, there will be approximately 20 vehicle-trips (10 entering, 10 exiting) on a daily basis made to/from the site by employees. This is based on 20 employees during each workday and an approximate 45.0% of trips made by motor vehicle. As mentioned, there will be zero (0) peak hour trips by employees, as the Proponent will ensure all shifts begin and end outside of peak commuting hours.

### ***Service/Delivery Patterns***

The proposed Dispensary facility will generate a variety of delivery trips, as described below:

- Product – All product will be grown at an off-site facility and delivered to the Dispensary facility (via passenger automobile) four times per week. Deliveries will occur at the curb-side loading zone with access from Broadway during early morning hours when there is less street activity.
- Trash – The Dispensary will have private trash pick-up and is expected to be serviced once per week. Trash will be stored inside the building and wheeled in bins to the curb on collection days.
- Cash – Cash will be picked up daily. The timing of both the product deliveries and the cash pick-ups will vary each day to reduce predictability for security reasons. Cash pick-up will occur in the on-site loading zone.

In total, the number of service/delivery trips are expected to be minimal and will be scheduled to occur during non-business hours (8:00pm to 10:00am). It is estimated that there will be 1-2 total daily service/delivery trips, zero (0) Weekday AM peak hour trips, zero (0) Weekday PM peak hour trips, and zero (0) Saturday Midday peak hour trips.



Based on the customer, employee, and service/delivery trips described in the previous section, the Dispensary is expected to generate zero (0) vehicle-trips during the Weekday AM peak hour, 48 vehicle-trips during the Weekday PM peak hour, approximately 504 vehicle-trips on an average Weekday, and 48 vehicle-trips during the Saturday Midday peak hour. Table 3.1-1 shows the calculations based on these expected travel patterns.

**Table 3.1-1: Vehicle-Trip Generation Calculations per Customer/Employee/Delivery Estimates**

Time Period/ Direction		Project Vehicle-Trips - Marijuana Retailer <sup>1</sup>			
		Customers	Employees	Service/ Delivery	Total
<b>Weekday AM Peak Hour</b>	In	0	0	0	0
	<u>Out</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Weekday PM Peak Hour</b>	In	24	0	0	24
	<u>Out</u>	<u>24</u>	<u>0</u>	<u>0</u>	<u>24</u>
	<b>Total</b>	<b>48</b>	<b>0</b>	<b>0</b>	<b>48</b>
<b>Weekday Daily</b>	In	240	10	2	252
	<u>Out</u>	<u>240</u>	<u>10</u>	<u>2</u>	<u>252</u>
	<b>Total</b>	<b>480</b>	<b>20</b>	<b>4</b>	<b>504</b>
<b>Saturday Midday Peak Hour</b>	In	24	0	0	24
	<u>Out</u>	<u>24</u>	<u>0</u>	<u>0</u>	<u>24</u>
	<b>Total</b>	<b>48</b>	<b>0</b>	<b>0</b>	<b>48</b>

#### Café and Arts Space – ITE Estimates

Trip estimates for the proposed café retail space were calculated using the *Trip Generation Manual (10<sup>th</sup> Edition)*, published by the Institute of Transportation Engineers (ITE) in 2017. The *Trip Generation Manual* includes a land use for a coffee/donut shop without a drive-through (LUC 936) and an arts and crafts location (LUC 879). Although the arts/creative use space will be more for artists to showcase their work and a potentially meeting place for the community, this land use provides the most accurate description of what this land use will become.

The base trips were then combined with the census tract data, as previously explained, and credit was taken for pass-by trips. Pass-by trips are vehicle-trips that are already on the roadway and will not be new to the roadway network. Per the City of Somerville *TIS Guidelines*, a pass-by rate of 25% was utilized.

Based on the ITE trip generation rates, combined with the census data and taking credit for pass-by trips, it is estimated that the facility will generate approximately 56 vehicle-trips during the Weekday AM peak hour, 20 vehicle-trips during the Weekday PM peak hour, and 34 vehicle-trips during the Saturday Midday peak hour. Table 3.1-2 summarizes the trip generation, with further calculations provided in Appendix D. The census data is summarized in Section 3.1.2.

Table 3.1-2: Retail Trip Generation Calculations (Per ITE)

	Weekday AM Peak Hour	Weekday PM Peak Hour	Weekday Daily	Sat. Midday Peak Hour
Unadjusted Trips (per ITE)	163	61	N/A	96
Total Person-Trips	163	61	N/A	96
Adj. Vehicle-Trips (per Census Data)	74	27	N/A	43
Pass-By Vehicle-Trips (25% Reduction)	19	7	N/A	11
<b>Adj. Total Vehicle-Trips</b>	<b>55</b>	<b>20</b>	<b>N/A</b>	<b>32</b>
Entering Vehicle-Trips	31	10	N/A	16
Exiting Vehicle-Trips	24	10	N/A	16
Total Public Transportation Trips	55	21	N/A	33
Total Bicycle Trips	8	3	N/A	5
Total Walking Trips	26	10	N/A	16

### 3.1.2 Travel Mode Shares

Trip Generation rates set forth by the ITE are typically based on data from suburban developments with no nearby transit service and no appreciable share of people walking or bicycling to or from the site. If a project is in an area with transit service or a substantial share of trips are made by bicycle or on foot, these non-vehicle trips should be estimated and deducted to get the predicted vehicle volume. The proposed Project is in Census Tract 3503.

Commuting characteristics were analyzed from the 2015 to 2019 American Community Survey 5-Year Estimates. The data was adjusted to distribute “Other” and “Work at Home” trips to “Walking” trips as it is assumed that any resident of the census tract working from home will walk to the site. Based on the adjusted data, 44.9% of residents use a vehicle, 34.2% of residents use public transportation, 4.8% of residents bike, and 16.2% of residents walk. Table 3.1-3 shows the adjusted US Census mode share data used.

Table 3.1-3: Mode Split Percentages

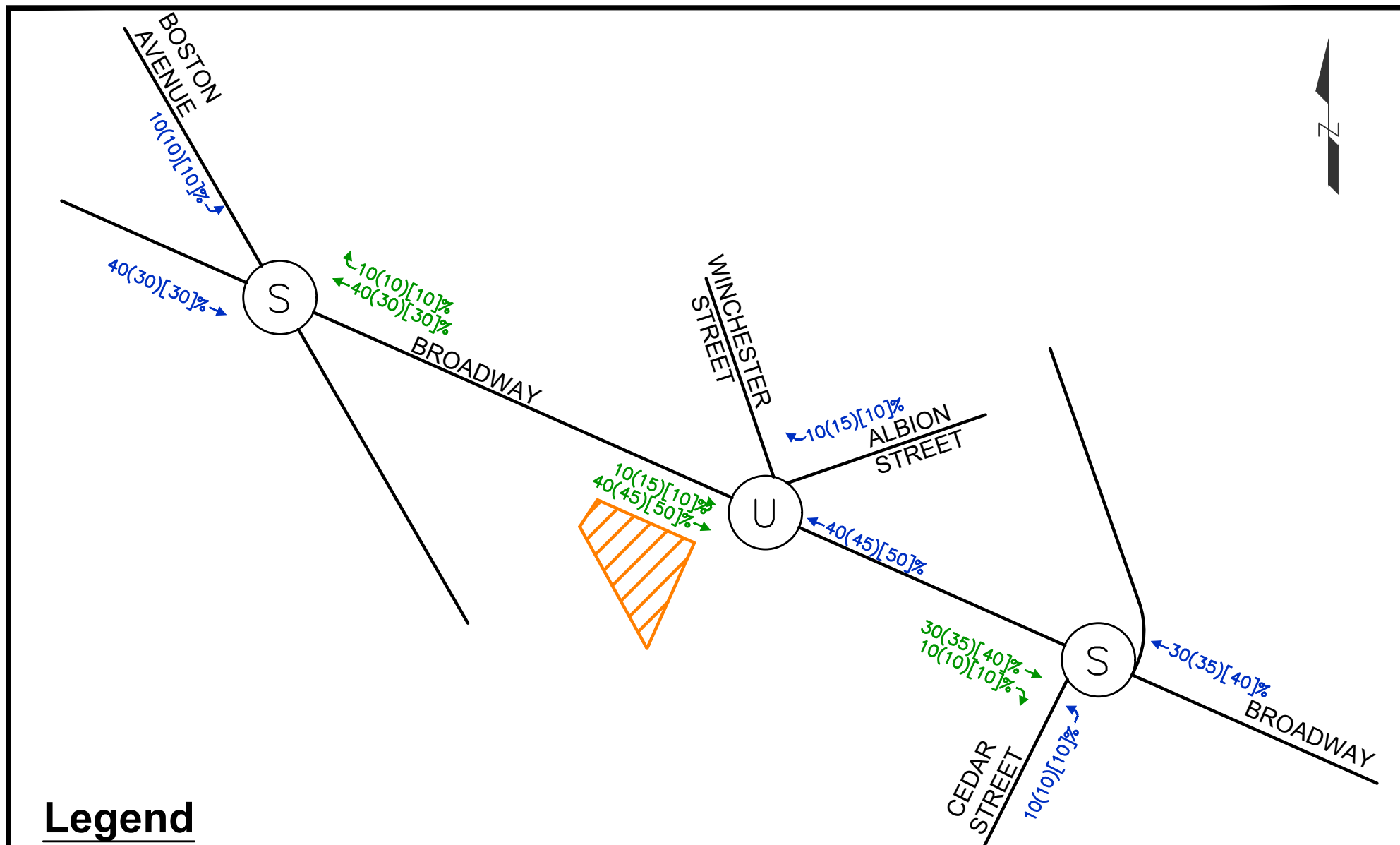
MEANS OF TRANSPORTATION TO WORK	Census Tract 3503	Adjusted Numbers	Percentage Used
Car, truck, or van	982	<b>982</b>	<b>44.9%</b>
Drove alone	853	<b>982</b>	<b>44.9%</b>
Carpooled:	129	<b>0</b>	<b>0.0%</b>
In 2-person carpool	120	<b>0</b>	<b>0.0%</b>
In 3-person carpool	9	<b>0</b>	<b>0.0%</b>
In 4 person carpool	0	<b>0</b>	<b>0.0%</b>
Public transportation	749	<b>749</b>	<b>34.2%</b>
Bicycle	104	<b>104</b>	<b>4.8%</b>
Walked	206	<b>354</b>	<b>16.2%</b>
Other means	11	<b>0</b>	<b>0.0%</b>
Worked at home	137	<b>0</b>	<b>0.0%</b>

### 3.1.3 Project Trip Distribution

Trip distribution patterns were estimated for site-generated vehicle-trips both to and from the Project site and study area. After the development of the site, vehicle-trips to and from the site will be able to access the site via Broadway.

Trip distribution patterns were estimated for site-generated vehicle-trips both to and from the Project site based mainly on the collected traffic data and most logical routes to and from the site.

The peak hour trip distributions are shown in Figure 3.1.1 and the site-generated vehicle-trips are shown in Figure 3.1.2. The site-generated vehicle-trips were combined with the Existing conditions traffic volumes to calculate the 2022 Build Conditions traffic volumes used for future analysis and are shown in Figures 3.1.3 to 3.1.5.



## Legend

XX(YY)[ZZ]% → Weekday AM(Weekday PM)Saturday Midday Peak Hour Trip Distribution - Entering Vehicle-Trips

XX(YY)[ZZ]% → Weekday AM(Weekday PM)Saturday Midday Peak Hour Trip Distribution - Exiting Vehicle-Trips

S = Signalized Intersection; U = Unsignalized Intersection  = Project Site

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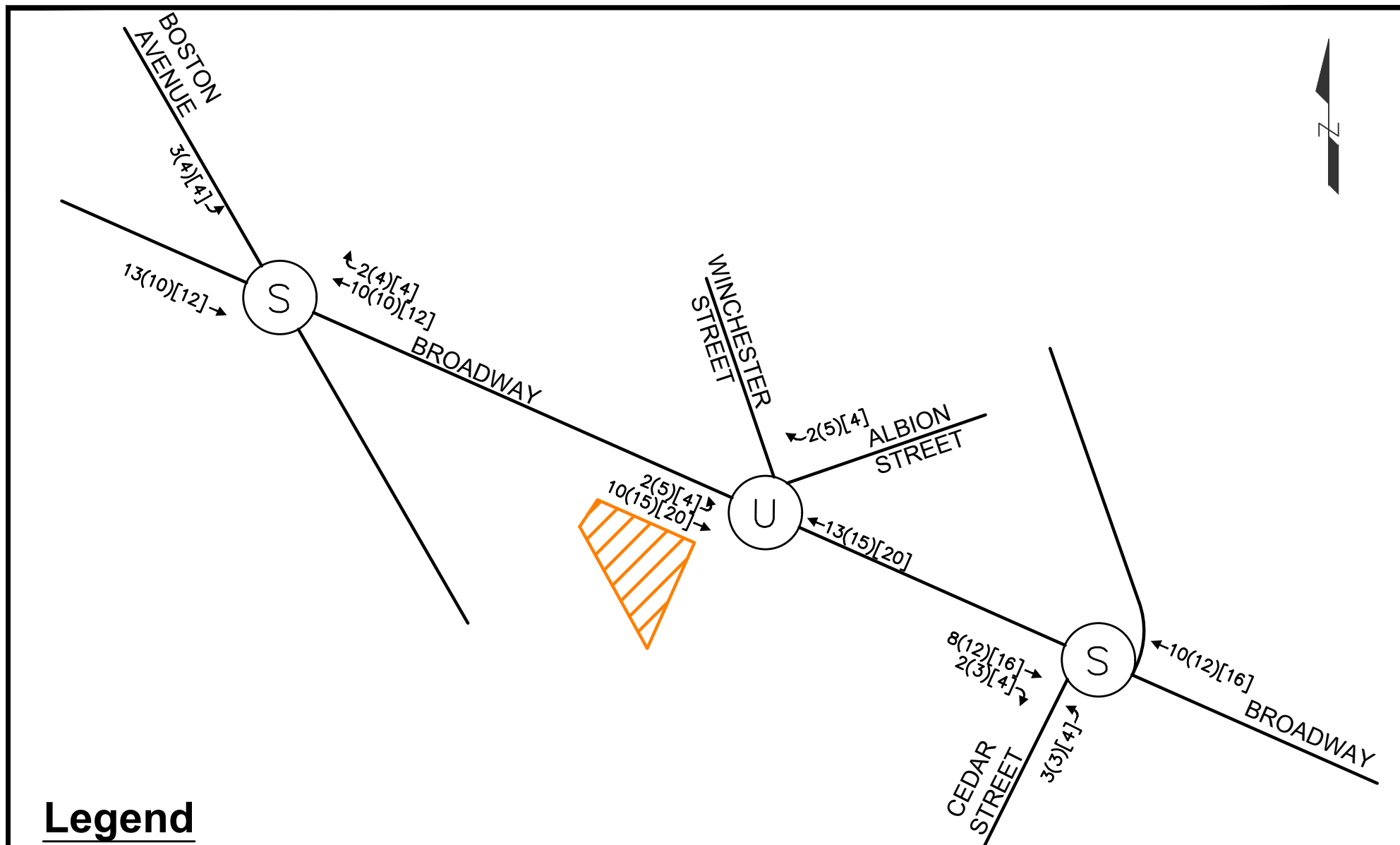
620 BROADWAY  
SOMERVILLE, MA

Peak Hour Trip  
Distribution

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SCALE: N.T.S. FIGURE 3.1.1



## Legend

XX(YY)[ZZ] → Weekday AM(Weekday PM)[Saturday Midday]  
Peak Hour Site-Generated Vehicle-Trips

S = Signalized Intersection; U = Unsignalized Intersection  = Project Site

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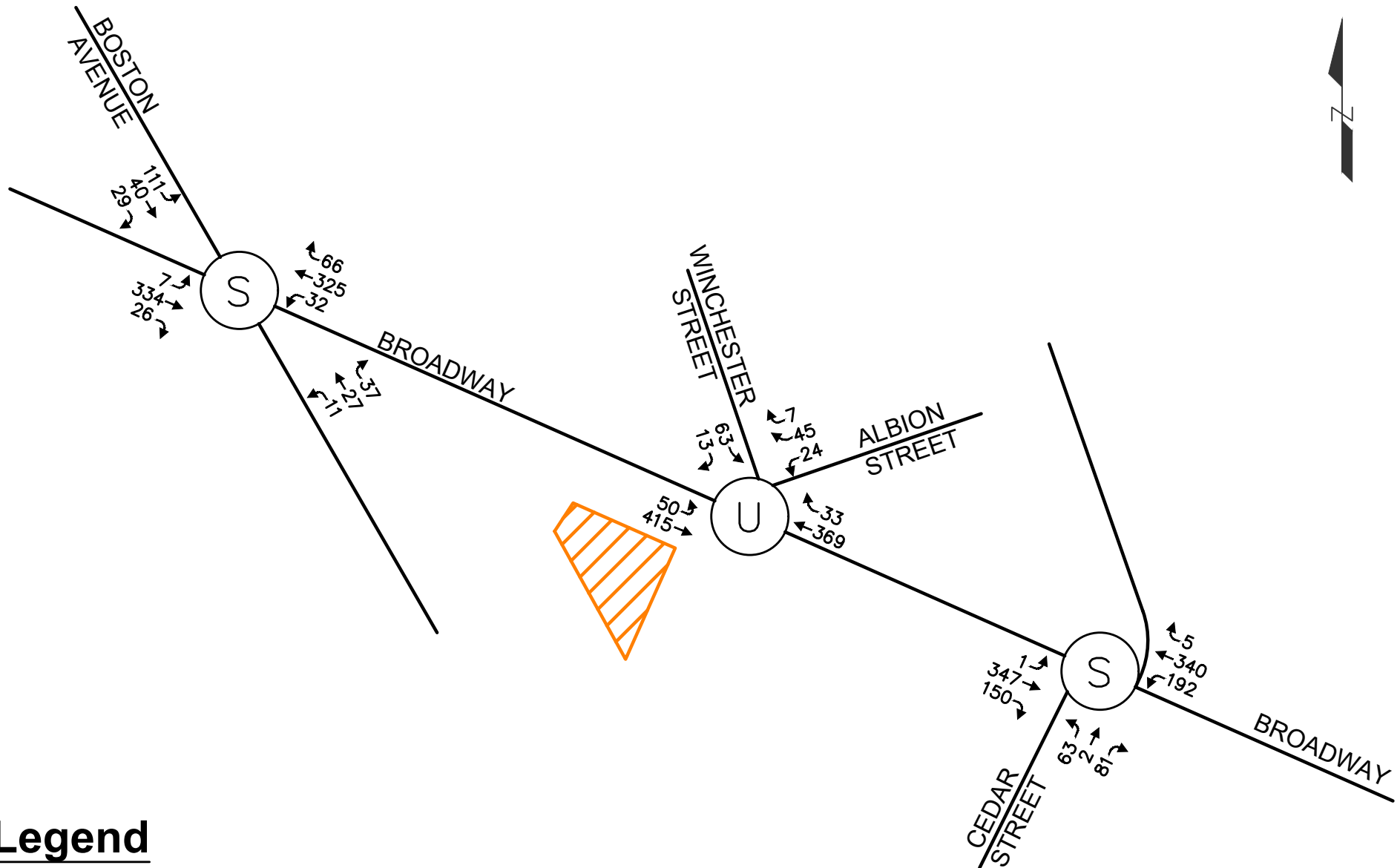
620 BROADWAY  
SOMERVILLE, MA

Peak Hour  
Site-Generated  
Vehicle-Trips

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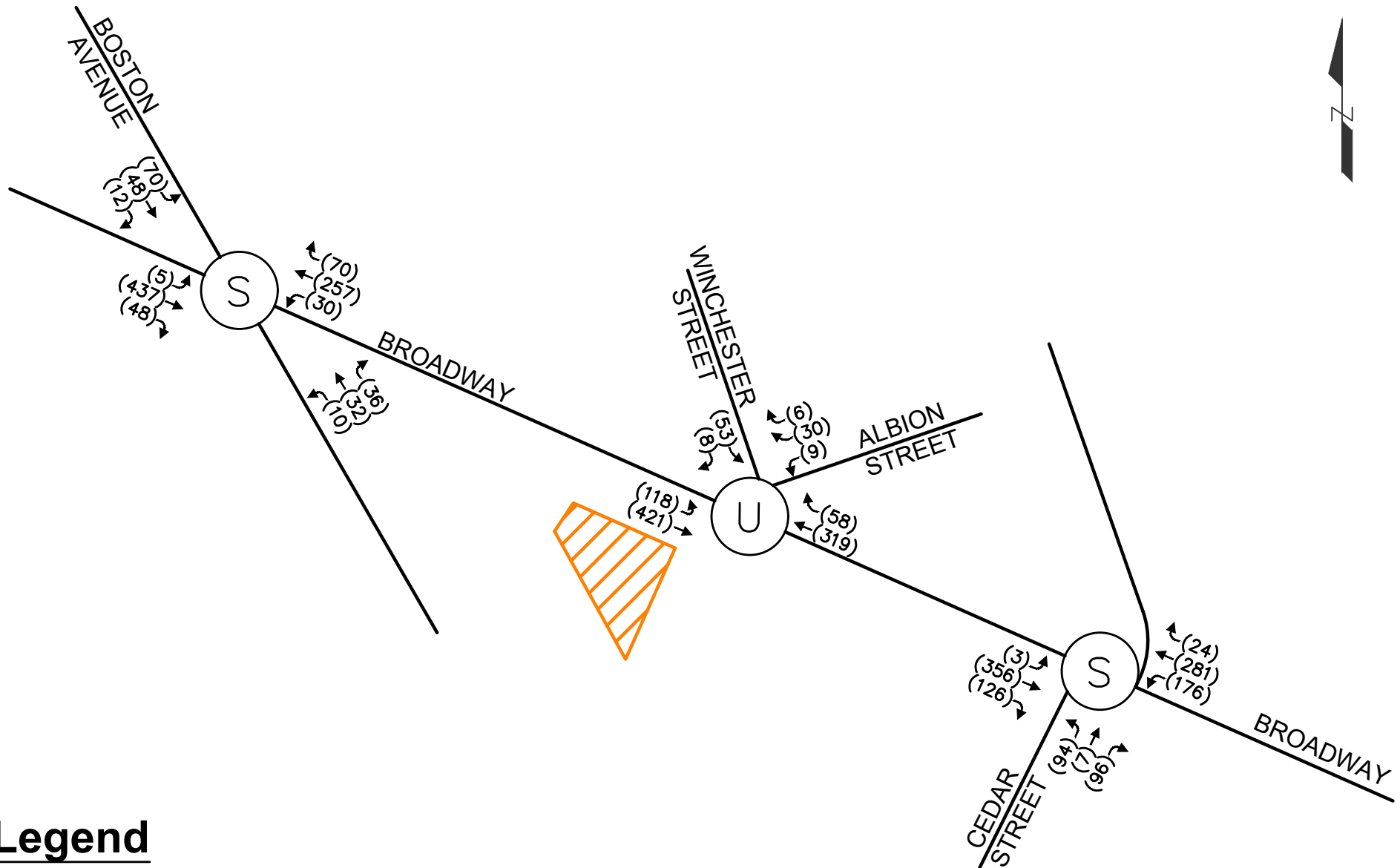
2022 Build Weekday AM  
Peak Hour Traffic  
Volumes

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DATE: MAY 2022

SCALE: N.T.S. | FIGURE 3.1.3





## Legend

(YY) → 2022 Build Weekday PM Peak Hour Traffic Volumes

Note: Imbalances due to numerous side streets, parking areas, and curb cuts not shown

S = Signalized Intersection; U = Unsignalized Intersection  = Project Site

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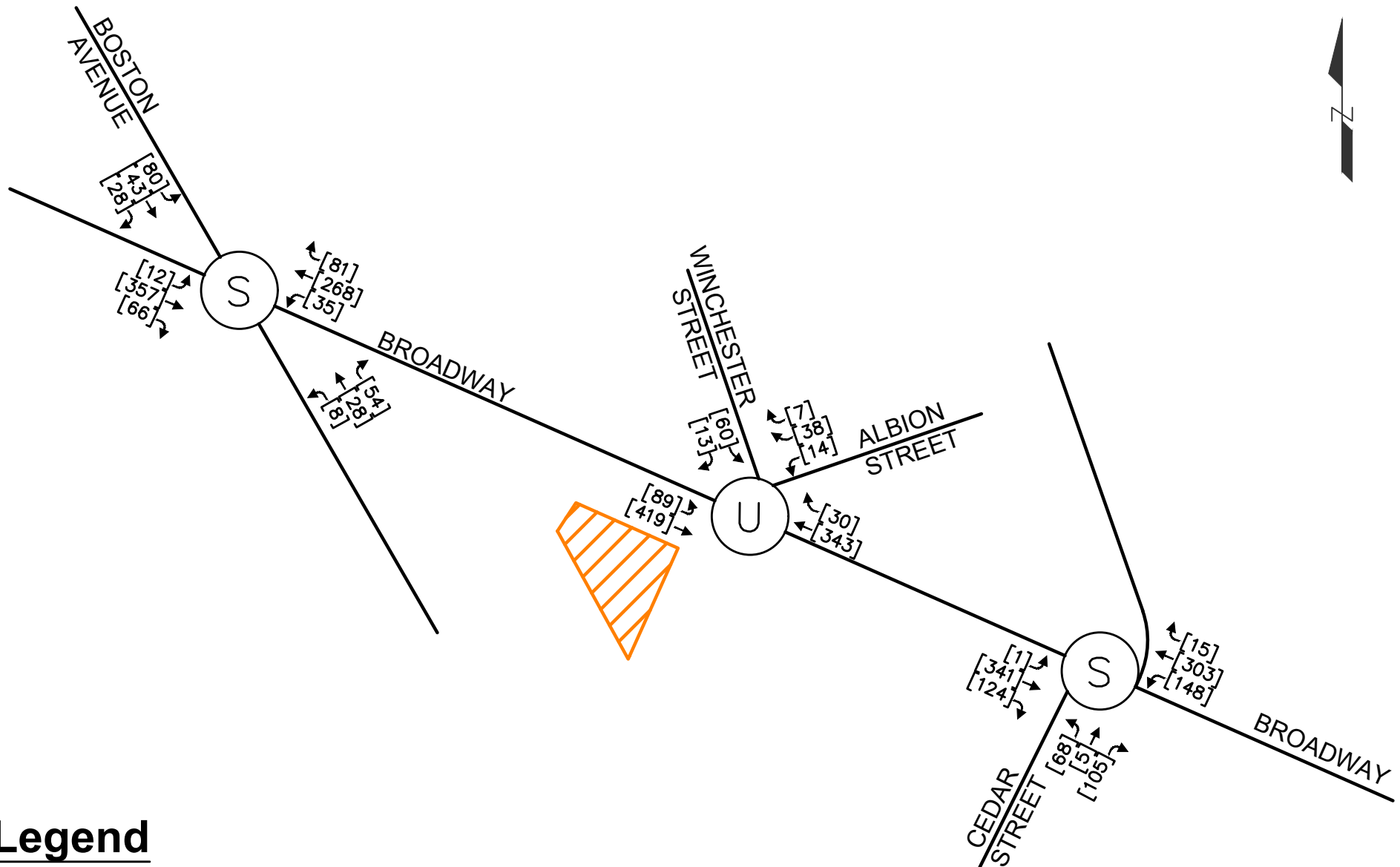
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SOMERVILLE, MA

2022 Build Weekday PM  
Peak Hour Traffic  
Volumes

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SCALE: N.T.S. | FIGURE 3.1.4



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620 BROADWAY  
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2022 Build Saturday  
 Midday Peak Hour  
 Traffic Volumes

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SCALE: N.T.S. | FIGURE 3.1.5

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### 3.1.4 2022 Build Conditions Vehicle Analysis

The study intersections were analyzed for Build Conditions peak hour traffic during the Weekday AM, Weekday PM, and Saturday Midday peak hours. For all study intersections, existing traffic control and lane configuration were maintained during the Build Conditions analysis. The results of this analysis are shown in Table 3.1-4. Compared with Table 2.3-2, Table 3.1-4 illustrates minimal changes in delay. There is one (1) movement that changes in level of service, the southeasterly movement from Winchester Street to Broadway (during both the Weekday PM and Saturday Midday peak hours). Although the level of service declines during these peak hours, the increases of delay are minimal – 1.8 seconds per vehicle (Weekday PM) and 2.1 seconds per vehicle (Saturday Midday). Although the vehicle delay will be higher due to higher volumes, this intersection has recently been reconstructed to provide shorter pedestrian crossings and a median island, designed to decrease vehicle speeds to increase pedestrian and bicycle safety. As such, no additional mitigation is warranted to accommodate the proposed vehicle-trips. Detailed capacity analysis worksheets are included in Appendix E.

**Table 3.1-4: 2022 Build Conditions Level of Service**

ID	Roadway	Movement	2022 BuildConditions											
			Weekday AM Peak Hour				Weekday PM Peak Hour				Saturday Midday Peak Hour			
			v/c <sup>1</sup>	Delay <sup>2</sup>	LOS <sup>3</sup>	Queue <sup>4</sup>	v/c <sup>1</sup>	Delay <sup>2</sup>	LOS <sup>3</sup>	Queue <sup>4</sup>	v/c <sup>1</sup>	Delay <sup>2</sup>	LOS <sup>3</sup>	Queue <sup>4</sup>
1	Broadway at	EB LTR	0.61	28.7	C	195 / 294	0.82	37.4	D	252 / 424	0.76	33.0	C	219 / 348
		WB LTR	0.71	32.4	C	226 / 343	0.68	29.3	C	171 / 272	0.77	34.3	C	202 / 299
	Boston Avenue	NB LTR	0.15	12.2	B	19 / 45	0.16	12.2	B	19 / 46	0.19	10.4	B	18 / 47
		SB LTR	0.44	24.7	C	97 / 137	0.38	22.5	C	75 / 89	0.41	22.3	C	79 / 103
	Overall			28.0	C			30.4	C			29.6	C	
2*	Broadway at	EB	0.05	1.5	A	0 / 4	0.12	3.1	A	0 / 10	0.09	2.5	A	0 / 8
		WB	0.27	0.0	A	0 / 0	0.27	0.0	A	0 / 0	0.26	0.0	A	0 / 0
	Albion Street and Winchester Street	SWB	0.19	13.4	B	0 / 17	0.13	14.6	B	0 / 11	0.15	14.8	B	0 / 13
		SEB	0.29	17.4	C	0 / 30	0.31	26.2	D	0 / 32	0.39	25.9	D	0 / 44
	Overall			--	--			--	--			--	--	
3	Broadway at	EB T	0.77	41.7	D	218 / 304	0.38	25.5	C	218 / 346	0.40	24.1	C	228 / 348
		EB R	0.34	11.8	B	25 / 69	0.16	11.9	B	33 / 82	0.18	11.7	B	38 / 85
		WB L	0.71	29.7	C	81 / 120	0.35	14.0	B	82 / 129	0.31	12.9	B	64 / 107
		WB T	0.48	19.8	B	161 / 216	0.27	13.7	B	140 / 206	0.29	13.2	B	144 / 219
	Cedar Street	NB LR	0.48	26.2	C	49 / 111	0.80	79.2	E	182 / 278	0.76	69.9	E	153 / 241
	Overall			27.6	C			28.0	C			25.1	C	

1 v/c = volume to capacity ratio; 2 Delay = average delay in seconds per vehicle; 3 LOS = Level of Service; 4 Queue = 50<sup>th</sup>/95<sup>th</sup> percentile queue length (if only one queue length is shown, it is the 95<sup>th</sup> percentile queue length). Queue shown is maximum after two cycles; R = right-turn movement, L = left-turn movement, T = through movement; WB = westbound, EB = eastbound, SB = southbound, NB = northbound, SEB = southeasterly, SWB = southwesterly; \* = Unsignalized Intersection

### 3.1.5 2022 Build Conditions Pedestrian and Bicycle Analysis

Neither the pedestrian nor bicycle facilities along the study roadways are expected to change as a result of this project. As such, there is no pedestrian or bicycle analysis needed.

### 3.2 2027 Design Year Build Conditions

Traffic volumes in the study area were projected to the year 2027, which reflects a five-year planning horizon from the existing year 2022, consistent with City of Somerville *TIS Guidelines*. The traffic conditions for the year 2027 were examined in combination with proposed Project vehicle-trips, including all existing and new traffic.

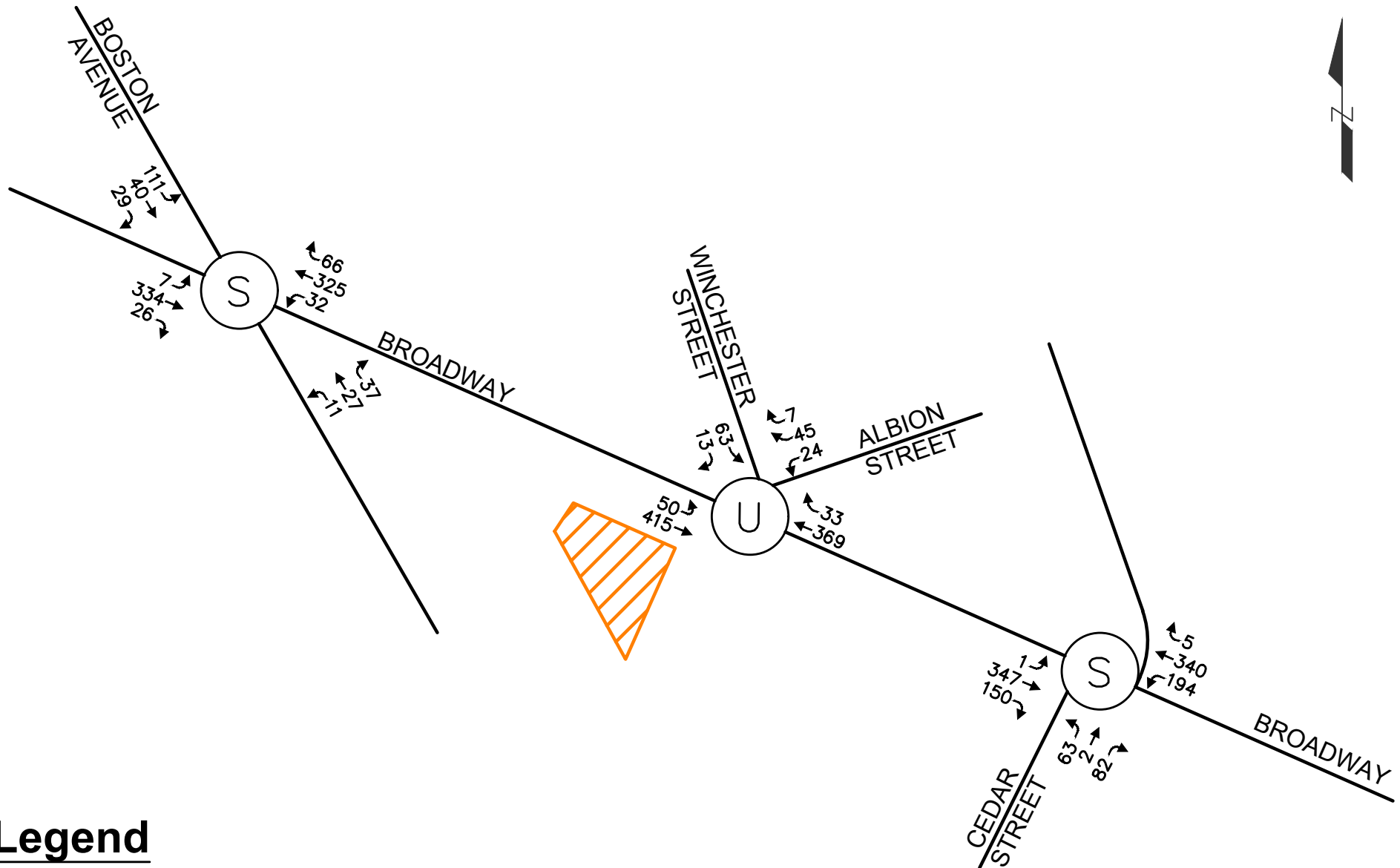
Traffic growth on the local roadway network results from multiple factors, most notably land development in the immediate area and growth in the surrounding region. Two techniques are typically used in combination to estimate this growth. The first technique identifies planned and permitted developments in the vicinity of the study area and assigns estimated traffic generated by the proposed developments to the study area network. The second technique applies an annual percentage increase in traffic growth to all traffic volumes under study. This practice accounts for traffic growth due to regional developments beyond the study area or developments that may be proposed but are not yet permitted. The 2027 Design Year Build Conditions traffic volumes for this study are shown in Figures 3.2.1, 3.2.2, and 3.2.3.

#### 3.2.1 Background Development Projects

GM2 contacted the City of Somerville Planning Department to determine if there are any upcoming projects in the area will have an impact on the traffic network. It was determined that there are no projects that will add traffic to the study intersections.

#### 3.2.2 Background Growth Rate

Based on *TIS Guidelines*, the City of Somerville allows for an annual traffic growth rate. A 0.25 percent compounded annual growth rate for vehicles was used to provide a conservative projection. The 0.25 percent annual growth rate was chosen due to the likelihood of additional development projects in the area over the next few years. The growth rate was applied to project traffic volumes to a five-year design horizon to the year 2027.



## Legend

XX → 2027 Design Year Build Weekday AM Peak Hour Traffic Volumes

Note: Imbalances due to numerous side streets, parking areas, and curb cuts not shown

S = Signalized Intersection; U = Unsignalized Intersection  = Project Site

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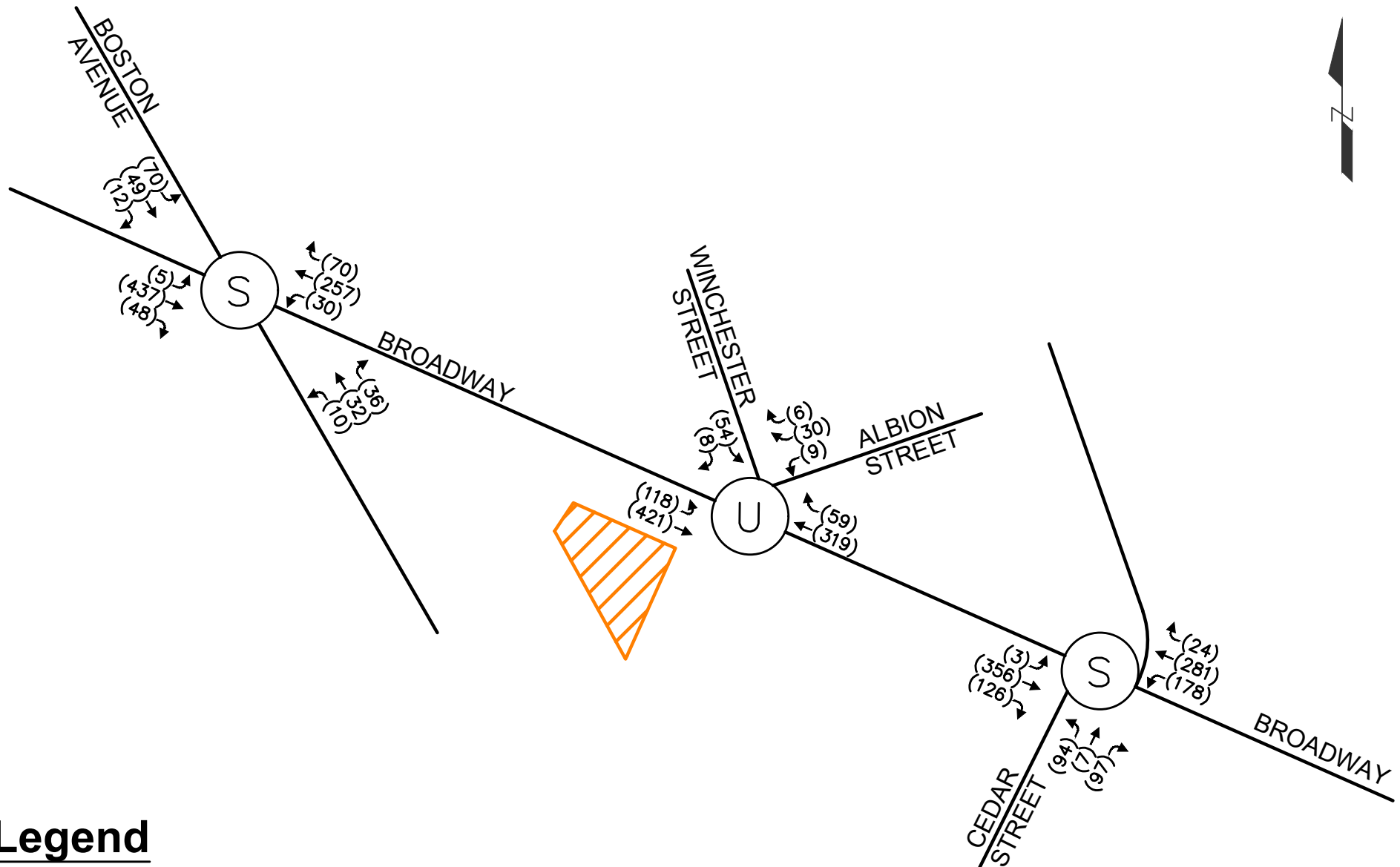
620 BROADWAY  
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2027 Design Year Build  
Weekday AM Peak Hour  
Traffic Volumes

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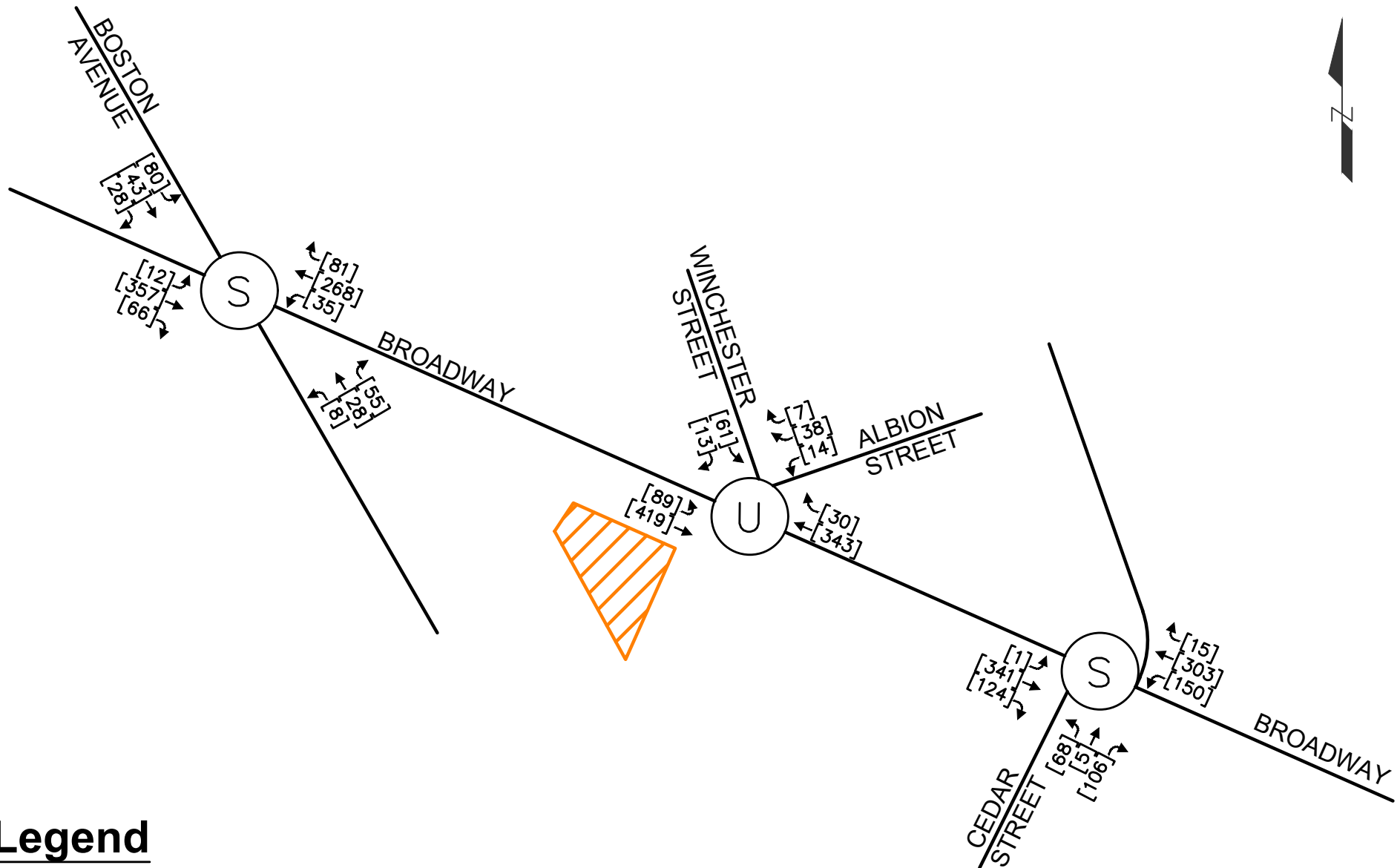
2027 Design Year Build  
Weekday PM Peak Hour  
Traffic Volumes

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SCALE: N.T.S. | FIGURE 3.2.2





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BOTANICA, LLC  
SOMERVILLE, MA

620 BROADWAY  
SOMERVILLE, MA

2027 Design Year Build  
Saturday Midday Peak  
Hour Traffic Volumes

GM2 PROJECT: 40853.00

DATE: MAY 2022

SCALE: N.T.S. | FIGURE 3.2.3

### 3.2.3 2027 Design Year Build Conditions Vehicle Analysis

The study intersections were analyzed for 2027 Design Year Build peak hour traffic conditions during the Weekday AM, Weekday PM, and Saturday Midday peak hours. For each study intersection, the existing lane configurations and existing traffic controls were maintained. As expected, given the increase in trips due to the background growth rate, some of the movements and overall intersections experience an increase in delay going from the 2022 Build scenario to 2027 Design Year Build scenario. The results of this analysis are shown in Table 3.2-1. Detailed capacity analysis worksheets are included in Appendix E.

**Table 3.2-1: 2027 Design Year Build Conditions Level of Service**

ID	Roadway	Movement	2027 Design Year Build Conditions											
			Weekday AM Peak Hour				Weekday PM Peak Hour				Saturday Midday Peak Hour			
			v/c <sup>1</sup>	Delay <sup>2</sup>	LOS <sup>3</sup>	Queue <sup>4</sup>	v/c <sup>1</sup>	Delay <sup>2</sup>	LOS <sup>3</sup>	Queue <sup>4</sup>	v/c <sup>1</sup>	Delay <sup>2</sup>	LOS <sup>3</sup>	Queue <sup>4</sup>
1	Broadway at	EB LTR	0.61	28.7	C	195 / 294	0.82	37.4	D	252 / 424	0.76	33.0	C	219 / 348
		WB LTR	0.71	32.4	C	226 / 343	0.68	29.3	C	171 / 272	0.77	34.3	C	202 / 299
	Boston Avenue	NB LTR	0.15	12.2	B	19 / 45	0.16	12.2	B	19 / 46	0.19	10.3	B	18 / 47
		SB LTR	0.44	24.7	C	97 / 137	0.38	22.5	C	75 / 90	0.41	22.3	C	79 / 103
	<b>Overall</b>			<b>28.0</b>	<b>C</b>			<b>30.4</b>	<b>C</b>			<b>29.5</b>	<b>C</b>	
2*	Broadway at	EB	0.05	1.5	A	0 / 4	0.12	3.1	A	0 / 10	0.09	2.5	A	0 / 8
		WB	0.27	0.0	A	0 / 0	0.27	0.0	A	0 / 0	0.26	0.0	A	0 / 0
	Albion Street and Winchester Street	SWB	0.19	13.4	B	0 / 17	0.13	14.7	B	0 / 11	0.15	14.8	B	0 / 13
		SEB	0.29	17.4	C	0 / 30	0.31	26.3	D	0 / 32	0.39	25.9	D	0 / 44
	<b>Overall</b>			--	--			--	--			--	--	
3	Broadway at	EB T	0.77	41.7	D	218 / 304	0.38	25.6	C	219 / 347	0.40	24.1	C	228 / 349
		EB R	0.35	11.8	B	25 / 69	0.16	11.9	B	33 / 82	0.18	11.7	B	38 / 85
		WB L	0.72	30.3	C	82 / 122	0.36	14.1	B	83 / 130	0.31	12.9	B	64 / 109
		WB T	0.48	19.8	B	161 / 216	0.27	13.7	B	140 / 206	0.29	13.2	B	144 / 220
	Cedar Street	NB LR	0.48	26.1	C	49 / 110	0.80	79.5	E	184 / 280	0.76	69.5	E	153 / 242
	<b>Overall</b>			<b>27.7</b>	<b>C</b>			<b>28.1</b>	<b>C</b>			<b>25.1</b>	<b>C</b>	

1 v/c = volume to capacity ratio; 2 Delay = average delay in seconds per vehicle; 3 LOS = Level of Service; 4 Queue = 50<sup>th</sup>/95<sup>th</sup> percentile queue length (if only one queue length is shown, it is the 95<sup>th</sup> percentile queue length). Queue shown is maximum after two cycles; R = right-turn movement, L = left-turn movement, T = through movement; WB = westbound, EB = eastbound, SB = southbound, NB = northbound, SEB = southeasterly, SWB = southwesterly; \* = Unsignalized Intersection

### 3.3 Future Transit Analysis

There are currently five (5) separate MBTA bus routes and a future Green Line Station located within ½-mile of the Project site. With the expected non-vehicular trip generation percentage of approximately 55%, the Project is expected to generate approximately 92 public transportation trips during the Weekday AM Peak Hour, 83 trips during the Weekday PM Peak Hour, and 102 trips during the Saturday Midday Peak Hour (not discounting for any walking or bicycling trips). Many of these trips will be spread out over the entire public transportation system. Additionally, many of these trips, even during the same peak hour, would likely be on separate buses even if on the same route, given the available headways during the peak hours and weekdays. Therefore, it is expected that the existing bus routes and future Green Line station will be able to accommodate the public transportation trips generated by the Project.

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## 4. TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) refers to measures that can be put in place to minimize or lessen the impact of vehicular traffic to an area. Given the dispensary's proximity to MBTA bus routes and the future Ball Square Station, as well as Somerville's already low levels of automobile use, the dispensary is an excellent candidate for the implementation of TDM. The most important objective in implementing a TDM is to provide appropriate and feasible alternatives to the single-occupant motor vehicle as the principal mode of travel to and from the site. A broad range of TDM strategies and tools are available. The Proponent is committed to implementing a TDM plan that includes tools and measurements, the extent of which will comply with the proposed land use and the geographic context.

### 4.1 TDM Measures

To limit the number of vehicle-trips that the site is expected to generate and reduce the number of vehicle-trips over time, the Proponent will promote transit accessibility, walk-ability, and bike-ability to employees. With the future Green Line Station at Ball Square, as well as the multiple bus routes and bicycle access, emphasis will be placed on using these alternative modes of transportation instead of driving to the site. These commitments are summarized below:

- New ADA-compliant sidewalk along site frontage.
- New short-term bicycle parking in front of the site.
- New long-term bicycle parking for employees
- Botanica to provide MBTA passes to full time Botanica employees.
- Posting real time transit information.
- Annual Travel Surveys as defined in the Mobility Management Plan submittal requirements set forth by the City of Somerville.



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## 5. CONCLUSION

This Transportation Impact Study was prepared to analyze the potential impact of the development Project at 620 Broadway in Somerville on vehicle and pedestrian operations in the area.

From a safety perspective, recent data shows the study intersections are relatively safe. Although two (2) intersections had crashes that involved a pedestrian resulting in injury, the crash involving the pedestrian at the intersection of Broadway at Winchester Street and Albion Street occurred prior to the intersection improvements, which include new crosswalk and roadway striping. Additionally, there were zero (0) reported fatal crashes, suggesting that conflicts between vehicles as well as vehicles and non-motorists are low speed. As such, the intersections will be able to handle the increased pedestrian and bicycle traffic generated by the Project site, and there are no safety issues that need to be mitigated as part of this Project.

Trip generation was calculated using the *ITE Trip Generation Manual* in combination with estimated employee/customer/delivery trips and the 2015-2019 American Community Survey (ACS) 5-year estimates for Means of Transportation to Work in Census Tract 3503, as approved by the City of Somerville. It is expected that the site will generate 55 vehicle-trips during the Weekday AM peak hour, 68 vehicle-trips during the Weekday PM peak hour, and 80 vehicle-trips during the Saturday Midday peak hour. The calculations account for an approximate 55% reduction for non-vehicular residential trips. These vehicle-trips do not take into account for a reduction in vehicle-trips from the previous use of the site, thus presenting a more conservative analysis of the potential impact of the proposed mixed-use development.

Capacity analyses were performed for the study intersections for the Weekday AM, Weekday PM, and Saturday Midday peak hours. Analyses were carried out for 2022 Existing, 2022 Build, and 2027 Design Year Build conditions. The project-related vehicle-trips are expected to have minimum impact to the surrounding traffic network.

Based on the results of these analyses, GM2 believes that the proposed development at 620 Broadway will not have significant impact on traffic operations in Somerville, Massachusetts.

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# *APPENDICES*

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**APPENDIX A - TRAFFIC DATA**

**APPENDIX A.1 – 2022 TRAFFIC DATA**

**APPENDIX B - SAFETY ANALYSIS**

**APPENDIX C - PUBLIC TRANSIT**

**APPENDIX C.1 – MBTA BUS ROUTES**

**APPENDIX C.2 – FUTURE GREEN LINE STATION**

**APPENDIX D – TRIP GENERATION**

**APPENDIX E - INTERSECTION CAPACITY ANALYSES**

**APPENDIX E.1 – 2022 EXISTING ANALYSIS**

**APPENDIX E.2 – 2022 BUILD ANALYSIS**

**APPENDIX E.3 – 2027 DESIGN YEAR BUILD ANALYSIS**

**APPENDIX F - PEDESTRIAN ANALYSIS**

## *APPENDIX A – TRAFFIC DATA*

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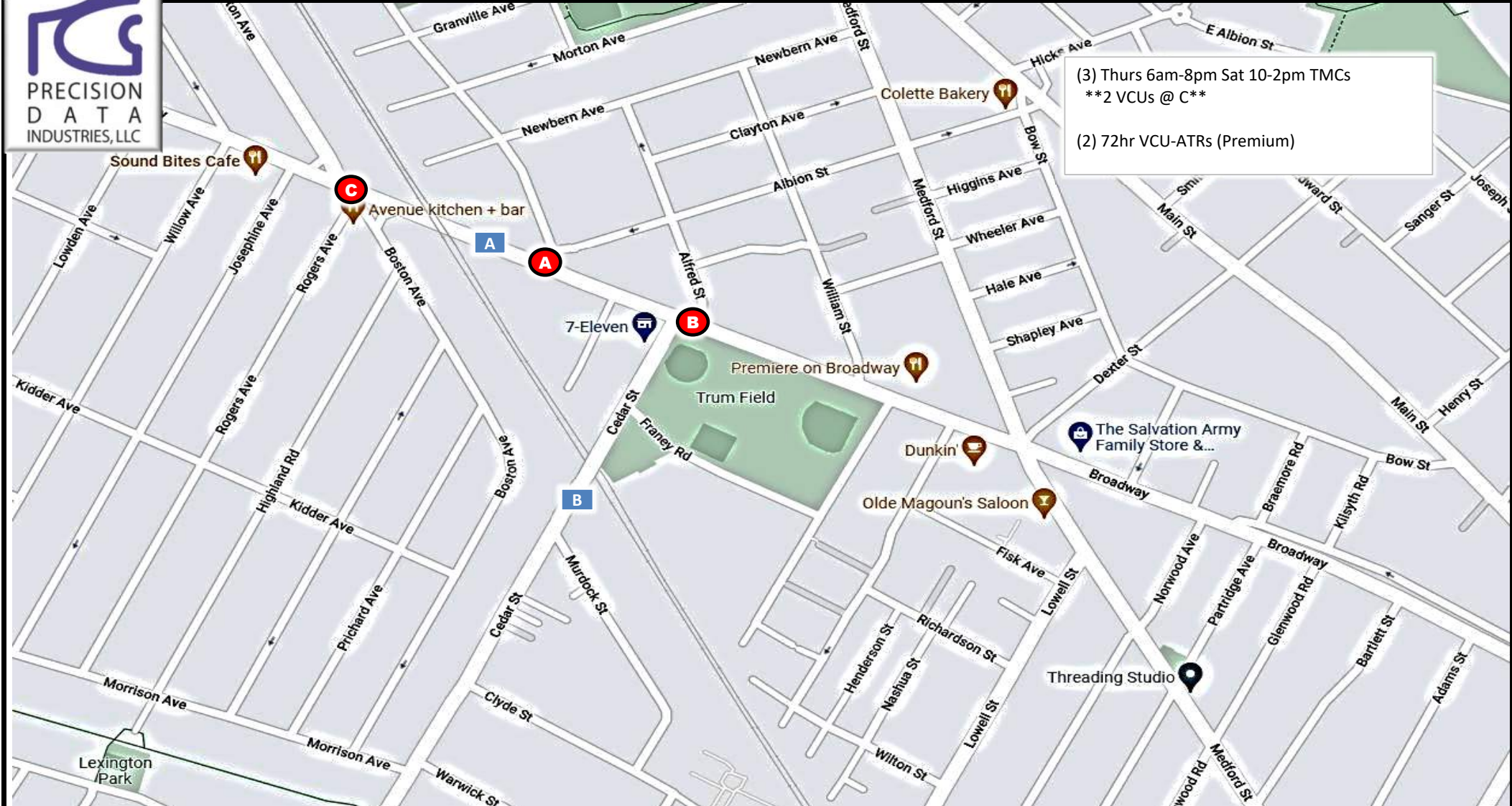
## *APPENDIX A.1 – 2022 TRAFFIC DATA*

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## Location Map: 228516 Somerville, MA

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



Client:  
GM2

Engineer:  
S. Siragusa

Site Code:  
TBA

Date:  
Thurs 4/7/22-Sat 4/9/22

PDI Job #  
228516

City, State:  
Somerville, MA

**Broadway (near # 643)**  
**east of Bridge**  
**City, State: Somerville, MA**  
**Client: GM2/ S. Siragusa**  
**Site Code: TBA**



**PDI File #: 228516 ATR-A**

**Count Date: Thursday, April 7, 2022**  
**Direction: EB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	2	0	18	1	0	0	21
12:15 AM	0	0	17	0	0	0	17
12:30 AM	0	0	12	0	0	0	12
12:45 AM	0	0	6	2	0	0	8
1:00 AM	0	1	4	0	0	0	5
1:15 AM	0	0	7	1	0	0	8
1:30 AM	0	0	10	3	0	0	13
1:45 AM	0	0	3	0	1	0	4
2:00 AM	0	0	3	0	0	0	3
2:15 AM	0	0	6	0	0	0	6
2:30 AM	0	0	5	0	1	0	6
2:45 AM	0	0	1	0	0	0	1
3:00 AM	0	0	3	0	0	0	3
3:15 AM	0	0	2	0	0	0	2
3:30 AM	0	0	7	0	0	0	7
3:45 AM	0	0	2	0	0	0	2
4:00 AM	0	0	7	0	0	0	7
4:15 AM	0	0	6	1	0	1	8
4:30 AM	1	0	3	1	0	0	5
4:45 AM	0	0	5	0	0	0	5
5:00 AM	0	0	13	3	0	0	16
5:15 AM	0	0	15	1	1	0	17
5:30 AM	0	0	18	2	1	0	21
5:45 AM	0	1	20	1	0	0	22
6:00 AM	0	0	32	2	0	0	34
6:15 AM	0	2	35	2	1	0	40
6:30 AM	1	0	51	2	0	0	54
6:45 AM	0	0	69	3	0	0	72
7:00 AM	0	0	82	4	2	0	88
7:15 AM	0	0	100	5	1	0	106
7:30 AM	2	1	104	3	4	0	114
7:45 AM	1	0	113	2	1	0	117
8:00 AM	0	1	123	2	4	0	130
8:15 AM	1	0	95	3	4	1	104
8:30 AM	1	1	123	2	5	0	132
8:45 AM	0	0	100	6	2	0	108
9:00 AM	0	0	99	2	1	0	102
9:15 AM	4	0	119	2	2	0	127
9:30 AM	2	0	97	3	1	0	103
9:45 AM	0	0	81	2	1	0	84
10:00 AM	0	0	75	2	2	1	80
10:15 AM	1	0	54	1	3	1	60
10:30 AM	0	0	78	0	4	0	82
10:45 AM	0	0	88	2	2	2	94
11:00 AM	0	0	63	1	4	0	68
11:15 AM	1	0	93	0	2	0	96
11:30 AM	0	0	81	2	7	0	90
11:45 AM	0	0	91	0	4	1	96

<b>AM Total</b>	<b>17</b>	<b>7</b>	<b>2239</b>	<b>69</b>	<b>61</b>	<b>7</b>	<b>2400</b>
<b>Percentage</b>	<b>0.71%</b>	<b>0.29%</b>	<b>93.29%</b>	<b>2.88%</b>	<b>2.54%</b>	<b>0.29%</b>	
<b>AM Peak</b>	<b>8:45 AM</b>	<b>5:30 AM</b>	<b>7:45 AM</b>	<b>6:45 AM</b>	<b>11:00 AM</b>	<b>10:00 AM</b>	<b>7:45 AM</b>
<b>Volume</b>	<b>6</b>	<b>3</b>	<b>454</b>	<b>15</b>	<b>17</b>	<b>4</b>	<b>483</b>

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	3	0	75	1	0	0	79
12:15 PM	1	0	102	2	5	0	110
12:30 PM	0	1	80	0	0	0	81
12:45 PM	0	0	106	2	2	2	112
1:00 PM	0	0	71	2	3	0	76
1:15 PM	0	0	91	2	6	1	100
1:30 PM	0	0	86	2	5	0	93
1:45 PM	2	0	89	0	2	0	93
2:00 PM	1	0	64	2	3	0	70
2:15 PM	1	0	103	1	5	0	110
2:30 PM	1	0	92	1	7	0	101
2:45 PM	1	1	121	2	3	0	128
3:00 PM	0	0	96	3	0	0	99
3:15 PM	0	0	99	3	0	0	102
3:30 PM	2	1	112	3	5	0	123
3:45 PM	2	0	115	2	0	0	119
4:00 PM	1	0	114	1	1	0	117
4:15 PM	1	1	92	3	2	0	99
4:30 PM	2	0	121	3	1	0	127
4:45 PM	3	0	122	0	1	0	126
5:00 PM	0	0	127	3	2	0	132
5:15 PM	3	0	127	2	1	0	133
5:30 PM	4	0	144	2	1	0	151
5:45 PM	3	1	130	2	0	0	136
6:00 PM	2	1	138	1	0	0	142
6:15 PM	1	0	119	1	3	0	124
6:30 PM	1	0	118	4	1	0	124
6:45 PM	5	0	113	3	0	0	121
7:00 PM	0	0	115	1	1	0	117
7:15 PM	0	0	75	5	0	0	80
7:30 PM	2	0	102	2	0	0	106
7:45 PM	0	0	88	1	1	0	90
8:00 PM	0	0	65	1	0	0	66
8:15 PM	4	0	80	0	0	0	84
8:30 PM	0	0	56	1	0	0	57
8:45 PM	0	0	64	1	0	0	65
9:00 PM	2	0	71	1	0	0	74
9:15 PM	1	0	54	0	0	0	55
9:30 PM	0	1	57	1	0	0	59
9:45 PM	3	1	49	2	0	0	55
10:00 PM	0	0	31	0	0	0	31
10:15 PM	1	0	36	0	0	0	37
10:30 PM	1	0	40	2	1	0	44
10:45 PM	1	0	30	1	0	0	32
11:00 PM	0	0	29	1	0	0	30
11:15 PM	1	0	25	1	0	0	27
11:30 PM	0	0	18	0	0	0	18
11:45 PM	0	0	27	0	0	0	27

<b>PM Total</b>	<b>56</b>	<b>8</b>	<b>4079</b>	<b>74</b>	<b>62</b>	<b>3</b>	<b>4282</b>
<b>Percentage</b>	<b>1.31%</b>	<b>0.19%</b>	<b>95.26%</b>	<b>1.73%</b>	<b>1.45%</b>	<b>0.07%</b>	
<b>PM Peak</b>	<b>5:15 PM</b>	<b>2:45 PM</b>	<b>5:15 PM</b>	<b>6:30 PM</b>	<b>2:00 PM</b>	<b>12:30 PM</b>	<b>5:15 PM</b>
<b>Volume</b>	<b>12</b>	<b>2</b>	<b>539</b>	<b>13</b>	<b>18</b>	<b>3</b>	<b>562</b>
<b>Day Total</b>	<b>73</b>	<b>15</b>	<b>6318</b>	<b>143</b>	<b>123</b>	<b>10</b>	<b>6682</b>
<b>Percentage</b>	<b>1.09%</b>	<b>0.22%</b>	<b>94.55%</b>	<b>2.14%</b>	<b>1.84%</b>	<b>0.15%</b>	

**Broadway (near # 643)**  
**east of Bridge**  
**City, State: Somerville, MA**  
**Client: GM2/ S. Siragusa**  
**Site Code: TBA**



**PDI File #: 228516 ATR-A**

**Count Date: Friday, April 8, 2022**  
**Direction: EB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	22	2	0	0	24
12:15 AM	0	0	15	0	0	0	15
12:30 AM	0	0	7	0	0	0	7
12:45 AM	0	0	13	2	0	0	15
1:00 AM	0	0	6	1	0	0	7
1:15 AM	0	0	12	2	0	0	14
1:30 AM	0	0	9	2	0	0	11
1:45 AM	0	0	5	1	1	0	7
2:00 AM	0	0	5	0	0	0	5
2:15 AM	0	0	6	0	0	0	6
2:30 AM	0	0	5	0	0	0	5
2:45 AM	0	0	0	0	0	0	0
3:00 AM	0	0	2	0	1	0	3
3:15 AM	0	0	4	0	0	0	4
3:30 AM	0	0	9	0	0	0	9
3:45 AM	0	0	3	0	0	0	3
4:00 AM	0	0	5	0	0	0	5
4:15 AM	0	0	6	0	1	0	7
4:30 AM	0	0	5	1	0	0	6
4:45 AM	0	0	6	0	0	0	6
5:00 AM	0	0	6	3	0	0	9
5:15 AM	0	0	6	1	0	0	7
5:30 AM	0	0	21	3	1	0	25
5:45 AM	0	0	28	1	2	0	31
6:00 AM	0	0	22	3	0	0	25
6:15 AM	0	0	42	1	1	0	44
6:30 AM	1	1	39	1	1	0	43
6:45 AM	0	0	56	3	1	0	60
7:00 AM	0	0	71	4	1	0	76
7:15 AM	0	1	76	5	2	0	84
7:30 AM	0	0	103	2	2	0	107
7:45 AM	0	0	103	3	2	0	108
8:00 AM	1	0	104	2	4	0	111
8:15 AM	1	0	110	3	4	0	118
8:30 AM	2	1	102	2	2	0	109
8:45 AM	1	0	95	4	4	0	104
9:00 AM	1	0	88	2	4	0	95
9:15 AM	0	0	74	4	2	0	80
9:30 AM	0	0	80	2	3	0	85
9:45 AM	1	0	74	2	0	0	77
10:00 AM	1	0	64	0	2	0	67
10:15 AM	1	0	87	2	2	0	92
10:30 AM	0	0	70	0	4	0	74
10:45 AM	0	0	77	3	8	0	88
11:00 AM	0	0	96	2	5	0	103
11:15 AM	2	0	82	0	2	0	86
11:30 AM	0	1	94	3	2	0	100
11:45 AM	0	0	103	0	7	0	110

<b>AM Total</b>	<b>12</b>	<b>4</b>	<b>2118</b>	<b>72</b>	<b>71</b>	<b>0</b>	<b>2277</b>
<b>Percentage</b>	<b>0.53%</b>	<b>0.18%</b>	<b>93.02%</b>	<b>3.16%</b>	<b>3.12%</b>	<b>0.00%</b>	
<b>AM Peak</b>	<b>8:00 AM</b>	<b>6:30 AM</b>	<b>7:30 AM</b>	<b>6:45 AM</b>	<b>10:15 AM</b>	<b>12:00 AM</b>	<b>7:45 AM</b>
<b>Volume</b>	<b>5</b>	<b>2</b>	<b>420</b>	<b>14</b>	<b>19</b>	<b>0</b>	<b>446</b>

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	1	104	1	7	0	113
12:15 PM	0	0	81	2	1	2	86
12:30 PM	1	0	103	0	2	0	106
12:45 PM	0	0	104	2	1	0	107
1:00 PM	1	0	84	1	4	0	90
1:15 PM	0	1	96	4	1	0	102
1:30 PM	1	0	94	2	5	1	103
1:45 PM	2	0	96	0	4	0	102
2:00 PM	1	0	91	1	3	0	96
2:15 PM	4	0	96	1	5	0	106
2:30 PM	1	0	106	2	4	0	113
2:45 PM	2	1	111	1	2	0	117
3:00 PM	2	1	98	3	1	0	105
3:15 PM	1	1	94	3	4	1	104
3:30 PM	0	1	100	3	2	0	106
3:45 PM	2	1	111	3	4	0	121
4:00 PM	1	0	107	2	1	0	111
4:15 PM	1	1	115	2	0	0	119
4:30 PM	1	3	118	1	2	0	125
4:45 PM	7	3	130	2	0	0	142
5:00 PM	2	3	108	2	1	0	116
5:15 PM	1	1	123	2	2	0	129
5:30 PM	2	2	127	1	3	0	135
5:45 PM	4	0	135	2	0	0	141
6:00 PM	9	0	120	2	0	0	131
6:15 PM	3	0	122	3	3	0	131
6:30 PM	0	0	111	2	1	0	114
6:45 PM	2	0	100	2	0	0	104
7:00 PM	4	1	103	1	0	0	109
7:15 PM	1	2	128	2	1	0	134
7:30 PM	0	1	86	4	0	0	91
7:45 PM	0	0	99	1	0	0	100
8:00 PM	0	0	79	1	0	0	80
8:15 PM	1	0	71	0	0	0	72
8:30 PM	2	0	60	2	1	0	65
8:45 PM	3	1	63	3	0	0	70
9:00 PM	0	0	55	1	0	0	56
9:15 PM	3	0	48	0	0	0	51
9:30 PM	0	0	48	0	0	0	48
9:45 PM	0	0	58	2	1	0	61
10:00 PM	0	1	54	0	0	0	55
10:15 PM	0	0	44	0	0	0	44
10:30 PM	0	0	45	1	0	0	46
10:45 PM	1	0	41	1	0	0	43
11:00 PM	0	0	46	1	1	0	48
11:15 PM	1	0	51	1	0	0	53
11:30 PM	0	0	37	0	0	0	37
11:45 PM	0	0	29	1	0	0	30

<b>PM Total</b>	<b>67</b>	<b>26</b>	<b>4230</b>	<b>74</b>	<b>67</b>	<b>4</b>	<b>4468</b>
<b>Percentage</b>	<b>1.50%</b>	<b>0.58%</b>	<b>94.67%</b>	<b>1.66%</b>	<b>1.50%</b>	<b>0.09%</b>	
<b>PM Peak</b>	<b>5:30 PM</b>	<b>4:15 PM</b>	<b>5:15 PM</b>	<b>3:00 PM</b>	<b>1:30 PM</b>	<b>12:00 PM</b>	<b>5:30 PM</b>
<b>Volume</b>	<b>18</b>	<b>10</b>	<b>505</b>	<b>12</b>	<b>17</b>	<b>2</b>	<b>538</b>
<b>Day Total</b>	<b>79</b>	<b>30</b>	<b>6348</b>	<b>146</b>	<b>138</b>	<b>4</b>	<b>6745</b>
<b>Percentage</b>	<b>1.17%</b>	<b>0.44%</b>	<b>94.11%</b>	<b>2.16%</b>	<b>2.05%</b>	<b>0.06%</b>	

**Broadway (near # 643)**  
**east of Bridge**  
**City, State: Somerville, MA**  
**Client: GM2/ S. Siragusa**  
**Site Code: TBA**



**PDI File #: 228516 ATR-A**

**Count Date: Saturday, April 9, 2022**  
**Direction: EB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	31	1	0	0	32
12:15 AM	3	0	23	0	0	0	26
12:30 AM	2	0	23	0	0	0	25
12:45 AM	0	0	24	1	0	0	25
1:00 AM	1	0	23	0	0	0	24
1:15 AM	0	0	20	1	0	0	21
1:30 AM	0	0	12	1	0	0	13
1:45 AM	0	0	10	2	3	0	15
2:00 AM	0	0	16	0	0	0	16
2:15 AM	0	0	11	0	0	0	11
2:30 AM	0	0	12	0	0	0	12
2:45 AM	0	0	6	0	0	0	6
3:00 AM	0	0	2	0	0	0	2
3:15 AM	0	0	9	0	0	0	9
3:30 AM	0	0	5	0	0	0	5
3:45 AM	0	0	3	0	0	0	3
4:00 AM	0	0	5	0	0	0	5
4:15 AM	0	0	6	0	0	0	6
4:30 AM	0	0	1	0	0	0	1
4:45 AM	0	0	2	1	0	0	3
5:00 AM	0	0	2	1	0	0	3
5:15 AM	0	0	9	0	0	0	9
5:30 AM	0	0	9	1	0	1	11
5:45 AM	0	0	9	0	0	0	9
6:00 AM	0	0	12	1	3	0	16
6:15 AM	0	0	19	0	1	0	20
6:30 AM	0	0	20	2	0	0	22
6:45 AM	0	1	30	1	0	1	33
7:00 AM	0	0	51	1	0	0	52
7:15 AM	0	0	30	1	2	0	33
7:30 AM	0	0	30	1	1	1	33
7:45 AM	0	0	41	0	1	0	42
8:00 AM	0	1	39	2	1	0	43
8:15 AM	1	0	33	0	0	0	34
8:30 AM	1	0	69	1	3	0	74
8:45 AM	1	0	58	2	0	0	61
9:00 AM	1	0	62	0	0	0	63
9:15 AM	1	0	74	1	1	0	77
9:30 AM	2	0	97	2	2	0	103
9:45 AM	0	0	104	1	1	0	106
10:00 AM	2	0	95	1	2	0	100
10:15 AM	3	2	93	0	2	0	100
10:30 AM	1	0	95	1	1	0	98
10:45 AM	2	0	99	1	2	0	104
11:00 AM	4	0	96	1	5	0	106
11:15 AM	2	2	100	3	0	0	107
11:30 AM	0	0	116	3	0	0	119
11:45 AM	3	0	102	1	1	0	107

<b>AM Total</b>	<b>30</b>	<b>6</b>	<b>1838</b>	<b>36</b>	<b>32</b>	<b>3</b>	<b>1945</b>
<b>Percentage</b>	<b>1.54%</b>	<b>0.31%</b>	<b>94.50%</b>	<b>1.85%</b>	<b>1.65%</b>	<b>0.15%</b>	
<b>AM Peak</b>	<b>10:15 AM</b>	<b>9:30 AM</b>	<b>11:00 AM</b>	<b>10:45 AM</b>	<b>10:15 AM</b>	<b>6:45 AM</b>	<b>11:00 AM</b>
<b>Volume</b>	<b>10</b>	<b>2</b>	<b>414</b>	<b>8</b>	<b>10</b>	<b>2</b>	<b>439</b>

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	116	1	0	0	117
12:15 PM	0	0	119	1	0	0	120
12:30 PM	1	1	135	1	2	0	140
12:45 PM	1	0	102	2	3	0	108
1:00 PM	1	0	130	2	3	0	136
1:15 PM	2	0	132	0	3	0	137
1:30 PM	3	0	109	1	0	0	113
1:45 PM	0	0	122	1	4	0	127
2:00 PM	2	0	115	1	4	1	123
2:15 PM	0	0	116	3	3	0	122
2:30 PM	0	0	122	1	1	0	124
2:45 PM	0	0	110	1	1	0	112
3:00 PM	0	1	102	2	2	0	107
3:15 PM	0	0	112	2	4	0	118
3:30 PM	0	1	98	1	0	0	100
3:45 PM	0	0	116	1	1	1	119
4:00 PM	0	1	97	3	1	0	102
4:15 PM	1	0	107	1	1	0	110
4:30 PM	0	0	94	1	1	0	96
4:45 PM	1	1	102	1	2	1	108
5:00 PM	1	0	87	1	2	0	91
5:15 PM	0	0	102	1	0	0	103
5:30 PM	1	0	110	2	1	0	114
5:45 PM	2	1	97	0	0	0	100
6:00 PM	0	0	97	2	1	0	100
6:15 PM	1	0	104	0	0	0	105
6:30 PM	3	0	109	1	0	0	113
6:45 PM	1	0	96	1	2	0	100
7:00 PM	2	0	86	1	1	0	90
7:15 PM	2	0	95	0	0	0	97
7:30 PM	0	0	88	1	0	0	89
7:45 PM	0	0	84	0	0	0	84
8:00 PM	0	1	58	3	0	0	62
8:15 PM	1	0	53	1	0	0	55
8:30 PM	1	1	81	0	0	0	83
8:45 PM	0	0	60	0	0	0	60
9:00 PM	1	0	58	2	0	0	61
9:15 PM	0	0	58	0	0	0	58
9:30 PM	1	0	58	0	0	0	59
9:45 PM	2	0	51	0	0	0	53
10:00 PM	1	0	52	2	2	0	57
10:15 PM	0	0	56	0	0	0	56
10:30 PM	1	0	56	0	0	0	57
10:45 PM	0	0	35	0	0	0	35
11:00 PM	0	0	46	1	0	0	47
11:15 PM	0	0	39	1	0	0	40
11:30 PM	0	0	39	1	0	0	40
11:45 PM	0	0	34	0	0	0	34

<b>PM Total</b>	<b>33</b>	<b>8</b>	<b>4245</b>	<b>48</b>	<b>45</b>	<b>3</b>	<b>4382</b>
<b>Percentage</b>	<b>0.75%</b>	<b>0.18%</b>	<b>96.87%</b>	<b>1.10%</b>	<b>1.03%</b>	<b>0.07%</b>	
<b>PM Peak</b>	<b>6:30 PM</b>	<b>2:45 PM</b>	<b>12:30 PM</b>	<b>2:15 PM</b>	<b>1:45 PM</b>	<b>1:15 PM</b>	<b>12:30 PM</b>
<b>Volume</b>	<b>8</b>	<b>2</b>	<b>499</b>	<b>7</b>	<b>12</b>	<b>1</b>	<b>521</b>
<b>Day Total</b>	<b>63</b>	<b>14</b>	<b>6083</b>	<b>84</b>	<b>77</b>	<b>6</b>	<b>6327</b>
<b>Percentage</b>	<b>1.00%</b>	<b>0.22%</b>	<b>96.14%</b>	<b>1.33%</b>	<b>1.22%</b>	<b>0.09%</b>	



**Broadway (near # 643)**  
**east of Bridge**  
**City, State: Somerville, MA**  
**Client: GM2/ S. Siragusa**  
**Site Code: TBA**



**PDI File #: 228516 ATR-A**

**Count Date: Thursday, April 7, 2022**  
**Direction: WB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	3	0	0	0	3
12:15 AM	0	0	8	1	0	0	9
12:30 AM	0	0	4	1	0	0	5
12:45 AM	0	0	8	0	0	0	8
1:00 AM	0	0	1	0	0	0	1
1:15 AM	0	0	5	0	0	0	5
1:30 AM	0	0	3	2	0	0	5
1:45 AM	0	0	1	0	1	0	2
2:00 AM	0	0	1	0	0	0	1
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	2	0	0	0	2
2:45 AM	0	0	3	0	0	0	3
3:00 AM	1	0	0	0	0	1	2
3:15 AM	0	0	2	0	0	0	2
3:30 AM	0	0	0	0	0	0	0
3:45 AM	0	0	1	0	0	0	1
4:00 AM	0	0	2	0	1	0	3
4:15 AM	0	0	2	1	1	0	4
4:30 AM	0	0	5	0	0	0	5
4:45 AM	0	0	2	2	0	1	5
5:00 AM	0	0	3	3	0	0	6
5:15 AM	0	0	11	4	1	0	16
5:30 AM	0	2	10	1	1	0	14
5:45 AM	1	0	17	2	1	0	21
6:00 AM	0	0	18	3	1	0	22
6:15 AM	1	1	28	3	2	0	35
6:30 AM	2	0	56	3	3	0	64
6:45 AM	0	0	55	6	4	0	65
7:00 AM	0	0	64	3	2	0	69
7:15 AM	0	0	75	4	1	0	80
7:30 AM	0	0	97	1	5	0	103
7:45 AM	0	0	109	3	1	1	114
8:00 AM	1	1	105	3	0	0	110
8:15 AM	3	0	81	6	1	0	91
8:30 AM	5	0	82	3	2	0	92
8:45 AM	0	0	76	4	0	0	80
9:00 AM	1	0	65	1	1	0	68
9:15 AM	1	0	70	3	3	0	77
9:30 AM	0	0	47	1	4	1	53
9:45 AM	1	0	70	1	2	1	75
10:00 AM	0	0	59	1	4	0	64
10:15 AM	1	0	59	1	0	1	62
10:30 AM	0	1	52	1	3	1	58
10:45 AM	0	0	59	1	1	1	62
11:00 AM	0	0	66	1	1	0	68
11:15 AM	1	0	58	1	2	0	62
11:30 AM	0	0	65	0	3	0	68
11:45 AM	1	0	62	2	3	0	68

<b>AM Total</b>	<b>20</b>	<b>5</b>	<b>1672</b>	<b>73</b>	<b>55</b>	<b>8</b>	<b>1833</b>
<b>Percentage</b>	<b>1.09%</b>	<b>0.27%</b>	<b>91.22%</b>	<b>3.98%</b>	<b>3.00%</b>	<b>0.44%</b>	
<b>AM Peak</b>	<b>7:45 AM</b>	<b>5:30 AM</b>	<b>7:30 AM</b>	<b>6:30 AM</b>	<b>9:15 AM</b>	<b>9:30 AM</b>	<b>7:30 AM</b>
<b>Volume</b>	<b>9</b>	<b>3</b>	<b>392</b>	<b>16</b>	<b>13</b>	<b>3</b>	<b>418</b>

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	57	0	5	1	63
12:15 PM	0	0	68	2	6	1	77
12:30 PM	2	0	65	1	3	1	72
12:45 PM	1	0	62	0	2	0	65
1:00 PM	1	0	84	3	0	0	88
1:15 PM	1	0	69	1	1	0	72
1:30 PM	1	0	60	2	2	0	65
1:45 PM	1	0	56	1	1	0	59
2:00 PM	0	0	69	0	4	0	73
2:15 PM	0	0	74	2	3	0	79
2:30 PM	1	1	82	1	1	0	86
2:45 PM	0	0	97	5	0	0	102
3:00 PM	2	0	90	3	5	0	100
3:15 PM	3	0	97	2	3	0	105
3:30 PM	1	1	91	3	1	0	97
3:45 PM	1	0	94	1	1	0	97
4:00 PM	2	0	93	3	1	0	99
4:15 PM	2	1	74	2	0	0	79
4:30 PM	0	0	94	2	1	0	97
4:45 PM	1	0	75	1	1	0	78
5:00 PM	0	1	89	2	1	0	93
5:15 PM	1	2	88	3	0	0	94
5:30 PM	0	0	79	3	1	0	83
5:45 PM	1	0	95	0	0	0	96
6:00 PM	2	0	74	2	0	0	78
6:15 PM	2	0	78	2	0	0	82
6:30 PM	1	0	72	2	2	0	77
6:45 PM	2	1	65	1	0	0	69
7:00 PM	3	0	64	2	0	0	69
7:15 PM	2	0	70	3	0	0	75
7:30 PM	2	0	56	0	0	0	58
7:45 PM	1	0	53	1	0	0	55
8:00 PM	2	0	49	1	0	0	52
8:15 PM	0	0	53	2	0	0	55
8:30 PM	1	0	37	1	0	0	39
8:45 PM	0	0	43	0	0	0	43
9:00 PM	0	0	39	1	0	0	40
9:15 PM	2	0	47	1	0	0	50
9:30 PM	1	0	41	2	0	0	44
9:45 PM	0	0	33	0	0	0	33
10:00 PM	0	0	23	0	0	0	23
10:15 PM	1	0	27	2	0	0	30
10:30 PM	0	0	23	1	0	0	24
10:45 PM	1	1	21	0	0	0	23
11:00 PM	1	0	18	0	1	0	20
11:15 PM	0	0	10	0	0	0	10
11:30 PM	0	0	17	1	1	0	19
11:45 PM	0	0	16	0	0	0	16

<b>PM Total</b>	<b>46</b>	<b>8</b>	<b>2931</b>	<b>68</b>	<b>47</b>	<b>3</b>	<b>3103</b>
<b>Percentage</b>	<b>1.48%</b>	<b>0.26%</b>	<b>94.46%</b>	<b>2.19%</b>	<b>1.51%</b>	<b>0.10%</b>	
<b>PM Peak</b>	<b>6:45 PM</b>	<b>4:30 PM</b>	<b>2:45 PM</b>	<b>2:45 PM</b>	<b>12:00 PM</b>	<b>12:00 PM</b>	<b>2:45 PM</b>
<b>Volume</b>	<b>9</b>	<b>3</b>	<b>375</b>	<b>13</b>	<b>16</b>	<b>3</b>	<b>404</b>
<b>Day Total</b>	<b>66</b>	<b>13</b>	<b>4603</b>	<b>141</b>	<b>102</b>	<b>11</b>	<b>4936</b>
<b>Percentage</b>	<b>1.34%</b>	<b>0.26%</b>	<b>93.25%</b>	<b>2.86%</b>	<b>2.07%</b>	<b>0.22%</b>	

**Broadway (near # 643)**  
**east of Bridge**  
**City, State: Somerville, MA**  
**Client: GM2/ S. Siragusa**  
**Site Code: TBA**



**PDI File #: 228516 ATR-A**

**Count Date: Friday, April 8, 2022**  
**Direction: WB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	12	0	0	0	12
12:15 AM	0	0	12	0	0	0	12
12:30 AM	0	0	7	1	0	0	8
12:45 AM	0	0	4	1	0	0	5
1:00 AM	0	0	6	0	0	0	6
1:15 AM	0	0	4	0	0	0	4
1:30 AM	0	0	3	2	0	0	5
1:45 AM	0	0	4	0	0	0	4
2:00 AM	0	0	5	0	0	0	5
2:15 AM	0	0	2	0	1	0	3
2:30 AM	0	0	3	0	0	0	3
2:45 AM	0	0	0	0	1	0	1
3:00 AM	0	0	2	0	0	0	2
3:15 AM	0	0	4	0	0	0	4
3:30 AM	0	0	2	0	0	0	2
3:45 AM	0	0	2	0	0	0	2
4:00 AM	0	0	2	0	0	0	2
4:15 AM	0	0	4	0	0	0	4
4:30 AM	0	0	3	0	1	0	4
4:45 AM	0	0	6	1	0	1	8
5:00 AM	0	0	4	2	0	0	6
5:15 AM	0	0	11	3	0	0	14
5:30 AM	0	2	12	2	2	0	18
5:45 AM	0	0	23	4	1	0	28
6:00 AM	0	0	20	3	1	0	24
6:15 AM	1	0	23	2	2	0	28
6:30 AM	1	0	55	2	1	0	59
6:45 AM	0	0	46	5	4	0	55
7:00 AM	0	0	49	3	1	0	53
7:15 AM	1	0	71	3	2	0	77
7:30 AM	0	0	81	3	2	0	86
7:45 AM	0	0	108	2	2	0	112
8:00 AM	0	0	95	2	5	0	102
8:15 AM	1	0	91	3	0	0	95
8:30 AM	0	1	86	2	2	0	91
8:45 AM	0	0	76	5	2	0	83
9:00 AM	1	0	63	1	4	0	69
9:15 AM	0	0	53	2	0	0	55
9:30 AM	1	0	73	3	2	1	80
9:45 AM	2	0	68	0	7	1	78
10:00 AM	2	0	60	1	3	0	66
10:15 AM	1	0	68	1	5	0	75
10:30 AM	0	0	76	1	2	0	79
10:45 AM	1	0	65	0	2	0	68
11:00 AM	0	0	48	2	1	0	51
11:15 AM	0	0	58	2	7	0	67
11:30 AM	0	0	66	0	2	0	68
11:45 AM	0	0	69	2	3	1	75

<b>AM Total</b>	<b>12</b>	<b>3</b>	<b>1705</b>	<b>66</b>	<b>68</b>	<b>4</b>	<b>1858</b>
<b>Percentage</b>	<b>0.65%</b>	<b>0.16%</b>	<b>91.77%</b>	<b>3.55%</b>	<b>3.66%</b>	<b>0.22%</b>	
<b>AM Peak</b>	<b>9:30 AM</b>	<b>4:45 AM</b>	<b>7:45 AM</b>	<b>6:45 AM</b>	<b>9:30 AM</b>	<b>9:00 AM</b>	<b>7:45 AM</b>
<b>Volume</b>	<b>6</b>	<b>2</b>	<b>380</b>	<b>14</b>	<b>17</b>	<b>2</b>	<b>400</b>

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	75	1	0	0	76
12:15 PM	0	0	62	1	0	1	64
12:30 PM	0	0	77	2	1	0	80
12:45 PM	1	0	75	1	1	1	79
1:00 PM	0	0	79	3	0	0	82
1:15 PM	1	0	87	2	4	0	94
1:30 PM	1	0	75	1	3	0	80
1:45 PM	1	0	81	1	5	0	88
2:00 PM	2	0	88	1	1	0	92
2:15 PM	2	0	69	3	1	0	75
2:30 PM	2	0	90	1	4	0	97
2:45 PM	2	0	90	3	4	0	99
3:00 PM	1	0	79	3	2	0	85
3:15 PM	0	1	92	5	1	0	99
3:30 PM	2	0	91	2	1	0	96
3:45 PM	0	0	87	1	0	0	88
4:00 PM	4	0	92	2	0	0	98
4:15 PM	3	0	92	2	1	0	98
4:30 PM	1	0	69	4	2	0	76
4:45 PM	2	0	72	2	2	0	78
5:00 PM	5	0	76	1	0	0	82
5:15 PM	3	0	90	3	0	0	96
5:30 PM	1	0	86	2	1	0	90
5:45 PM	0	0	76	1	0	0	77
6:00 PM	2	1	79	4	1	0	87
6:15 PM	3	1	75	0	0	1	80
6:30 PM	1	0	88	4	0	0	93
6:45 PM	3	0	66	0	1	0	70
7:00 PM	1	1	58	3	0	0	63
7:15 PM	4	0	77	1	0	0	82
7:30 PM	1	0	69	2	0	0	72
7:45 PM	4	0	44	2	0	0	50
8:00 PM	1	1	65	0	0	0	67
8:15 PM	0	0	55	2	0	0	57
8:30 PM	2	0	43	1	0	0	46
8:45 PM	0	0	44	0	2	0	46
9:00 PM	1	0	52	1	2	0	56
9:15 PM	0	0	38	1	0	0	39
9:30 PM	0	0	33	1	0	0	34
9:45 PM	0	0	39	0	0	0	39
10:00 PM	0	0	45	0	0	0	45
10:15 PM	1	1	35	2	0	0	39
10:30 PM	0	0	32	1	0	0	33
10:45 PM	1	0	29	0	0	0	30
11:00 PM	0	0	34	1	0	0	35
11:15 PM	2	1	29	1	0	0	33
11:30 PM	0	0	23	0	0	0	23
11:45 PM	1	0	22	1	0	0	24

<b>PM Total</b>	<b>62</b>	<b>7</b>	<b>3124</b>	<b>76</b>	<b>40</b>	<b>3</b>	<b>3312</b>
<b>Percentage</b>	<b>1.87%</b>	<b>0.21%</b>	<b>94.32%</b>	<b>2.29%</b>	<b>1.21%</b>	<b>0.09%</b>	
<b>PM Peak</b>	<b>4:15 PM</b>	<b>5:30 PM</b>	<b>3:15 PM</b>	<b>2:45 PM</b>	<b>1:15 PM</b>	<b>12:00 PM</b>	<b>3:15 PM</b>
<b>Volume</b>	<b>11</b>	<b>2</b>	<b>362</b>	<b>13</b>	<b>13</b>	<b>2</b>	<b>381</b>
<b>Day Total</b>	<b>74</b>	<b>10</b>	<b>4829</b>	<b>142</b>	<b>108</b>	<b>7</b>	<b>5170</b>
<b>Percentage</b>	<b>1.43%</b>	<b>0.19%</b>	<b>93.40%</b>	<b>2.75%</b>	<b>2.09%</b>	<b>0.14%</b>	

**Broadway (near # 643)**  
**east of Bridge**  
**City, State: Somerville, MA**  
**Client: GM2/ S. Siragusa**  
**Site Code: TBA**



**PDI File #: 228516 ATR-A**

**Count Date: Saturday, April 9, 2022**  
**Direction: WB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	18	0	0	0	18
12:15 AM	1	0	18	1	0	0	20
12:30 AM	0	0	14	1	0	0	15
12:45 AM	0	0	15	0	0	0	15
1:00 AM	2	0	13	0	0	0	15
1:15 AM	0	0	13	0	1	0	14
1:30 AM	0	0	8	2	0	0	10
1:45 AM	1	0	8	0	0	0	9
2:00 AM	0	0	8	0	0	0	8
2:15 AM	0	0	7	0	0	0	7
2:30 AM	0	0	8	0	0	0	8
2:45 AM	0	0	2	0	0	0	2
3:00 AM	1	0	5	0	0	0	6
3:15 AM	0	0	3	0	0	0	3
3:30 AM	0	0	0	0	0	0	0
3:45 AM	0	0	5	0	0	0	5
4:00 AM	0	0	5	0	0	0	5
4:15 AM	0	0	3	0	0	0	3
4:30 AM	0	0	6	3	0	1	10
4:45 AM	0	0	7	1	0	0	8
5:00 AM	0	0	2	0	1	0	3
5:15 AM	0	0	6	2	0	0	8
5:30 AM	0	2	8	3	1	0	14
5:45 AM	0	0	14	0	2	0	16
6:00 AM	1	0	17	0	1	0	19
6:15 AM	0	0	30	1	0	1	32
6:30 AM	1	0	26	1	1	0	29
6:45 AM	0	0	43	0	2	0	45
7:00 AM	0	0	28	2	4	0	34
7:15 AM	0	0	35	0	1	0	36
7:30 AM	0	0	34	1	2	0	37
7:45 AM	4	0	46	1	1	1	53
8:00 AM	2	0	38	1	4	0	45
8:15 AM	1	0	40	0	2	0	43
8:30 AM	1	0	49	2	1	0	53
8:45 AM	1	0	59	0	0	0	60
9:00 AM	0	0	67	1	3	0	71
9:15 AM	1	0	54	1	1	0	57
9:30 AM	0	0	67	1	0	0	68
9:45 AM	3	1	89	1	3	0	97
10:00 AM	0	1	70	2	1	0	74
10:15 AM	1	0	68	1	1	0	71
10:30 AM	2	0	70	1	1	0	74
10:45 AM	1	0	78	2	2	0	83
11:00 AM	2	0	74	1	1	0	78
11:15 AM	1	0	69	1	1	0	72
11:30 AM	1	0	102	1	1	0	105
11:45 AM	1	1	81	0	2	0	85

<b>AM Total</b>	<b>29</b>	<b>5</b>	<b>1530</b>	<b>35</b>	<b>41</b>	<b>3</b>	<b>1643</b>
<b>Percentage</b>	<b>1.77%</b>	<b>0.30%</b>	<b>93.12%</b>	<b>2.13%</b>	<b>2.50%</b>	<b>0.18%</b>	

<b>AM Peak</b>	<b>7:45 AM</b>	<b>4:45 AM</b>	<b>11:00 AM</b>	<b>4:30 AM</b>	<b>6:45 AM</b>	<b>3:45 AM</b>	<b>11:00 AM</b>
<b>Volume</b>	<b>8</b>	<b>2</b>	<b>326</b>	<b>6</b>	<b>9</b>	<b>1</b>	<b>340</b>

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	1	0	92	3	1	0	97
12:15 PM	1	0	74	0	2	0	77
12:30 PM	3	0	105	3	0	0	111
12:45 PM	3	0	84	3	2	0	92
1:00 PM	0	0	97	1	2	0	100
1:15 PM	0	0	72	1	0	0	73
1:30 PM	0	0	80	1	1	0	82
1:45 PM	0	0	71	1	1	0	73
2:00 PM	1	0	73	1	2	0	77
2:15 PM	0	0	99	1	2	0	102
2:30 PM	2	0	69	0	0	0	71
2:45 PM	0	0	75	2	1	0	78
3:00 PM	0	1	69	1	2	0	73
3:15 PM	0	0	63	0	0	0	63
3:30 PM	0	0	61	2	0	0	63
3:45 PM	0	0	62	3	0	1	66
4:00 PM	0	0	77	1	1	0	79
4:15 PM	1	0	75	0	0	0	76
4:30 PM	3	0	77	2	1	0	83
4:45 PM	2	0	59	1	1	0	63
5:00 PM	0	2	67	0	0	0	69
5:15 PM	2	0	59	2	0	0	63
5:30 PM	0	0	59	0	0	0	59
5:45 PM	0	1	70	1	1	0	73
6:00 PM	0	0	73	2	0	0	75
6:15 PM	2	0	68	0	0	0	70
6:30 PM	0	0	64	2	1	0	67
6:45 PM	0	0	75	0	0	0	75
7:00 PM	0	0	81	0	0	0	81
7:15 PM	2	0	51	1	0	0	54
7:30 PM	1	0	69	0	1	0	71
7:45 PM	0	0	49	1	0	0	50
8:00 PM	0	0	48	1	0	0	49
8:15 PM	1	0	53	0	0	0	54
8:30 PM	0	0	41	1	1	0	43
8:45 PM	0	0	46	1	0	0	47
9:00 PM	4	1	31	0	0	0	36
9:15 PM	1	0	42	0	0	0	43
9:30 PM	1	0	35	1	0	0	37
9:45 PM	0	0	40	2	0	0	42
10:00 PM	0	0	40	0	0	0	40
10:15 PM	1	0	24	0	0	0	25
10:30 PM	0	0	32	2	0	0	34
10:45 PM	0	0	27	0	0	0	27
11:00 PM	0	0	30	0	0	0	30
11:15 PM	1	0	18	1	0	0	20
11:30 PM	0	0	28	1	1	0	30
11:45 PM	0	0	16	0	0	0	16

<b>PM Total</b>	<b>33</b>	<b>5</b>	<b>2870</b>	<b>46</b>	<b>24</b>	<b>1</b>	<b>2979</b>
<b>Percentage</b>	<b>1.11%</b>	<b>0.17%</b>	<b>96.34%</b>	<b>1.54%</b>	<b>0.81%</b>	<b>0.03%</b>	

<b>PM Peak</b>	<b>12:00 PM</b>	<b>5:00 PM</b>	<b>12:15 PM</b>	<b>12:00 PM</b>	<b>12:15 PM</b>	<b>3:00 PM</b>	<b>12:15 PM</b>
<b>Volume</b>	<b>8</b>	<b>3</b>	<b>360</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>380</b>

<b>Day Total</b>	<b>62</b>	<b>10</b>	<b>4400</b>	<b>81</b>	<b>65</b>	<b>4</b>	<b>4622</b>
<b>Percentage</b>	<b>1.34%</b>	<b>0.22%</b>	<b>95.20%</b>	<b>1.75%</b>	<b>1.41%</b>	<b>0.09%</b>	

**Broadway (near # 643)  
east of Bridge  
City, State: Somerville, MA  
Client: GM2/ S. Siragusa  
Site Code: TBA**



**PDI File #      228516 ATR-A**

**Direction:** EB

## Weekly Report

Day	Thursday		Friday		Saturday										Week	
Date	04/07/22		04/08/22		04/09/22										Ave	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	21	79	24	113	32	117	0	0	0	0	0	0	0	0	26	103
12:15	17	110	15	86	26	120	0	0	0	0	0	0	0	0	19	105
12:30	12	81	7	106	25	140	0	0	0	0	0	0	0	0	15	109
12:45	8	112	15	107	25	108	0	0	0	0	0	0	0	0	16	109
1:00	5	76	7	90	24	136	0	0	0	0	0	0	0	0	12	101
1:15	8	100	14	102	21	137	0	0	0	0	0	0	0	0	14	113
1:30	13	93	11	103	13	113	0	0	0	0	0	0	0	0	12	103
1:45	4	93	7	102	15	127	0	0	0	0	0	0	0	0	9	107
2:00	3	70	5	96	16	123	0	0	0	0	0	0	0	0	8	96
2:15	6	110	6	106	11	122	0	0	0	0	0	0	0	0	8	113
2:30	6	101	5	113	12	124	0	0	0	0	0	0	0	0	8	113
2:45	1	128	0	117	6	112	0	0	0	0	0	0	0	0	2	119
3:00	3	99	3	105	2	107	0	0	0	0	0	0	0	0	3	104
3:15	2	102	4	104	9	118	0	0	0	0	0	0	0	0	5	108
3:30	7	123	9	106	5	100	0	0	0	0	0	0	0	0	7	110
3:45	2	119	3	121	3	119	0	0	0	0	0	0	0	0	3	120
4:00	7	117	5	111	5	102	0	0	0	0	0	0	0	0	6	110
4:15	8	99	7	119	6	110	0	0	0	0	0	0	0	0	7	109
4:30	5	127	6	125	1	96	0	0	0	0	0	0	0	0	4	116
4:45	5	126	6	142	3	108	0	0	0	0	0	0	0	0	5	125
5:00	16	132	9	116	3	91	0	0	0	0	0	0	0	0	9	113
5:15	17	133	7	129	9	103	0	0	0	0	0	0	0	0	11	122
5:30	21	151	25	135	11	114	0	0	0	0	0	0	0	0	19	133
5:45	22	136	31	141	9	100	0	0	0	0	0	0	0	0	21	126
6:00	34	142	25	131	16	100	0	0	0	0	0	0	0	0	25	124
6:15	40	124	44	131	20	105	0	0	0	0	0	0	0	0	35	120
6:30	54	124	43	114	22	113	0	0	0	0	0	0	0	0	40	117
6:45	72	121	60	104	33	100	0	0	0	0	0	0	0	0	55	108
7:00	88	117	76	109	52	90	0	0	0	0	0	0	0	0	72	105
7:15	106	80	84	134	33	97	0	0	0	0	0	0	0	0	74	104
7:30	114	106	107	91	33	89	0	0	0	0	0	0	0	0	85	95
7:45	117	90	108	100	42	84	0	0	0	0	0	0	0	0	89	91
8:00	130	66	111	80	43	62	0	0	0	0	0	0	0	0	95	69
8:15	104	84	118	72	34	55	0	0	0	0	0	0	0	0	85	70
8:30	132	57	109	65	74	83	0	0	0	0	0	0	0	0	105	68
8:45	108	65	104	70	61	60	0	0	0	0	0	0	0	0	91	65
9:00	102	74	95	56	63	61	0	0	0	0	0	0	0	0	87	64
9:15	127	55	80	51	77	58	0	0	0	0	0	0	0	0	95	55
9:30	103	59	85	48	103	59	0	0	0	0	0	0	0	0	97	55
9:45	84	55	77	61	106	53	0	0	0	0	0	0	0	0	89	56
10:00	80	31	67	55	100	57	0	0	0	0	0	0	0	0	82	48
10:15	60	37	92	44	100	56	0	0	0	0	0	0	0	0	84	46
10:30	82	44	74	46	98	57	0	0	0	0	0	0	0	0	85	49
10:45	94	32	88	43	104	35	0	0	0	0	0	0	0	0	95	37
11:00	68	30	103	48	106	47	0	0	0	0	0	0	0	0	92	42
11:15	96	27	86	53	107	40	0	0	0	0	0	0	0	0	96	40
11:30	90	18	100	37	119	40	0	0	0	0	0	0	0	0	103	32
11:45	96	27	110	30	107	34	0	0	0	0	0	0	0	0	104	30
Total	2400	4282	2277	4468	1945	4382	0	0	0	0	0	0	0	0	2207	4377
Day Total	6682		6745		6327		0		0		0		0		6585	
Peak HR	7:45 AM	5:15 PM	7:45 AM	5:30 PM	11:00 AM	12:30 PM									11:00 AM	5:15 PM
Volume	483	562	446	538	439	521									396	505

**Broadway (near # 643)  
east of Bridge  
City, State: Somerville, MA  
Client: GM2/ S. Siragusa  
Site Code: TBA**



**PDI File #      228516 ATR-A**

**Direction:** WB

## Weekly Report

Day	Thursday		Friday		Saturday										Week			
Date	04/07/22		04/08/22		04/09/22										Ave			
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
12:00	3	63	12	76	18	97	0	0	0	0	0	0	0	0	11	79		
12:15	9	77	12	64	20	77	0	0	0	0	0	0	0	0	14	73		
12:30	5	72	8	80	15	111	0	0	0	0	0	0	0	0	9	88		
12:45	8	65	5	79	15	92	0	0	0	0	0	0	0	0	9	79		
1:00	1	88	6	82	15	100	0	0	0	0	0	0	0	0	7	90		
1:15	5	72	4	94	14	73	0	0	0	0	0	0	0	0	8	80		
1:30	5	65	5	80	10	82	0	0	0	0	0	0	0	0	7	76		
1:45	2	59	4	88	9	73	0	0	0	0	0	0	0	0	5	73		
2:00	1	73	5	92	8	77	0	0	0	0	0	0	0	0	5	81		
2:15	0	79	3	75	7	102	0	0	0	0	0	0	0	0	3	85		
2:30	2	86	3	97	8	71	0	0	0	0	0	0	0	0	4	85		
2:45	3	102	1	99	2	78	0	0	0	0	0	0	0	0	2	93		
3:00	2	100	2	85	6	73	0	0	0	0	0	0	0	0	3	86		
3:15	2	105	4	99	3	63	0	0	0	0	0	0	0	0	3	89		
3:30	0	97	2	96	0	63	0	0	0	0	0	0	0	0	1	85		
3:45	1	97	2	88	5	66	0	0	0	0	0	0	0	0	3	84		
4:00	3	99	2	98	5	79	0	0	0	0	0	0	0	0	3	92		
4:15	4	79	4	98	3	76	0	0	0	0	0	0	0	0	4	84		
4:30	5	97	4	76	10	83	0	0	0	0	0	0	0	0	6	85		
4:45	5	78	8	78	8	63	0	0	0	0	0	0	0	0	7	73		
5:00	6	93	6	82	3	69	0	0	0	0	0	0	0	0	5	81		
5:15	16	94	14	96	8	63	0	0	0	0	0	0	0	0	13	84		
5:30	14	83	18	90	14	59	0	0	0	0	0	0	0	0	15	77		
5:45	21	96	28	77	16	73	0	0	0	0	0	0	0	0	22	82		
6:00	22	78	24	87	19	75	0	0	0	0	0	0	0	0	22	80		
6:15	35	82	28	80	32	70	0	0	0	0	0	0	0	0	32	77		
6:30	64	77	59	93	29	67	0	0	0	0	0	0	0	0	51	79		
6:45	65	69	55	70	45	75	0	0	0	0	0	0	0	0	55	71		
7:00	69	69	53	63	34	81	0	0	0	0	0	0	0	0	52	71		
7:15	80	75	77	82	36	54	0	0	0	0	0	0	0	0	64	70		
7:30	103	58	86	72	37	71	0	0	0	0	0	0	0	0	75	67		
7:45	114	55	112	50	53	50	0	0	0	0	0	0	0	0	93	52		
8:00	110	52	102	67	45	49	0	0	0	0	0	0	0	0	86	56		
8:15	91	55	95	57	43	54	0	0	0	0	0	0	0	0	76	55		
8:30	92	39	91	46	53	43	0	0	0	0	0	0	0	0	79	43		
8:45	80	43	83	46	60	47	0	0	0	0	0	0	0	0	74	45		
9:00	68	40	69	56	71	36	0	0	0	0	0	0	0	0	69	44		
9:15	77	50	55	39	57	43	0	0	0	0	0	0	0	0	63	44		
9:30	53	44	80	34	68	37	0	0	0	0	0	0	0	0	67	38		
9:45	75	33	78	39	97	42	0	0	0	0	0	0	0	0	83	38		
10:00	64	23	66	45	74	40	0	0	0	0	0	0	0	0	68	36		
10:15	62	30	75	39	71	25	0	0	0	0	0	0	0	0	69	31		
10:30	58	24	79	33	74	34	0	0	0	0	0	0	0	0	70	30		
10:45	62	23	68	30	83	27	0	0	0	0	0	0	0	0	71	27		
11:00	68	20	51	35	78	30	0	0	0	0	0	0	0	0	66	28		
11:15	62	10	67	33	72	20	0	0	0	0	0	0	0	0	67	21		
11:30	68	19	68	23	105	30	0	0	0	0	0	0	0	0	80	24		
11:45	68	16	75	24	85	16	0	0	0	0	0	0	0	0	76	19		
Total	1833	3103	1858	3312	1643	2979	0	0	0	0	0	0	0	0	1778	3131		
Day Total	4936		5170		4622		0		0		0		0		4909			
Peak HR	7:30 AM	2:45 PM	7:45 AM	3:15 PM	11:00 AM	12:15 PM											7:45 AM	2:45 PM
Volume	418	404	400	381	340	380											334	353



Cedar Street south of Bridge  
north of Murdock Street  
City, State: Somerville, MA  
Client: GM2/ S. Siragusa  
Site Code: TBA



PDI File #: 228516 ATR-B

Count Date: Thursday, April 7, 2022  
Direction: NB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	11	0	0	0	11
12:15 AM	0	0	3	0	0	0	3
12:30 AM	0	0	2	0	0	0	2
12:45 AM	0	0	5	0	0	0	5
1:00 AM	0	0	2	0	0	0	2
1:15 AM	0	0	3	0	0	0	3
1:30 AM	0	0	3	0	0	0	3
1:45 AM	0	0	1	0	0	0	1
2:00 AM	0	0	2	0	0	0	2
2:15 AM	0	0	3	0	0	0	3
2:30 AM	0	0	1	0	0	0	1
2:45 AM	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	1	0	0	0	1
3:30 AM	0	0	2	0	0	0	2
3:45 AM	0	0	0	0	0	0	0
4:00 AM	0	0	2	0	0	0	2
4:15 AM	0	0	1	0	0	0	1
4:30 AM	0	0	4	0	0	0	4
4:45 AM	0	0	2	0	0	0	2
5:00 AM	0	0	0	0	0	0	0
5:15 AM	0	0	4	0	0	0	4
5:30 AM	0	0	15	0	0	0	15
5:45 AM	0	0	7	0	0	0	7
6:00 AM	0	0	9	0	0	0	9
6:15 AM	0	0	21	0	0	0	21
6:30 AM	0	0	30	0	0	0	30
6:45 AM	0	0	20	0	0	0	20
7:00 AM	1	1	26	0	0	0	28
7:15 AM	0	1	27	0	0	0	28
7:30 AM	0	0	40	0	1	0	41
7:45 AM	0	0	34	0	3	0	37
8:00 AM	0	0	44	0	1	0	45
8:15 AM	1	0	31	1	0	0	33
8:30 AM	0	0	46	0	1	0	47
8:45 AM	0	0	32	0	0	0	32
9:00 AM	0	0	31	0	0	0	31
9:15 AM	1	0	26	0	0	0	27
9:30 AM	1	0	28	0	1	0	30
9:45 AM	0	0	30	0	2	0	32
10:00 AM	0	0	21	0	0	0	21
10:15 AM	0	0	25	0	1	0	26
10:30 AM	0	0	29	0	1	0	30
10:45 AM	0	0	25	0	3	0	28
11:00 AM	0	0	23	0	4	0	27
11:15 AM	0	0	24	0	2	0	26
11:30 AM	0	1	30	0	1	0	32
11:45 AM	3	0	34	0	1	0	38

AM Total	7	3	760	1	22	0	793
Percentage	0.88%	0.38%	95.84%	0.13%	2.77%	0.00%	
AM Peak	11:00 AM	6:30 AM	7:45 AM	7:30 AM	10:30 AM	12:00 AM	7:45 AM
Volume	3	2	155	1	10	0	162

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	1	0	29	0	1	1	32
12:15 PM	1	0	39	0	1	0	41
12:30 PM	0	0	35	0	2	0	37
12:45 PM	0	0	34	0	1	0	35
1:00 PM	0	0	29	0	0	0	29
1:15 PM	0	0	40	0	0	0	40
1:30 PM	1	0	36	0	0	0	37
1:45 PM	0	0	26	0	1	0	27
2:00 PM	1	0	57	0	0	0	58
2:15 PM	1	0	42	0	1	0	44
2:30 PM	1	0	41	0	0	0	42
2:45 PM	0	0	52	0	4	0	56
3:00 PM	0	1	64	0	1	0	66
3:15 PM	1	0	51	0	0	0	52
3:30 PM	1	0	38	0	1	0	40
3:45 PM	0	0	47	0	1	0	48
4:00 PM	0	0	54	0	1	0	55
4:15 PM	1	1	56	0	0	0	58
4:30 PM	0	0	67	0	0	0	67
4:45 PM	1	0	42	0	2	0	45
5:00 PM	1	0	42	0	0	0	43
5:15 PM	1	0	63	0	0	0	64
5:30 PM	0	0	40	0	1	0	41
5:45 PM	2	0	43	0	0	0	45
6:00 PM	2	0	52	0	0	0	54
6:15 PM	2	0	36	0	0	0	38
6:30 PM	0	0	38	0	1	0	39
6:45 PM	1	0	32	0	0	0	33
7:00 PM	0	0	35	0	0	0	35
7:15 PM	0	0	37	0	0	0	37
7:30 PM	0	0	27	0	0	0	27
7:45 PM	0	0	33	0	0	0	33
8:00 PM	1	0	23	0	0	0	24
8:15 PM	1	0	28	0	0	0	29
8:30 PM	0	0	24	0	0	0	24
8:45 PM	0	0	18	0	0	0	18
9:00 PM	1	0	13	0	0	0	14
9:15 PM	1	1	18	0	0	0	20
9:30 PM	0	0	14	0	0	0	14
9:45 PM	0	1	12	0	0	0	13
10:00 PM	0	0	12	0	0	0	12
10:15 PM	1	0	12	0	0	0	13
10:30 PM	1	0	7	0	0	0	8
10:45 PM	1	0	9	0	0	0	10
11:00 PM	0	0	7	0	0	0	7
11:15 PM	0	0	5	0	0	0	5
11:30 PM	0	0	7	0	0	1	8
11:45 PM	0	0	5	0	0	0	5

PM Total	26	4	1571	0	19	2	1622
Percentage	1.60%	0.25%	96.86%	0.00%	1.17%	0.12%	
PM Peak	5:30 PM	9:00 PM	3:45 PM	12:00 PM	2:15 PM	12:00 PM	3:45 PM
Volume	6	2	224	0	6	1	228
Day Total	33	7	2331	1	41	2	2415
Percentage	1.37%	0.29%	96.52%	0.04%	1.70%	0.08%	

Cedar Street south of Bridge  
north of Murdock Street  
City, State: Somerville, MA  
Client: GM2/ S. Siragusa  
Site Code: TBA



PDI File #: 228516 ATR-B

Count Date: Friday, April 8, 2022  
Direction: NB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	4	0	0	0	4
12:15 AM	0	0	4	0	0	0	4
12:30 AM	1	0	9	0	0	0	10
12:45 AM	0	0	2	0	0	0	2
1:00 AM	0	0	2	0	0	0	2
1:15 AM	0	0	1	0	0	0	1
1:30 AM	0	0	4	0	0	0	4
1:45 AM	0	0	4	0	0	0	4
2:00 AM	0	0	1	0	0	0	1
2:15 AM	0	0	1	0	0	0	1
2:30 AM	0	0	1	0	0	0	1
2:45 AM	0	0	0	0	0	0	0
3:00 AM	0	0	1	0	0	0	1
3:15 AM	0	0	1	0	0	0	1
3:30 AM	0	0	3	0	0	0	3
3:45 AM	0	0	2	0	0	0	2
4:00 AM	0	0	2	0	0	0	2
4:15 AM	0	0	4	0	1	0	5
4:30 AM	0	0	2	0	0	0	2
4:45 AM	0	0	5	0	0	0	5
5:00 AM	0	0	4	0	0	0	4
5:15 AM	0	0	6	0	0	0	6
5:30 AM	0	0	4	0	0	0	4
5:45 AM	0	0	5	0	0	0	5
6:00 AM	0	0	11	0	0	0	11
6:15 AM	0	0	18	0	0	0	18
6:30 AM	0	0	22	0	0	0	22
6:45 AM	0	0	22	0	0	0	22
7:00 AM	0	0	22	0	0	0	22
7:15 AM	0	0	32	0	0	0	32
7:30 AM	1	0	31	0	1	0	33
7:45 AM	0	0	55	0	2	0	57
8:00 AM	1	0	67	0	0	0	68
8:15 AM	1	0	57	0	1	0	59
8:30 AM	0	0	50	0	2	0	52
8:45 AM	1	0	50	0	2	0	53
9:00 AM	1	0	48	0	0	0	49
9:15 AM	1	0	66	0	6	1	74
9:30 AM	1	0	51	0	3	0	55
9:45 AM	1	0	45	0	2	1	49
10:00 AM	2	0	41	0	1	0	44
10:15 AM	0	0	49	0	4	0	53
10:30 AM	0	0	60	0	2	0	62
10:45 AM	1	0	49	0	2	0	52
11:00 AM	0	0	52	0	3	0	55
11:15 AM	1	0	67	0	3	0	71
11:30 AM	0	0	57	0	2	0	59
11:45 AM	0	1	63	0	2	0	66

AM Total	13	1	1157	0	39	2	1212
Percentage	1.07%	0.08%	95.46%	0.00%	3.22%	0.17%	

AM Peak Volume	9:15 AM	11:00 AM	11:00 AM	12:00 AM	9:15 AM	9:00 AM	11:00 AM
	5	1	239	0	12	2	251

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	62	1	1	0	64
12:15 PM	1	0	49	0	0	1	51
12:30 PM	2	0	61	0	0	0	63
12:45 PM	1	0	70	0	2	0	73
1:00 PM	2	0	56	0	4	0	62
1:15 PM	1	0	63	0	2	0	66
1:30 PM	2	0	70	0	1	0	73
1:45 PM	3	0	58	0	1	0	62
2:00 PM	0	0	55	0	1	0	56
2:15 PM	1	0	44	0	2	0	47
2:30 PM	0	0	49	0	0	1	50
2:45 PM	0	0	46	0	1	0	47
3:00 PM	0	0	53	0	0	0	53
3:15 PM	1	1	76	1	1	0	80
3:30 PM	0	2	51	0	0	0	53
3:45 PM	0	1	45	0	3	0	49
4:00 PM	1	0	45	0	1	0	47
4:15 PM	1	0	48	0	1	0	50
4:30 PM	0	1	46	0	2	0	49
4:45 PM	1	0	43	0	0	0	44
5:00 PM	3	0	39	0	0	0	42
5:15 PM	2	0	68	0	1	0	71
5:30 PM	1	0	46	0	1	0	48
5:45 PM	3	0	53	0	0	0	56
6:00 PM	1	0	49	0	0	0	50
6:15 PM	1	0	57	0	0	0	58
6:30 PM	1	0	43	0	0	0	44
6:45 PM	0	0	37	0	1	0	38
7:00 PM	3	1	50	0	0	0	54
7:15 PM	2	0	31	0	0	0	33
7:30 PM	2	0	28	0	0	0	30
7:45 PM	2	1	30	0	0	0	33
8:00 PM	0	2	36	0	0	0	38
8:15 PM	0	0	38	0	0	0	38
8:30 PM	1	0	27	0	0	0	28
8:45 PM	0	0	17	0	0	0	17
9:00 PM	0	0	27	0	0	0	27
9:15 PM	0	0	24	0	0	0	24
9:30 PM	0	0	19	0	1	0	20
9:45 PM	0	0	27	0	0	0	27
10:00 PM	1	0	18	0	0	0	19
10:15 PM	0	0	16	0	0	0	16
10:30 PM	1	0	17	0	0	0	18
10:45 PM	3	0	10	0	0	0	13
11:00 PM	1	0	11	0	0	0	12
11:15 PM	0	0	13	0	0	0	13
11:30 PM	0	0	9	0	1	0	10
11:45 PM	0	0	5	0	0	0	5

PM Total	45	9	1935	2	28	2	2021
Percentage	2.23%	0.45%	95.74%	0.10%	1.39%	0.10%	

PM Peak Volume	5:00 PM	3:00 PM	12:45 PM	12:00 PM	12:45 PM	12:00 PM	12:45 PM
	9	4	259	1	9	1	274

Day Total	58	10	3092	2	67	4	3233
Percentage	1.79%	0.31%	95.64%	0.06%	2.07%	0.12%	

Cedar Street south of Bridge  
north of Murdock Street  
City, State: Somerville, MA  
Client: GM2/ S. Siragusa  
Site Code: TBA



PDI File #: 228516 ATR-B

Count Date: Saturday, April 9, 2022  
Direction: NB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	9	0	0	0	9
12:15 AM	0	0	10	0	0	0	10
12:30 AM	0	0	6	0	0	0	6
12:45 AM	0	0	7	0	0	0	7
1:00 AM	0	0	8	0	0	0	8
1:15 AM	0	0	12	0	0	0	12
1:30 AM	0	0	6	0	0	0	6
1:45 AM	0	0	12	0	0	0	12
2:00 AM	0	0	6	0	0	0	6
2:15 AM	0	0	5	0	0	0	5
2:30 AM	0	0	5	0	0	0	5
2:45 AM	0	0	3	0	0	0	3
3:00 AM	0	0	3	0	0	0	3
3:15 AM	0	0	2	0	0	0	2
3:30 AM	0	0	3	0	0	0	3
3:45 AM	0	0	1	0	0	0	1
4:00 AM	0	0	1	0	0	0	1
4:15 AM	0	0	1	0	0	0	1
4:30 AM	0	0	3	0	0	0	3
4:45 AM	0	0	2	0	0	0	2
5:00 AM	0	0	1	0	0	0	1
5:15 AM	0	0	5	0	0	0	5
5:30 AM	0	0	1	0	0	0	1
5:45 AM	0	0	6	0	0	0	6
6:00 AM	0	0	5	0	0	0	5
6:15 AM	0	0	5	0	0	0	5
6:30 AM	0	0	5	0	0	0	5
6:45 AM	0	0	12	0	0	0	12
7:00 AM	0	0	7	0	0	0	7
7:15 AM	0	0	19	0	2	0	21
7:30 AM	0	0	20	0	1	0	21
7:45 AM	1	0	8	0	0	0	9
8:00 AM	0	0	21	0	3	0	24
8:15 AM	1	0	18	0	0	0	19
8:30 AM	1	0	21	0	0	0	22
8:45 AM	0	0	28	0	1	0	29
9:00 AM	0	0	37	0	0	0	37
9:15 AM	1	0	21	0	1	0	23
9:30 AM	1	0	30	0	0	0	31
9:45 AM	0	0	43	0	1	0	44
10:00 AM	0	0	38	0	0	0	38
10:15 AM	0	1	47	0	1	0	49
10:30 AM	0	0	33	0	0	0	33
10:45 AM	1	0	39	0	2	0	42
11:00 AM	0	1	42	0	0	0	43
11:15 AM	2	0	48	0	2	0	52
11:30 AM	0	0	40	1	0	0	41
11:45 AM	0	0	40	0	0	0	40

AM Total	8	2	745	1	14	0	770
Percentage	1.04%	0.26%	96.75%	0.13%	1.82%	0.00%	
AM Peak	7:45 AM	10:15 AM	11:00 AM	10:45 AM	7:15 AM	12:00 AM	10:45 AM
Volume	3	2	170	1	6	0	178

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	50	0	0	0	50
12:15 PM	0	0	54	0	0	0	54
12:30 PM	0	0	41	0	0	0	41
12:45 PM	1	0	38	0	1	0	40
1:00 PM	0	0	41	0	0	0	41
1:15 PM	0	0	35	0	1	0	36
1:30 PM	1	0	62	0	0	0	63
1:45 PM	0	0	54	0	1	0	55
2:00 PM	2	0	44	0	0	0	46
2:15 PM	1	0	54	0	0	0	55
2:30 PM	0	0	33	0	2	0	35
2:45 PM	0	0	46	0	2	0	48
3:00 PM	0	0	36	0	0	0	36
3:15 PM	0	0	39	0	0	0	39
3:30 PM	0	0	36	0	0	0	36
3:45 PM	1	0	31	0	0	0	32
4:00 PM	0	0	41	0	0	0	41
4:15 PM	0	0	39	0	0	0	39
4:30 PM	0	0	39	0	0	0	39
4:45 PM	1	0	28	0	0	0	29
5:00 PM	2	2	30	0	0	0	34
5:15 PM	5	0	36	0	1	0	42
5:30 PM	0	0	22	0	1	0	23
5:45 PM	0	0	30	0	0	0	30
6:00 PM	0	0	34	0	0	0	34
6:15 PM	0	0	29	0	0	0	29
6:30 PM	0	0	27	1	0	0	28
6:45 PM	0	0	43	0	0	0	43
7:00 PM	0	0	40	0	0	0	40
7:15 PM	0	0	28	0	0	0	28
7:30 PM	0	1	27	0	1	0	29
7:45 PM	0	0	21	0	0	0	21
8:00 PM	0	0	23	0	0	0	23
8:15 PM	0	0	28	0	0	0	28
8:30 PM	0	0	19	0	0	0	19
8:45 PM	0	0	28	0	0	0	28
9:00 PM	0	0	28	0	0	0	28
9:15 PM	0	1	13	0	0	0	14
9:30 PM	0	0	22	0	0	0	22
9:45 PM	0	0	22	0	0	0	22
10:00 PM	0	1	23	0	0	0	24
10:15 PM	0	0	15	0	0	0	15
10:30 PM	0	0	17	0	0	0	17
10:45 PM	0	0	11	0	0	0	11
11:00 PM	0	0	6	0	0	0	6
11:15 PM	0	0	6	0	0	0	6
11:30 PM	0	0	13	0	0	0	13
11:45 PM	0	1	11	0	0	0	12

PM Total	14	6	1493	1	10	0	1524
Percentage	0.92%	0.39%	97.97%	0.07%	0.66%	0.00%	
PM Peak	4:30 PM	4:15 PM	1:30 PM	5:45 PM	2:00 PM	12:00 PM	1:30 PM
Volume	8	2	214	1	4	0	219
Day Total	22	8	2238	2	24	0	2294
Percentage	0.96%	0.35%	97.56%	0.09%	1.05%	0.00%	

Cedar Street south of Bridge  
north of Murdock Street  
City, State: Somerville, MA  
Client: GM2/ S. Siragusa  
Site Code: TBA



PDI File #: 228516 ATR-B

Count Date: Thursday, April 7, 2022  
Direction: SB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	11	0	0	0	11
12:15 AM	0	0	2	0	0	0	2
12:30 AM	0	0	4	0	0	0	4
12:45 AM	0	0	2	0	0	0	2
1:00 AM	0	0	3	0	0	0	3
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	1	0	0	0	1
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	1	0	0	0	1
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	1	0	0	0	1
2:45 AM	0	0	1	0	0	0	1
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0
3:30 AM	0	0	1	0	0	0	1
3:45 AM	0	0	0	0	0	0	0
4:00 AM	0	0	4	0	0	0	4
4:15 AM	0	0	8	0	0	0	8
4:30 AM	0	0	5	0	0	0	5
4:45 AM	0	0	4	0	0	0	4
5:00 AM	1	0	0	0	0	0	1
5:15 AM	0	0	3	0	0	0	3
5:30 AM	0	0	14	0	0	0	14
5:45 AM	0	0	29	0	0	0	29
6:00 AM	0	0	27	0	1	0	28
6:15 AM	0	1	34	0	1	0	36
6:30 AM	1	0	35	0	1	0	37
6:45 AM	0	0	59	0	0	0	59
7:00 AM	1	0	62	0	0	0	63
7:15 AM	4	0	79	1	1	0	85
7:30 AM	2	0	107	0	0	0	109
7:45 AM	1	0	99	0	4	0	104
8:00 AM	3	1	70	0	2	0	76
8:15 AM	0	0	77	0	1	0	78
8:30 AM	4	0	113	1	3	0	121
8:45 AM	1	0	90	0	0	0	91
9:00 AM	0	0	70	0	5	0	75
9:15 AM	3	0	81	0	3	0	87
9:30 AM	4	0	83	0	0	0	87
9:45 AM	0	0	84	0	2	0	86
10:00 AM	0	0	56	0	2	0	58
10:15 AM	1	0	58	0	3	0	62
10:30 AM	0	0	33	0	1	0	34
10:45 AM	2	0	51	0	2	0	55
11:00 AM	1	0	44	0	0	0	45
11:15 AM	0	0	59	0	3	0	62
11:30 AM	0	0	49	0	1	1	51
11:45 AM	1	0	56	1	4	0	62

AM Total	30	2	1670	3	40	1	1746
Percentage	1.72%	0.11%	95.65%	0.17%	2.29%	0.06%	
AM Peak	7:15 AM	5:30 AM	7:45 AM	6:30 AM	8:30 AM	10:45 AM	7:45 AM
Volume	10	1	359	1	11	1	379

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	1	0	50	0	0	0	51
12:15 PM	2	0	67	1	1	1	72
12:30 PM	1	0	61	0	1	0	63
12:45 PM	0	0	65	0	2	0	67
1:00 PM	1	0	59	0	1	0	61
1:15 PM	3	0	50	0	1	0	54
1:30 PM	1	0	60	0	2	1	64
1:45 PM	0	0	61	0	1	0	62
2:00 PM	2	0	52	0	1	0	55
2:15 PM	1	0	57	0	0	0	58
2:30 PM	0	1	53	0	0	0	54
2:45 PM	0	0	74	0	1	0	75
3:00 PM	0	0	71	0	0	1	72
3:15 PM	1	0	74	0	1	0	76
3:30 PM	0	1	61	0	0	0	62
3:45 PM	1	0	68	0	2	0	71
4:00 PM	3	1	55	0	2	0	61
4:15 PM	0	1	73	0	0	0	74
4:30 PM	2	0	57	0	1	0	60
4:45 PM	1	0	77	0	0	0	78
5:00 PM	1	0	83	0	0	0	84
5:15 PM	1	0	69	1	1	0	72
5:30 PM	1	0	70	0	0	0	71
5:45 PM	0	0	76	0	0	0	76
6:00 PM	2	0	74	0	0	0	76
6:15 PM	1	0	80	0	0	0	81
6:30 PM	2	0	69	1	0	0	72
6:45 PM	1	0	69	0	0	0	70
7:00 PM	1	0	72	0	1	0	74
7:15 PM	0	0	62	0	0	0	62
7:30 PM	3	2	73	0	0	0	78
7:45 PM	0	0	46	0	0	0	46
8:00 PM	0	0	49	0	0	0	49
8:15 PM	0	0	48	0	0	0	48
8:30 PM	1	0	35	0	1	0	37
8:45 PM	0	0	49	0	0	0	49
9:00 PM	0	0	48	0	0	0	48
9:15 PM	0	0	38	0	0	0	38
9:30 PM	0	0	29	1	0	0	30
9:45 PM	0	1	31	0	0	0	32
10:00 PM	0	0	27	0	0	0	27
10:15 PM	0	1	24	0	0	0	25
10:30 PM	0	0	18	0	0	0	18
10:45 PM	0	0	21	0	0	0	21
11:00 PM	0	0	20	0	0	0	20
11:15 PM	0	0	19	0	0	0	19
11:30 PM	0	0	11	0	0	0	11
11:45 PM	0	0	10	0	0	0	10

PM Total	34	8	2565	4	20	3	2634
Percentage	1.29%	0.30%	97.38%	0.15%	0.76%	0.11%	
PM Peak	1:15 PM	3:30 PM	5:30 PM	12:00 PM	12:45 PM	12:00 PM	4:45 PM
Volume	6	3	300	1	6	1	305
Day Total	64	10	4235	7	60	4	4380
Percentage	1.46%	0.23%	96.69%	0.16%	1.37%	0.09%	

Cedar Street south of Bridge  
north of Murdock Street  
City, State: Somerville, MA  
Client: GM2/ S. Siragusa  
Site Code: TBA



PDI File #: 228516 ATR-B

Count Date: Friday, April 8, 2022  
Direction: SB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	8	0	0	0	8
12:15 AM	0	0	7	0	0	0	7
12:30 AM	0	0	4	0	0	0	4
12:45 AM	0	0	5	0	0	0	5
1:00 AM	0	0	7	0	0	0	7
1:15 AM	0	0	4	0	0	0	4
1:30 AM	0	0	2	0	0	0	2
1:45 AM	0	0	6	0	0	0	6
2:00 AM	0	0	1	0	0	0	1
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0
3:30 AM	0	0	4	0	0	0	4
3:45 AM	0	0	4	0	0	0	4
4:00 AM	0	0	5	0	1	0	6
4:15 AM	0	0	6	0	1	0	7
4:30 AM	0	0	6	0	0	0	6
4:45 AM	0	0	2	0	0	0	2
5:00 AM	1	0	1	1	0	0	3
5:15 AM	0	0	9	0	0	0	9
5:30 AM	0	0	16	0	1	0	17
5:45 AM	0	0	32	0	1	1	34
6:00 AM	0	0	25	0	0	0	25
6:15 AM	0	0	43	0	0	0	43
6:30 AM	0	1	41	0	2	0	44
6:45 AM	0	0	70	0	2	0	72
7:00 AM	0	0	65	0	0	0	65
7:15 AM	1	0	76	1	2	0	80
7:30 AM	0	0	104	0	4	0	108
7:45 AM	1	0	94	0	3	0	98
8:00 AM	2	0	94	0	0	0	96
8:15 AM	0	0	85	0	5	0	90
8:30 AM	6	1	105	0	3	0	115
8:45 AM	3	0	103	0	3	0	109
9:00 AM	0	0	88	0	6	0	94
9:15 AM	1	0	72	0	2	0	75
9:30 AM	3	0	59	1	4	0	67
9:45 AM	3	0	69	0	3	0	75
10:00 AM	1	0	59	0	5	0	65
10:15 AM	0	0	59	0	4	0	63
10:30 AM	1	0	56	1	2	0	60
10:45 AM	0	0	76	0	2	0	78
11:00 AM	1	0	66	0	3	0	70
11:15 AM	0	0	55	1	2	0	58
11:30 AM	1	0	71	0	3	0	75
11:45 AM	0	0	59	0	0	0	59

AM Total	25	2	1823	5	64	1	1920
Percentage	1.30%	0.10%	94.95%	0.26%	3.33%	0.05%	
AM Peak	8:00 AM	5:45 AM	8:00 AM	10:30 AM	8:15 AM	5:00 AM	8:00 AM
Volume	11	1	387	2	17	1	410

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	1	0	72	0	0	0	73
12:15 PM	0	0	73	0	1	0	74
12:30 PM	2	0	71	0	0	0	73
12:45 PM	1	1	70	0	2	0	74
1:00 PM	0	0	54	0	4	0	58
1:15 PM	1	0	74	1	1	0	77
1:30 PM	1	0	47	0	0	0	48
1:45 PM	3	1	69	0	0	0	73
2:00 PM	0	1	60	0	0	0	61
2:15 PM	1	0	64	0	1	0	66
2:30 PM	0	0	70	0	0	0	70
2:45 PM	1	0	77	0	2	0	80
3:00 PM	3	0	52	0	1	1	57
3:15 PM	3	1	67	0	1	0	72
3:30 PM	0	1	58	1	1	0	61
3:45 PM	2	0	73	0	0	0	75
4:00 PM	3	0	75	0	0	0	78
4:15 PM	1	0	58	0	0	0	59
4:30 PM	0	1	77	0	2	0	80
4:45 PM	2	0	78	0	0	0	80
5:00 PM	3	1	84	0	2	0	90
5:15 PM	2	1	93	0	1	0	97
5:30 PM	2	0	82	0	0	0	84
5:45 PM	3	0	75	0	0	0	78
6:00 PM	6	0	69	0	0	0	75
6:15 PM	1	0	76	0	0	0	77
6:30 PM	1	0	80	0	0	1	82
6:45 PM	1	0	59	0	0	0	60
7:00 PM	3	0	85	0	0	0	88
7:15 PM	0	0	81	0	0	0	81
7:30 PM	2	0	72	0	0	0	74
7:45 PM	1	0	52	0	0	0	53
8:00 PM	1	1	57	0	1	0	60
8:15 PM	3	0	59	0	0	0	62
8:30 PM	0	0	59	0	0	0	59
8:45 PM	0	1	44	0	0	0	45
9:00 PM	0	1	39	0	1	0	41
9:15 PM	1	2	37	0	0	0	40
9:30 PM	0	0	44	0	0	0	44
9:45 PM	0	1	42	0	0	0	43
10:00 PM	0	0	42	0	0	0	42
10:15 PM	0	0	30	0	0	0	30
10:30 PM	0	2	35	0	1	0	38
10:45 PM	0	0	28	0	0	0	28
11:00 PM	0	0	26	0	0	0	26
11:15 PM	0	0	36	0	0	0	36
11:30 PM	0	0	27	0	0	0	27
11:45 PM	3	0	12	0	0	0	15

PM Total	58	16	2864	2	22	2	2964
Percentage	1.96%	0.54%	96.63%	0.07%	0.74%	0.07%	
PM Peak	5:15 PM	8:30 PM	4:45 PM	12:30 PM	12:15 PM	2:15 PM	4:45 PM
Volume	13	4	337	1	7	1	351
Day Total	83	18	4687	7	86	3	4884
Percentage	1.70%	0.37%	95.97%	0.14%	1.76%	0.06%	



Cedar Street south of Bridge  
north of Murdock Street  
City, State: Somerville, MA  
Client: GM2/ S. Siragusa  
Site Code: TBA



PDI File #: 228516 ATR-B

Count Date: Saturday, April 9, 2022  
Direction: SB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	12	0	0	0	12
12:15 AM	0	0	15	0	0	0	15
12:30 AM	0	0	14	0	0	0	14
12:45 AM	0	0	11	0	0	0	11
1:00 AM	0	0	9	0	0	0	9
1:15 AM	0	0	12	0	0	0	12
1:30 AM	0	0	4	0	0	0	4
1:45 AM	0	0	11	0	0	0	11
2:00 AM	0	0	8	0	0	0	8
2:15 AM	0	0	3	0	0	0	3
2:30 AM	0	0	1	0	0	0	1
2:45 AM	0	0	0	0	0	0	0
3:00 AM	0	0	2	0	0	0	2
3:15 AM	0	0	1	0	0	0	1
3:30 AM	0	0	2	0	0	0	2
3:45 AM	0	0	6	0	1	0	7
4:00 AM	0	0	3	0	0	0	3
4:15 AM	0	0	2	0	0	0	2
4:30 AM	0	0	2	0	0	0	2
4:45 AM	0	0	3	0	0	0	3
5:00 AM	0	0	4	0	0	0	4
5:15 AM	0	0	5	0	1	0	6
5:30 AM	0	0	9	0	0	0	9
5:45 AM	0	0	9	0	0	0	9
6:00 AM	0	0	8	0	0	0	8
6:15 AM	0	0	16	0	1	0	17
6:30 AM	0	0	16	0	0	0	16
6:45 AM	0	0	21	0	0	0	21
7:00 AM	0	0	16	0	0	0	16
7:15 AM	0	0	24	0	1	0	25
7:30 AM	0	0	23	0	0	0	23
7:45 AM	0	0	20	0	0	0	20
8:00 AM	1	0	29	0	2	0	32
8:15 AM	2	0	33	0	0	0	35
8:30 AM	1	0	48	0	2	0	51
8:45 AM	1	0	52	0	0	0	53
9:00 AM	1	0	46	0	0	0	47
9:15 AM	1	0	56	0	1	0	58
9:30 AM	1	0	71	0	1	0	73
9:45 AM	1	0	80	0	0	0	81
10:00 AM	2	0	59	0	1	0	62
10:15 AM	2	0	54	0	0	0	56
10:30 AM	0	0	69	0	1	0	70
10:45 AM	0	1	69	0	0	0	70
11:00 AM	1	0	69	0	0	0	70
11:15 AM	0	0	74	0	1	0	75
11:30 AM	0	0	69	0	0	0	69
11:45 AM	1	0	80	0	0	0	81

AM Total	15	1	1250	0	13	0	1279
Percentage	1.17%	0.08%	97.73%	0.00%	1.02%	0.00%	

AM Peak	9:30 AM	10:00 AM	11:00 AM	12:00 AM	7:45 AM	12:00 AM	11:00 AM
Volume	6	1	292	0	4	0	295

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	2	0	60	1	0	0	63
12:15 PM	1	0	91	0	0	0	92
12:30 PM	1	0	69	0	0	0	70
12:45 PM	0	0	69	0	0	0	69
1:00 PM	0	0	80	1	2	0	83
1:15 PM	2	0	79	0	0	1	82
1:30 PM	1	0	64	0	0	0	65
1:45 PM	1	0	79	0	1	0	81
2:00 PM	3	0	76	0	0	0	79
2:15 PM	1	0	64	0	1	0	66
2:30 PM	0	0	75	0	0	0	75
2:45 PM	0	0	75	0	2	0	77
3:00 PM	1	1	65	0	0	0	67
3:15 PM	0	0	78	0	1	0	79
3:30 PM	0	0	63	0	0	0	63
3:45 PM	0	0	63	0	0	0	63
4:00 PM	1	0	69	0	0	0	70
4:15 PM	1	0	75	0	1	0	77
4:30 PM	0	0	87	0	0	0	87
4:45 PM	0	0	70	0	0	0	70
5:00 PM	1	0	71	0	1	0	73
5:15 PM	2	0	83	0	0	0	85
5:30 PM	0	0	66	0	0	0	66
5:45 PM	0	0	67	0	0	0	67
6:00 PM	0	0	57	0	0	0	57
6:15 PM	0	1	74	0	0	1	76
6:30 PM	2	0	65	0	0	0	67
6:45 PM	0	0	71	0	0	0	71
7:00 PM	1	0	57	0	0	0	58
7:15 PM	2	0	86	0	0	0	88
7:30 PM	0	0	57	0	0	0	57
7:45 PM	0	0	73	0	0	0	73
8:00 PM	0	0	51	0	0	0	51
8:15 PM	1	0	50	0	1	0	52
8:30 PM	0	0	41	0	0	0	41
8:45 PM	0	1	43	0	0	0	44
9:00 PM	0	0	48	0	0	0	48
9:15 PM	2	0	42	0	0	0	44
9:30 PM	0	0	38	0	0	0	38
9:45 PM	0	0	32	0	0	0	32
10:00 PM	0	0	36	0	0	0	36
10:15 PM	0	0	35	0	0	0	35
10:30 PM	1	0	34	0	0	0	35
10:45 PM	0	0	21	0	0	0	21
11:00 PM	0	0	27	0	0	0	27
11:15 PM	1	0	23	0	0	0	24
11:30 PM	0	0	19	0	0	0	19
11:45 PM	0	0	25	0	0	0	25

PM Total	28	3	2843	2	10	2	2888
Percentage	0.97%	0.10%	98.44%	0.07%	0.35%	0.07%	

PM Peak	1:15 PM	2:15 PM	4:30 PM	12:00 PM	1:00 PM	12:30 PM	4:30 PM
Volume	7	1	311	1	3	1	315

Day Total	43	4	4093	2	23	2	4167
Percentage	1.03%	0.10%	98.22%	0.05%	0.55%	0.05%	



PRECISION  
DATA  
INDUSTRIES, LLC

157 Washington Street, Suite 2  
Hudson, MA 01749  
Office: 508-875-0100, Fax: 508-875-0118

## Weekly Report

Day	Thursday		Friday		Saturday										Week	
Date	04/07/22		04/08/22		04/09/22										Ave	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	11	32	4	64	9	50	0	0	0	0	0	0	0	0	8	49
12:15	3	41	4	51	10	54	0	0	0	0	0	0	0	0	6	49
12:30	2	37	10	63	6	41	0	0	0	0	0	0	0	0	6	47
12:45	5	35	2	73	7	40	0	0	0	0	0	0	0	0	5	49
1:00	2	29	2	62	8	41	0	0	0	0	0	0	0	0	4	44
1:15	3	40	1	66	12	36	0	0	0	0	0	0	0	0	5	47
1:30	3	37	4	73	6	63	0	0	0	0	0	0	0	0	4	58
1:45	1	27	4	62	12	55	0	0	0	0	0	0	0	0	6	48
2:00	2	58	1	56	6	46	0	0	0	0	0	0	0	0	3	53
2:15	3	44	1	47	5	55	0	0	0	0	0	0	0	0	3	49
2:30	1	42	1	50	5	35	0	0	0	0	0	0	0	0	2	42
2:45	0	56	0	47	3	48	0	0	0	0	0	0	0	0	1	50
3:00	0	66	1	53	3	36	0	0	0	0	0	0	0	0	1	52
3:15	1	52	1	80	2	39	0	0	0	0	0	0	0	0	1	57
3:30	2	40	3	53	3	36	0	0	0	0	0	0	0	0	3	43
3:45	0	48	2	49	1	32	0	0	0	0	0	0	0	0	1	43
4:00	2	55	2	47	1	41	0	0	0	0	0	0	0	0	2	48
4:15	1	58	5	50	1	39	0	0	0	0	0	0	0	0	2	49
4:30	4	67	2	49	3	39	0	0	0	0	0	0	0	0	3	52
4:45	2	45	5	44	2	29	0	0	0	0	0	0	0	0	3	39
5:00	0	43	4	42	1	34	0	0	0	0	0	0	0	0	2	40
5:15	4	64	6	71	5	42	0	0	0	0	0	0	0	0	5	59
5:30	15	41	4	48	1	23	0	0	0	0	0	0	0	0	7	37
5:45	7	45	5	56	6	30	0	0	0	0	0	0	0	0	6	44
6:00	9	54	11	50	5	34	0	0	0	0	0	0	0	0	8	46
6:15	21	38	18	58	5	29	0	0	0	0	0	0	0	0	15	42
6:30	30	39	22	44	5	28	0	0	0	0	0	0	0	0	19	37
6:45	20	33	22	38	12	43	0	0	0	0	0	0	0	0	18	38
7:00	28	35	22	54	7	40	0	0	0	0	0	0	0	0	19	43
7:15	28	37	32	33	21	28	0	0	0	0	0	0	0	0	27	33
7:30	41	27	33	30	21	29	0	0	0	0	0	0	0	0	32	29
7:45	37	33	57	33	9	21	0	0	0	0	0	0	0	0	34	29
8:00	45	24	68	38	24	23	0	0	0	0	0	0	0	0	46	28
8:15	33	29	59	38	19	28	0	0	0	0	0	0	0	0	37	32
8:30	47	24	52	28	22	19	0	0	0	0	0	0	0	0	40	24
8:45	32	18	53	17	29	28	0	0	0	0	0	0	0	0	38	21
9:00	31	14	49	27	37	28	0	0	0	0	0	0	0	0	39	23
9:15	27	20	74	24	23	14	0	0	0	0	0	0	0	0	41	19
9:30	30	14	55	20	31	22	0	0	0	0	0	0	0	0	39	19
9:45	32	13	49	27	44	22	0	0	0	0	0	0	0	0	42	21
10:00	21	12	44	19	38	24	0	0	0	0	0	0	0	0	34	18
10:15	26	13	53	16	49	15	0	0	0	0	0	0	0	0	43	15
10:30	30	8	62	18	33	17	0	0	0	0	0	0	0	0	42	14
10:45	28	10	52	13	42	11	0	0	0	0	0	0	0	0	41	11
11:00	27	7	55	12	43	6	0	0	0	0	0	0	0	0	42	8
11:15	26	5	71	13	52	6	0	0	0	0	0	0	0	0	50	8
11:30	32	8	59	10	41	13	0	0	0	0	0	0	0	0	44	10
11:45	38	5	66	5	40	12	0	0	0	0	0	0	0	0	48	7
Total	793	1622	1212	2021	770	1524	0	0	0	0	0	0	0	0	925	1722
Day Total	2415		3233		2294		0		0		0		0		2647	
Peak HR	7:45 AM	3:45 PM	11:00 AM	12:45 PM	10:45 AM	1:30 PM									11:00 AM	1:30 PM
Volume	162	228	251	274	178	219									183	208

**Cedar Street south of Bridge  
north of Murdock Street  
City, State: Somerville, MA  
Client: GM2/ S. Siragusa  
Site Code: TBA**



**PDI File #            228516 ATR-B**

**Direction:** SB

## Weekly Report

Day	Thursday		Friday		Saturday										Week	
Date	04/07/22		04/08/22		04/09/22										Ave	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	11	51	8	73	12	63	0	0	0	0	0	0	0	0	10	62
12:15	2	72	7	74	15	92	0	0	0	0	0	0	0	0	8	79
12:30	4	63	4	73	14	70	0	0	0	0	0	0	0	0	7	69
12:45	2	67	5	74	11	69	0	0	0	0	0	0	0	0	6	70
1:00	3	61	7	58	9	83	0	0	0	0	0	0	0	0	6	67
1:15	0	54	4	77	12	82	0	0	0	0	0	0	0	0	5	71
1:30	1	64	2	48	4	65	0	0	0	0	0	0	0	0	2	59
1:45	0	62	6	73	11	81	0	0	0	0	0	0	0	0	6	72
2:00	1	55	1	61	8	79	0	0	0	0	0	0	0	0	3	65
2:15	0	58	0	66	3	66	0	0	0	0	0	0	0	0	1	63
2:30	1	54	0	70	1	75	0	0	0	0	0	0	0	0	1	66
2:45	1	75	0	80	0	77	0	0	0	0	0	0	0	0	0	77
3:00	0	72	0	57	2	67	0	0	0	0	0	0	0	0	1	65
3:15	0	76	0	72	1	79	0	0	0	0	0	0	0	0	0	76
3:30	1	62	4	61	2	63	0	0	0	0	0	0	0	0	2	62
3:45	0	71	4	75	7	63	0	0	0	0	0	0	0	0	4	70
4:00	4	61	6	78	3	70	0	0	0	0	0	0	0	0	4	70
4:15	8	74	7	59	2	77	0	0	0	0	0	0	0	0	6	70
4:30	5	60	6	80	2	87	0	0	0	0	0	0	0	0	4	76
4:45	4	78	2	80	3	70	0	0	0	0	0	0	0	0	3	76
5:00	1	84	3	90	4	73	0	0	0	0	0	0	0	0	3	82
5:15	3	72	9	97	6	85	0	0	0	0	0	0	0	0	6	85
5:30	14	71	17	84	9	66	0	0	0	0	0	0	0	0	13	74
5:45	29	76	34	78	9	67	0	0	0	0	0	0	0	0	24	74
6:00	28	76	25	75	8	57	0	0	0	0	0	0	0	0	20	69
6:15	36	81	43	77	17	76	0	0	0	0	0	0	0	0	32	78
6:30	37	72	44	82	16	67	0	0	0	0	0	0	0	0	32	74
6:45	59	70	72	60	21	71	0	0	0	0	0	0	0	0	51	67
7:00	63	74	65	88	16	58	0	0	0	0	0	0	0	0	48	73
7:15	85	62	80	81	25	88	0	0	0	0	0	0	0	0	63	77
7:30	109	78	108	74	23	57	0	0	0	0	0	0	0	0	80	70
7:45	104	46	98	53	20	73	0	0	0	0	0	0	0	0	74	57
8:00	76	49	96	60	32	51	0	0	0	0	0	0	0	0	68	53
8:15	78	48	90	62	35	52	0	0	0	0	0	0	0	0	68	54
8:30	121	37	115	59	51	41	0	0	0	0	0	0	0	0	96	46
8:45	91	49	109	45	53	44	0	0	0	0	0	0	0	0	84	46
9:00	75	48	94	41	47	48	0	0	0	0	0	0	0	0	72	46
9:15	87	38	75	40	58	44	0	0	0	0	0	0	0	0	73	41
9:30	87	30	67	44	73	38	0	0	0	0	0	0	0	0	76	37
9:45	86	32	75	43	81	32	0	0	0	0	0	0	0	0	81	36
10:00	58	27	65	42	62	36	0	0	0	0	0	0	0	0	62	35
10:15	62	25	63	30	56	35	0	0	0	0	0	0	0	0	60	30
10:30	34	18	60	38	70	35	0	0	0	0	0	0	0	0	55	30
10:45	55	21	78	28	70	21	0	0	0	0	0	0	0	0	68	23
11:00	45	20	70	26	70	27	0	0	0	0	0	0	0	0	62	24
11:15	62	19	58	36	75	24	0	0	0	0	0	0	0	0	65	26
11:30	51	11	75	27	69	19	0	0	0	0	0	0	0	0	65	19
11:45	62	10	59	15	81	25	0	0	0	0	0	0	0	0	67	17
Total	1746	2634	1920	2964	1279	2888	0	0	0	0	0	0	0	0	1648	2829
Day Total	4380		4884		4167		0		0		0		0		4477	
Peak HR	7:45 AM	4:45 PM	8:00 AM	4:45 PM	11:00 AM	4:30 PM									8:30 AM	4:30 PM
Volume	379	305	410	351	295	315									325	319

PDI File #: 228516 A  
Location: N: Albion Street S: Parking Lot NW: Winchester Street  
Location: E: Broadway W: Broadway  
City, State: Somerville, MA  
Client: GM2/ S. Siragusa  
Site Code: TBA  
Count Date: Thursday, April 7, 2022  
Start Time: 6:00 AM  
End Time: 8:00 PM  
Class:

PRECISION  
D A T A  
INDUSTRIES, LLC  
157 Washington Street, Suite 2  
Hudson, MA 01749  
Office: 508-875-0100 Fax: 508-875-0118

Cars and Heavy Vehicles (Combined)

	Albion Street						Broadway						Parking Lot						Broadway						Winchester Street						Total	
	from North						from East						from South						from West						from Northwest							
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total		
6:00 AM	0	1	0	4	0	5	0	1	19	0	0	20	0	0	0	0	0	0	0	30	0	3	0	33	0	0	9	0	0	9	67	
6:15 AM	2	2	0	0	0	4	0	6	31	0	0	37	0	0	0	0	0	0	0	33	0	7	0	40	1	0	15	0	0	16	97	
6:30 AM	0	4	0	4	0	8	0	6	58	0	0	64	0	0	0	0	0	0	0	46	0	4	0	50	1	0	13	0	0	14	136	
6:45 AM	2	3	0	12	0	17	0	7	62	0	0	69	0	0	0	0	0	0	0	63	0	10	0	73	0	0	15	0	0	15	174	
Total	4	10	0	20	0	34	0	20	170	0	0	190	0	0	0	0	0	0	0	172	0	24	0	196	2	0	52	0	0	54	474	
7:00 AM	0	5	0	5	0	10	0	8	57	0	0	65	0	0	0	0	0	0	0	71	0	11	1	83	3	0	17	0	0	20	178	
7:15 AM	1	5	0	1	0	7	0	9	75	0	0	84	0	0	0	0	0	0	0	91	0	10	0	101	0	0	26	0	0	26	218	
7:30 AM	3	14	0	10	0	27	0	12	90	0	0	102	0	0	0	0	0	0	1	99	0	8	0	108	3	0	27	0	0	30	267	
7:45 AM	3	8	1	6	0	18	0	5	95	1	0	101	0	0	0	0	0	0	0	102	0	10	0	112	5	1	13	0	0	19	250	
Total	7	32	1	22	0	62	0	34	317	1	0	352	0	0	0	0	0	0	1	363	0	39	1	404	11	1	83	0	0	95	913	
8:00 AM	1	8	0	4	0	13	0	10	99	1	0	110	4	0	0	0	0	4	0	111	0	16	0	127	3	0	11	0	0	14	268	
8:15 AM	0	12	0	4	0	16	0	6	72	1	0	79	1	0	0	0	0	1	0	93	0	14	0	107	2	0	12	0	0	14	217	
8:30 AM	2	7	0	4	0	13	0	8	72	0	0	80	0	0	0	0	0	0	0	107	0	12	0	119	4	0	10	0	0	14	226	
8:45 AM	2	2	0	3	0	7	0	10	71	0	0	81	0	0	0	0	0	0	0	111	0	11	0	122	4	0	10	0	0	14	224	
Total	5	29	0	15	0	49	0	34	314	2	0	350	5	0	0	0	0	5	0	422	0	53	0	475	13	0	43	0	0	56	935	
9:00 AM	0	5	0	4	0	9	0	8	59	0	0	67	0	0	0	4	0	4	0	89	0	9	0	98	3	0	13	0	0	16	194	
9:15 AM	0	2	0	6	0	8	0	5	71	0	0	76	1	0	0	0	0	1	0	106	0	9	1	116	2	1	15	0	0	18	219	
9:30 AM	1	3	0	2	0	6	0	11	51	0	0	62	0	0	0	0	0	0	0	109	0	8	0	117	3	0	24	0	0	27	212	
9:45 AM	1	6	0	6	0	13	0	5	54	0	0	59	1	0	0	0	0	1	0	75	0	11	0	86	4	0	9	0	0	13	172	
Total	2	16	0	18	0	36	0	29	235	0	0	264	2	0	0	4	0	6	0	379	0	37	1	417	12	1	61	0	0	74	797	
10:00 AM	1	1	0	0	0	2	0	7	58	0	0	65	0	0	0	0	0	0	0	64	0	15	0	79	6	0	12	0	0	18	164	
10:15 AM	0	3	0	2	0	5	0	4	57	0	0	61	3	0	0	0	0	3	2	61	0	14	0	77	0	0	6	0	0	6	152	
10:30 AM	2	4	0	4	0	10	0	6	48	0	0	54	0	0	0	0	0	0	0	74	0	12	0	86	3	0	10	0	0	13	163	
10:45 AM	1	3	0	2	0	6	0	4	56	1	2	63	0	0	0	0	0	0	0	87	0	10	0	97	2	0	9	0	0	11	177	
Total	4	11	0	8	0	23	0	21	219	1	2	243	3	0	0	0	0	3	2	286	0	51	0	339	11	0	37	0	0	48	656	
11:00 AM	0	4	0	5	0	9	0	4	67	1	0	72	0	0	0	0	0	0	0	58	0	11	0	69	2	0	8	0	0	10	160	
11:15 AM	0	5	0	1	0	6	0	9	48	0	0	57	1	0	0	0	0	1	0	87	0	10	0	97	2	0	11	0	0	13	174	
11:30 AM	1	5	0	2	0	8	1	8	59	0	0	68	0	0	0	0	0	0	0	80	0	8	0	88	0	0	8	0	0	8	172	
11:45 AM	6	0	0	4	0	10	0	6	65	0	0	71	0	0	0	0	0	0	0	91	0	7	0	98	2	0	9	0	0	11	190	
Total	7	14	0	12	0	33	1	27	239	1	0	268	1	0	0	0	0	1	0	316	0	36	0	352	6	0	36	0	0	42	696	
12:00 PM	1	5	0	5	0	11	1	7	61	1	0	70	0	0	0	0	0	0	2	70	0	4	0	76	2	0	4	0	0	6	163	
12:15 PM	1	3	0	2	0	6	0	9	71	0	0	80	0	0	0	0	0	0	0	94	0	13	0	107	2	0	5	0	0	7	200	
12:30 PM	0	5	0	3	0	8	0	7	64	1	0	72	1	0	0	0	0	1	0	71	0	10	0	81	6	0	15	0	0	21	183	
12:45 PM	0	3	0	3	0	6	0	8	64	0	0	72	1	0	0	0	0	1	0	97	0	12	0	109	0	0	12	0	0	12	200	
Total	2	16	0	13	0	31	1	31	260	2	0	294	2	0	0	0	0	2	2	332	0	39	0	373	10	0	36	0	0	46	746	
1:00 PM	1	5	1	6	0	13	0	8	74	0	0	82	0	0	0	0	0	0	0	73	0	4	0	77	6	0	6	0	0	12	184	
1:15 PM	0	6	0	2	0	8	1	11	58	1	1	72	0	0	0	0	0	0	0	87	0	8	0	95	3	0	11	0	0	14	189	
1:30 PM	1	4	0	1	0	6	0	8	60	0	1	69	2	0	0	0	0	2	0	84	0	16	0	100	1	0	12	0	0	13	190	
1:45 PM	2	3	0	1	0	6	0	8	60	0	0	68	1	0	0	0	0	1	0	79	0	14	0	93	3	0	6	0	0	9	177	
Total	4	18	1	10	0	33	1	35	252	1	2	291	3	0	0	0	0	3	0	323	0	42	0	365	13	0	35	0	0	48	740	
2:00 PM	2	2	0	1	0	5	0	9	68	0	0	77	0	0	0	0	0	0	0	61	0	10	0	71	4	0	16	0	0	20	173	
2:15 PM	0	9	0	2	0	11	0	15	59	0	0	74	0	0	0	0	0	0	0	88	0	18	0	106	0	0	7	0	0	7	198	
2:30 PM	1	6	0	0	0	7	0	5	77	1	0	83	0	0	0	0	0	0	0	83	0	20	0	103	1	0	10	0	0	11	204	
2:45 PM	3	9	0	1	0	13	0	4	87	0	0	91	0	0	0	0	0	0	0	106	0	18	0	124	4	0	14	0	0	18	246	
Total	6	26	0	4	0	36	0	33	291	1	0	325	0	0	0	0	0	0	0	338	0	66	0	404	9	0	47	0	0	56	821	
3:00 PM	0	3	0	0	0	3	0	10	91	0	0	101	0	0	0	0	0	0	0	97	0	12	0	109	5	0	14	0	0	19	232	
3:15 PM	2	8	0	4	0	14	0	18	85	0	0	103	0	0	0	1	0	1	0	95	0	8	0	103	4	1	11	0	0	16	237	
3:30 PM	4	7	0	5	0	16	0	5	91	0	0	96	0	0	1	0	0	1	1	103	0	20	0	124	2	0	13	0	0	15	252	
3:45 PM	1	5	0	1	0	7	0	14	82	0	0	96	0	0	0	0	0	0	1	108	0	19	0	128	3	0	4	0	0	7	238	
Total	7	23	0	10	0	40	0	47	349	0	0	396	0	0	1	1	0	2	2	403	0	59	0	464	14	1	42	0	0	57	959	
4:00 PM	0	9	0	2	0	11	0	16	80	1	0	97	0	0	0	1	0	1	0	96	1	23	0	120	3	0	10	0	0	13	242	

PDI File #: 228516 A  
Location: N: Albion Street S: Parking Lot NW: Winchester Street  
Location: E: Broadway W: Broadway  
City, State: Somerville, MA  
Client: GM2/ S. Siragusa  
Site Code: TBA  
Count Date: Thursday, April 7, 2022  
Start Time: 6:00 AM  
End Time: 8:00 PM  
Class:

PRECISION  
D A T A  
INDUSTRIES, LLC  
157 Washington Street, Suite 2  
Hudson, MA 01749  
Office: 508-875-0100 Fax: 508-875-0118

Cars and Heavy Vehicles (Combined)

	Albion Street						Broadway						Parking Lot						Broadway						Winchester Street						Total
	from North						from East						from South						from West						from Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	
4:15 PM	4	10	0	2	0	16	0	11	63	0	0	74	0	0	0	0	0	0	0	84	0	14	0	98	3	0	7	0	0	10	198
4:30 PM	2	9	0	2	0	13	0	15	88	0	1	104	0	0	0	0	0	0	0	96	1	31	0	128	3	0	7	0	0	10	255
4:45 PM	0	5	0	3	0	8	0	17	65	0	0	82	0	0	0	0	0	0	0	98	0	24	0	122	5	0	13	0	0	18	230
Total	6	33	0	9	0	48	0	59	296	1	1	357	0	0	0	1	0	1	0	374	2	92	0	468	14	0	37	0	0	51	925
5:00 PM	0	7	0	2	0	9	0	9	80	0	1	90	1	0	1	0	0	2	0	104	0	28	0	132	2	0	12	0	0	14	247
5:15 PM	3	8	0	3	0	14	0	20	90	0	0	110	0	0	1	0	0	1	0	98	0	30	0	128	0	0	10	0	0	10	263
5:30 PM	3	5	0	1	0	9	0	12	69	0	0	81	1	0	0	0	0	1	0	106	0	31	0	137	1	0	18	0	0	19	247
5:45 PM	0	10	0	6	0	16	0	14	79	0	0	93	0	0	0	0	0	0	1	98	0	39	0	138	4	0	8	0	0	12	259
Total	6	30	0	12	0	48	0	55	318	0	1	374	2	0	2	0	0	4	1	406	0	128	0	535	7	0	48	0	0	55	1016
6:00 PM	2	9	0	6	0	17	0	17	68	0	0	85	0	0	0	0	0	0	0	93	0	33	0	126	2	0	9	0	0	11	239
6:15 PM	1	5	0	4	0	10	0	12	71	0	0	83	0	0	0	0	0	0	0	110	0	20	0	130	2	0	11	0	0	13	236
6:30 PM	1	2	0	4	0	7	0	11	70	0	0	81	0	0	0	0	0	0	0	98	0	22	0	120	2	0	21	0	0	23	231
6:45 PM	1	5	0	2	0	8	0	11	58	0	0	69	0	0	0	1	0	1	2	96	0	18	0	116	1	0	13	0	0	14	208
Total	5	21	0	16	0	42	0	51	267	0	0	318	0	0	0	1	0	1	2	397	0	93	0	492	7	0	54	0	0	61	914
7:00 PM	1	6	0	2	0	9	0	10	63	0	0	73	0	0	0	0	0	0	0	90	0	22	0	112	3	0	12	0	0	15	209
7:15 PM	2	3	0	1	0	6	0	4	67	0	0	71	0	0	0	0	0	0	0	71	0	15	0	86	0	0	9	0	0	9	172
7:30 PM	0	1	0	4	0	5	0	6	49	0	2	57	0	0	0	0	0	0	0	85	0	14	0	99	2	0	11	0	0	13	174
7:45 PM	0	4	0	4	0	8	0	3	47	0	0	50	0	0	0	0	0	0	0	75	0	19	0	94	1	0	16	0	0	17	169
Total	3	14	0	11	0	28	0	23	226	0	2	251	0	0	0	0	0	0	0	321	0	70	0	391	6	0	48	0	0	54	724
Grand Total	68	293	2	180	0	543	3	499	3753	10	8	4273	18	0	3	7	0	28	10	4832	2	829	2	5675	135	3	659	0	0	797	11316
Approach %	12.5	54.0	0.4	33.1	0.0		0.1	11.7	87.8	0.2	0.2		64.3	0.0	10.7	25.0	0.0		0.2	85.1	0.0	14.6	0.0		16.9	0.4	82.7	0.0	0.0		
Total %	0.6	2.6	0.0	1.6	0.0	4.8	0.0	4.4	33.2	0.1	0.1	37.8	0.2	0.0	0.0	0.1	0.0	0.2	0.1	42.7	0.0	7.3	0.0	50.2	1.2	0.0	5.8	0.0	0.0	7.0	
Exiting Leg Total	5						5697						25						4190						1399						11316
Cars	67	290	2	177	0	536	3	489	3550	8	6	4056	16	0	3	7	0	26	10	4607	2	813	2	5434	132	3	648	0	0	783	10835
% Cars	98.5	99.0	100.0	98.3	0.0	98.7	100.0	98.0	94.6	80.0	75.0	94.9	88.9	0.0	100.0	100.0	0.0	92.9	100.0	95.3	100.0	98.1	100.0	95.8	97.8	100.0	98.3	0.0	0.0	98.2	95.7
Exiting Leg Total	5						5454						23						3981						1372						10835
Heavy Vehicles	1	3	0	3	0	7	0	10	203	2	2	217	2	0	0	0	0	2	0	225	0	16	0	241	3	0	11	0	0	14	481
% Heavy Vehicles	1.5	1.0	0.0	1.7	0.0	1.3	0.0	2.0	5.4	20.0	25.0	5.1	11.1	0.0	0.0	0.0	0.0	7.1	0.0	4.7	0.0	1.9	0.0	4.2	2.2	0.0	1.7	0.0	0.0	1.8	4.3
Exiting Leg Total	0						243						2						209						27						481

AM Peak Hour Analysis from 06:00 AM to 10:00 AM begins at:

7:15 AM	Albion Street						Broadway						Parking Lot						Broadway						Winchester Street						Total
	from North						from East						from South						from West						from Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	
7:15 AM	1	5	0	1	0	7	0	9	75	0	0	84	0	0	0	0	0	0	0	91	0	10	0	101	0	0	26	0	0	26	218
7:30 AM	3	14	0	10	0	27	0	12	90	0	0	102	0	0	0	0	0	0	1	99	0	8	0	108	3	0	27	0	0	30	267
7:45 AM	3	8	1	6	0	18	0	5	95	1	0	101	0	0	0	0	0	0	0	102	0	10	0	112	5	1	13	0	0	19	250
8:00 AM	1	8	0	4	0	13	0	10	99	1	0	110	4	0	0	0	0	4	0	111	0	16	0	127	3	0	11	0	0	14	268
Total Volume	8	35	1	21	0	65	0	36	359	2	0	397	4	0	0	0	0	4	1	403	0	44	0	448	11	1	77	0	0	89	1003
% Approach Total	12.3	53.8	1.5	32.3	0.0		0.0	9.1	90.4	0.5	0.0		100.0	0.0	0.0	0.0	0.0		0.2	90.0	0.0	9.8	0.0		12.4	1.1	86.5	0.0	0.0		
PHF	0.667	0.625	0.250	0.525	0.000	0.602	0.000	0.750	0.907	0.500	0.000	0.902	0.250	0.000	0.000	0.000	0.000	0.250	0.250	0.908	0.000	0.688	0.000	0.882	0.550	0.250	0.713	0.000	0.000	0.742	0.936
Cars	8	34	1	21	0	64	0	36	344	2	0	382	3	0	0	0	0	3	1	382	0	44	0	427	11	1	76	0	0	88	964
Cars %	100.0	97.1	100.0	100.0	0.0	98.5	0.0	100.0	95.8	100.0	0.0	96.2	75.0	0.0	0.0	0.0	0.0	75.0	100.0	94.8	0.0	100.0	0.0	95.3	100.0	100.0	98.7	0.0	0.0	98.9	96.1
Heavy Vehicles	0	1	0	0	0	1	0	0	15	0	0	15	1	0	0	0	0	1	0	21	0	0	21	0	0	1	0	0	1	39	
Heavy Vehicles %	0.0	2.9	0.0	0.0	0.0	1.5	0.0	0.0	4.2	0.0	0.0	3.8	25.0	0.0	0.0	0.0	0.0	25.0	0.0	5.2	0.0	0.0	4.7	0.0	0.0	1.3	0.0	0.0	1.1	3.9	
Cars Enter Leg	8	34	1	21	0	64	0	36	344	2	0	382	3	0	0	0	0	3	1	382	0	44	0	427	11	1	76	0	0	88	964
Heavy Enter Leg	0	1	0	0	0	1	0	0	15	0	0	15	1	0	0	0	0	1	0	21	0	0	21	0	0	1	0	0	1	39	
Total Entering Leg	8	35	1	21	0	65	0	36	359	2	0	397	4	0	0	0	0	4	1	403	0	44	0	448	11	1	77	0	0	89	1003
Cars Exiting Leg						0						482						5					389						88	964	
Heavy Exiting Leg						0						23						0					16						0	39	
Total Exiting Leg						0						505						5					405						88	1003	



PDI File #: 228516 A  
Location: N: Albion Street S: Parking Lot NW: Winchester Street  
Location: E: Broadway W: Broadway  
City, State: Somerville, MA  
Client: GM2/ S. Siragusa  
Site Code: TBA  
Count Date: Thursday, April 7, 2022  
Start Time: 6:00 AM  
End Time: 8:00 PM  
Class:

PRECISION  
D A T A  
INDUSTRIES, LLC  
157 Washington Street, Suite 2  
Hudson, MA 01749  
Office: 508-875-0100 Fax: 508-875-0118

Cars and Heavy Vehicles (Combined)

12:15 PM	Albion Street						Broadway						Parking Lot						Broadway						Winchester Street						Total
	from North						from East						from South						from West						from Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	
12:15 PM	Albion Street						Broadway						Parking Lot						Broadway						Winchester Street						Total
	from North						from East						from South						from West						from Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	
12:30 PM	1	3	0	2	0	6	0	9	71	0	0	80	0	0	0	0	0	0	0	94	0	13	0	107	2	0	5	0	0	7	200
12:45 PM	0	5	0	3	0	8	0	7	64	1	0	72	1	0	0	0	0	1	0	71	0	10	0	81	6	0	15	0	0	21	183
1:00 PM	0	3	0	3	0	6	0	8	64	0	0	72	1	0	0	0	0	1	0	97	0	12	0	109	0	0	12	0	0	12	200
Total Volume	2	16	1	14	0	33	0	32	273	1	0	306	2	0	0	0	0	2	0	335	0	39	0	374	14	0	38	0	0	52	767
% Approach Total	6.1	48.5	3.0	42.4	0.0		0.0	10.5	89.2	0.3	0.0		100.0	0.0	0.0	0.0	0.0		0.0	89.6	0.0	10.4	0.0		26.9	0.0	73.1	0.0	0.0		
PHF	0.500	0.800	0.250	0.583	0.000	0.635	0.000	0.889	0.922	0.250	0.000	0.933	0.500	0.000	0.000	0.000	0.000	0.500	0.000	0.863	0.000	0.750	0.000	0.858	0.583	0.000	0.633	0.000	0.000	0.619	0.959
Cars	2	16	1	13	0	32	0	31	254	0	0	285	2	0	0	0	0	2	0	320	0	37	0	357	13	0	38	0	0	51	727
Cars %	100.0	100.0	100.0	92.9	0.0	97.0	0.0	96.9	93.0	0.0	0.0	93.1	100.0	0.0	0.0	0.0	0.0	100.0	0.0	95.5	0.0	94.9	0.0	95.5	92.9	0.0	100.0	0.0	0.0	98.1	94.8
Heavy Vehicles	0	0	0	1	0	1	0	1	19	1	0	21	0	0	0	0	0	0	0	15	0	2	0	17	1	0	0	0	0	1	40
Heavy Vehicles %	0.0	0.0	0.0	7.1	0.0	3.0	0.0	3.1	7.0	100.0	0.0	6.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.5	0.0	5.1	0.0	4.5	7.1	0.0	0.0	0.0	0.0	1.9	5.2
Cars Enter Leg	2	16	1	13	0	32	0	31	254	0	0	285	2	0	0	0	0	2	0	320	0	37	0	357	13	0	38	0	0	51	727
Heavy Enter Leg	0	0	0	1	0	1	0	1	19	1	0	21	0	0	0	0	0	0	0	15	0	2	0	17	1	0	0	0	0	1	40
Total Entering Leg	2	16	1	14	0	33	0	32	273	1	0	306	2	0	0	0	0	2	0	335	0	39	0	374	14	0	38	0	0	52	767
Cars Exiting Leg						0						373						1						283						70	727
Heavy Exiting Leg						0						16						1						20						3	40
Total Exiting Leg						0						389						2						303						73	767

PM Peak Hour Analysis from 2:00 PM to 08:00 PM begins at:

5:00 PM	Albion Street						Broadway						Parking Lot						Broadway						Winchester Street						Total
	from North						from East						from South						from West						from Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	
5:00 PM	0	7	0	2	0	9	0	9	80	0	1	90	1	0	1	0	0	2	0	104	0	28	0	132	2	0	12	0	0	14	247
5:15 PM	3	8	0	3	0	14	0	20	90	0	0	110	0	0	1	0	0	1	0	98	0	30	0	128	0	0	10	0	0	10	263
5:30 PM	3	5	0	1	0	9	0	12	69	0	0	81	1	0	0	0	0	1	0	106	0	31	0	137	1	0	18	0	0	19	247
5:45 PM	0	10	0	6	0	16	0	14	79	0	0	93	0	0	0	0	0	0	1	98	0	39	0	138	4	0	8	0	0	12	259
Total Volume	6	30	0	12	0	48	0	55	318	0	1	374	2	0	2	0	0	4	1	406	0	128	0	535	7	0	48	0	0	55	1016
% Approach Total	12.5	62.5	0.0	25.0	0.0		0.0	14.7	85.0	0.0	0.3		50.0	0.0	50.0	0.0	0.0		0.2	75.9	0.0	23.9	0.0		12.7	0.0	87.3	0.0	0.0		
PHF	0.500	0.750	0.000	0.500	0.000	0.750	0.000	0.688	0.883	0.000	0.250	0.850	0.500	0.000	0.500	0.000	0.000	0.500	0.250	0.958	0.000	0.821	0.000	0.969	0.438	0.000	0.667	0.000	0.000	0.724	0.966
Cars	6	30	0	12	0	48	0	55	308	0	1	364	2	0	2	0	0	4	1	393	0	127	0	521	7	0	48	0	0	55	992
Cars %	100.0	100.0	0.0	100.0	0.0	100.0	0.0	100.0	96.9	0.0	100.0	97.3	100.0	0.0	100.0	0.0	0.0	100.0	100.0	96.8	0.0	99.2	0.0	97.4	100.0	0.0	100.0	0.0	0.0	100.0	97.6
Heavy Vehicles	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	13	0	1	0	14	0	0	0	0	0	0	24
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.1	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.8	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	2.4
Cars Enter Leg	6	30	0	12	0	48	0	55	308	0	1	364	2	0	2	0	0	4	1	393	0	127	0	521	7	0	48	0	0	55	992
Heavy Enter Leg	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	13	0	1	0	14	0	0	0	0	0	0	24
Total Entering Leg	6	30	0	12	0	48	0	55	318	0	1	374	2	0	2	0	0	4	1	406	0	128	0	535	7	0	48	0	0	55	1016
Cars Exiting Leg						0						456						1						345						190	992
Heavy Exiting Leg						0						13						0						10					1	24	
Total Exiting Leg						0						469						1						355					191	1016	

PDI File #: 228516 A  
Location: N: Albion Street S: Parking Lot NW: Winchester Street  
Location: E: Broadway W: Broadway  
City, State: Somerville, MA  
Client: GM2/ S. Siragusa  
Site Code: TBA  
Count Date: Thursday, April 7, 2022  
Start Time: 6:00 AM  
End Time: 8:00 PM  
Class:

PRECISION  
D A T A  
INDUSTRIES, LLC  
157 Washington Street, Suite 2  
Hudson, MA 01749  
Office: 508-875-0100 Fax: 508-875-0118

Cars

	Albion Street						Broadway						Parking Lot						Broadway						Winchester Street						Total	
	from North						from East						from South						from West						from Northwest							
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total		
6:00 AM	0	1	0	4	0	5	0	1	15	0	0	16	0	0	0	0	0	0	0	28	0	3	0	31	0	0	8	0	0	8	60	
6:15 AM	2	2	0	0	0	4	0	6	26	0	0	32	0	0	0	0	0	0	0	31	0	7	0	38	1	0	15	0	0	16	90	
6:30 AM	0	4	0	4	0	8	0	5	52	0	0	57	0	0	0	0	0	0	0	44	0	4	0	48	1	0	13	0	0	14	127	
6:45 AM	2	3	0	12	0	17	0	7	52	0	0	59	0	0	0	0	0	0	0	60	0	10	0	70	0	0	14	0	0	14	160	
Total	4	10	0	20	0	34	0	19	145	0	0	164	0	0	0	0	0	0	0	163	0	24	0	187	2	0	50	0	0	52	437	
7:00 AM	0	5	0	5	0	10	0	8	52	0	0	60	0	0	0	0	0	0	0	65	0	11	1	77	3	0	17	0	0	20	167	
7:15 AM	1	5	0	1	0	7	0	9	71	0	0	80	0	0	0	0	0	0	0	85	0	10	0	95	0	0	26	0	0	26	208	
7:30 AM	3	13	0	10	0	26	0	12	88	0	0	100	0	0	0	0	0	0	1	92	0	8	0	101	3	0	27	0	0	30	257	
7:45 AM	3	8	1	6	0	18	0	5	90	1	0	96	0	0	0	0	0	0	0	99	0	10	0	109	5	1	12	0	0	18	241	
Total	7	31	1	22	0	61	0	34	301	1	0	336	0	0	0	0	0	0	1	341	0	39	1	382	11	1	82	0	0	94	873	
8:00 AM	1	8	0	4	0	13	0	10	95	1	0	106	3	0	0	0	0	3	0	106	0	16	0	122	3	0	11	0	0	14	258	
8:15 AM	0	12	0	4	0	16	0	6	66	1	0	73	1	0	0	0	0	1	0	84	0	14	0	98	2	0	12	0	0	14	202	
8:30 AM	2	7	0	4	0	13	0	8	67	0	0	75	0	0	0	0	0	0	0	100	0	12	0	112	4	0	10	0	0	14	214	
8:45 AM	2	2	0	3	0	7	0	10	67	0	0	77	0	0	0	0	0	0	0	101	0	11	0	112	4	0	10	0	0	14	210	
Total	5	29	0	15	0	49	0	34	295	2	0	331	4	0	0	0	0	4	0	391	0	53	0	444	13	0	43	0	0	56	884	
9:00 AM	0	5	0	4	0	9	0	8	57	0	0	65	0	0	0	4	0	4	0	87	0	9	0	96	3	0	11	0	0	14	188	
9:15 AM	0	2	0	6	0	8	0	5	65	0	0	70	1	0	0	0	0	1	0	101	0	9	1	111	2	1	14	0	0	17	207	
9:30 AM	1	3	0	2	0	6	0	11	45	0	0	56	0	0	0	0	0	0	0	105	0	8	0	113	3	0	24	0	0	27	202	
9:45 AM	1	6	0	6	0	13	0	5	51	0	0	56	1	0	0	0	0	1	0	73	0	11	0	84	4	0	9	0	0	13	167	
Total	2	16	0	18	0	36	0	29	218	0	0	247	2	0	0	4	0	6	0	366	0	37	1	404	12	1	58	0	0	71	764	
10:00 AM	1	1	0	0	0	2	0	6	54	0	0	60	0	0	0	0	0	0	0	62	0	14	0	76	5	0	11	0	0	16	154	
10:15 AM	0	3	0	2	0	5	0	3	55	0	0	58	2	0	0	0	0	2	2	55	0	13	0	70	0	0	6	0	0	6	141	
10:30 AM	2	4	0	4	0	10	0	6	43	0	0	49	0	0	0	0	0	0	0	70	0	11	0	81	3	0	10	0	0	13	153	
10:45 AM	1	3	0	2	0	6	0	4	53	1	0	58	0	0	0	0	0	0	0	80	0	10	0	90	2	0	9	0	0	11	165	
Total	4	11	0	8	0	23	0	19	205	1	0	225	2	0	0	0	0	2	2	267	0	48	0	317	10	0	36	0	0	46	613	
11:00 AM	0	4	0	5	0	9	0	3	66	1	0	70	0	0	0	0	0	0	0	54	0	10	0	64	2	0	8	0	0	10	153	
11:15 AM	0	5	0	1	0	6	0	9	45	0	0	54	1	0	0	0	0	1	0	85	0	10	0	95	2	0	11	0	0	13	169	
11:30 AM	1	5	0	2	0	8	1	8	56	0	0	65	0	0	0	0	0	0	0	73	0	7	0	80	0	0	8	0	0	8	161	
11:45 AM	6	0	0	4	0	10	0	6	60	0	0	66	0	0	0	0	0	0	0	88	0	4	0	92	2	0	9	0	0	11	179	
Total	7	14	0	12	0	33	1	26	227	1	0	255	1	0	0	0	0	1	0	300	0	31	0	331	6	0	36	0	0	42	662	
12:00 PM	1	4	0	5	0	10	1	7	56	0	0	64	0	0	0	0	0	0	2	69	0	4	0	75	2	0	4	0	0	6	155	
12:15 PM	1	3	0	2	0	6	0	9	61	0	0	70	0	0	0	0	0	0	0	88	0	12	0	100	2	0	5	0	0	7	183	
12:30 PM	0	5	0	3	0	8	0	6	60	0	0	66	1	0	0	0	0	1	0	70	0	10	0	80	5	0	15	0	0	20	175	
12:45 PM	0	3	0	3	0	6	0	8	62	0	0	70	1	0	0	0	0	1	0	93	0	11	0	104	0	0	12	0	0	12	193	
Total	2	15	0	13	0	30	1	30	239	0	0	270	2	0	0	0	0	2	2	320	0	37	0	359	9	0	36	0	0	45	706	
1:00 PM	1	5	1	5	0	12	0	8	71	0	0	79	0	0	0	0	0	0	0	69	0	4	0	73	6	0	6	0	0	12	176	
1:15 PM	0	6	0	2	0	8	1	9	56	1	1	68	0	0	0	0	0	0	0	79	0	8	0	87	3	0	11	0	0	14	177	
1:30 PM	1	4	0	1	0	6	0	8	56	0	1	65	2	0	0	0	0	2	0	77	0	16	0	93	1	0	12	0	0	13	179	
1:45 PM	1	3	0	1	0	5	0	8	58	0	0	66	1	0	0	0	0	1	0	76	0	14	0	90	3	0	5	0	0	8	170	
Total	3	18	1	9	0	31	1	33	241	1	2	278	3	0	0	0	0	3	0	301	0	42	0	343	13	0	34	0	0	47	702	
2:00 PM	2	2	0	1	0	5	0	9	64	0	0	73	0	0	0	0	0	0	0	58	0	10	0	68	4	0	16	0	0	20	166	
2:15 PM	0	9	0	2	0	11	0	15	55	0	0	70	0	0	0	0	0	0	0	82	0	18	0	100	0	0	7	0	0	7	188	
2:30 PM	1	6	0	0	0	7	0	5	75	1	0	81	0	0	0	0	0	0	0	79	0	18	0	97	1	0	10	0	0	11	196	
2:45 PM	3	9	0	1	0	13	0	4	82	0	0	86	0	0	0	0	0	0	0	102	0	18	0	120	4	0	14	0	0	18	237	
Total	6	26	0	4	0	36	0	33	276	1	0	310	0	0	0	0	0	0	0	321	0	64	0	385	9	0	47	0	0	56	787	
3:00 PM	0	3	0	0	0	3	0	10	84	0	0	94	0	0	0	0	0	0	0	94	0	11	0	105	5	0	13	0	0	18	220	
3:15 PM	2	8	0	4	0	14	0	18	81	0	0	99	0	0	0	1	0	1	0	92	0	8	0	100	3	1	11	0	0	15	229	
3:30 PM	4	7	0	5	0	16	0	4	88	0	0	92	0	0	1	0	0	1	1	97	0	19	0	117	2	0	13	0	0	15	241	
3:45 PM	1	5	0	0	0	6	0	14	80	0	0	94	0	0	0	0	0	0	1	104	0	19	0	124	3	0	3	0	0	6	230	
Total	7	23	0	9	0	39	0	46	333	0	0	379	0	0	1	1	0	2	2	387	0	57	0	446	13	1	40	0	0	54	920	
4:00 PM	0	9	0	1	0	10	0	16	76	1	0	93	0	0	0	1	0	1	0	94	1	23	0	118	3	0	10	0	0	13	235	

PDI File #: 228516 A  
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Office: 508-875-0100 Fax: 508-875-0118

Cars

	Albion Street						Broadway						Parking Lot						Broadway						Winchester Street						Total
	from North						from East						from South						from West						from Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	
4:15 PM	4	9	0	2	0	15	0	11	61	0	0	72	0	0	0	0	0	0	0	80	0	13	0	93	3	0	7	0	0	10	190
4:30 PM	2	9	0	2	0	13	0	15	84	0	1	100	0	0	0	0	0	0	0	92	1	31	0	124	3	0	7	0	0	10	247
4:45 PM	0	5	0	3	0	8	0	16	64	0	0	80	0	0	0	0	0	0	0	97	0	24	0	121	5	0	12	0	0	17	226
Total	6	32	0	8	0	46	0	58	285	1	1	345	0	0	0	1	0	1	0	363	2	91	0	456	14	0	36	0	0	50	898
5:00 PM	0	7	0	2	0	9	0	9	77	0	1	87	1	0	1	0	0	2	0	98	0	28	0	126	2	0	12	0	0	14	238
5:15 PM	3	8	0	3	0	14	0	20	87	0	0	107	0	0	1	0	0	1	0	96	0	29	0	125	0	0	10	0	0	10	257
5:30 PM	3	5	0	1	0	9	0	12	65	0	0	77	1	0	0	0	0	1	0	103	0	31	0	134	1	0	18	0	0	19	240
5:45 PM	0	10	0	6	0	16	0	14	79	0	0	93	0	0	0	0	0	0	1	96	0	39	0	136	4	0	8	0	0	12	257
Total	6	30	0	12	0	48	0	55	308	0	1	364	2	0	2	0	0	4	1	393	0	127	0	521	7	0	48	0	0	55	992
6:00 PM	2	9	0	6	0	17	0	17	66	0	0	83	0	0	0	0	0	0	0	92	0	33	0	125	2	0	9	0	0	11	236
6:15 PM	1	5	0	4	0	10	0	12	69	0	0	81	0	0	0	0	0	0	0	107	0	20	0	127	2	0	11	0	0	13	231
6:30 PM	1	2	0	4	0	7	0	11	66	0	0	77	0	0	0	0	0	0	0	93	0	22	0	115	2	0	21	0	0	23	222
6:45 PM	1	5	0	2	0	8	0	10	57	0	0	67	0	0	0	1	0	1	2	93	0	18	0	113	1	0	13	0	0	14	203
Total	5	21	0	16	0	42	0	50	258	0	0	308	0	0	0	1	0	1	2	385	0	93	0	480	7	0	54	0	0	61	892
7:00 PM	1	6	0	2	0	9	0	10	60	0	0	70	0	0	0	0	0	0	0	88	0	22	0	110	3	0	12	0	0	15	204
7:15 PM	2	3	0	1	0	6	0	4	64	0	0	68	0	0	0	0	0	0	0	66	0	15	0	81	0	0	9	0	0	9	164
7:30 PM	0	1	0	4	0	5	0	6	49	0	2	57	0	0	0	0	0	0	0	84	0	14	0	98	2	0	11	0	0	13	173
7:45 PM	0	4	0	4	0	8	0	3	46	0	0	49	0	0	0	0	0	0	0	71	0	19	0	90	1	0	16	0	0	17	164
Total	3	14	0	11	0	28	0	23	219	0	2	244	0	0	0	0	0	0	0	309	0	70	0	379	6	0	48	0	0	54	705
Grand Total	67	290	2	177	0	536	3	489	3550	8	6	4056	16	0	3	7	0	26	10	4607	2	813	2	5434	132	3	648	0	0	783	10835
Approach %	12.5	54.1	0.4	33.0	0.0		0.1	12.1	87.5	0.2	0.1		61.5	0.0	11.5	26.9	0.0		0.2	84.8	0.0	15.0	0.0		16.9	0.4	82.8	0.0	0.0		
Total %	0.6	2.7	0.0	1.6	0.0	4.9	0.0	4.5	32.8	0.1	0.1	37.4	0.1	0.0	0.0	0.1	0.0	0.2	0.1	42.5	0.0	7.5	0.0	50.2	1.2	0.0	6.0	0.0	0.0	7.2	
Exiting Leg Total	5						5454						23						3981						1372						10835

AM Peak Hour Analysis from 06:00 AM to 10:00 AM begins at:

7:15 AM	Albion Street						Broadway						Parking Lot						Broadway						Winchester Street						Total
	from North						from East						from South						from West						from Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	
7:15 AM	1	5	0	1	0	7	0	9	71	0	0	80	0	0	0	0	0	0	0	85	0	10	0	95	0	0	26	0	0	26	208
7:30 AM	3	13	0	10	0	26	0	12	88	0	0	100	0	0	0	0	0	0	1	92	0	8	0	101	3	0	27	0	0	30	257
7:45 AM	3	8	1	6	0	18	0	5	90	1	0	96	0	0	0	0	0	0	0	99	0	10	0	109	5	1	12	0	0	18	241
8:00 AM	1	8	0	4	0	13	0	10	95	1	0	106	3	0	0	0	0	3	0	106	0	16	0	122	3	0	11	0	0	14	258
Total Volume	8	34	1	21	0	64	0	36	344	2	0	382	3	0	0	0	0	3	1	382	0	44	0	427	11	1	76	0	0	88	964
% Approach Total	12.5	53.1	1.6	32.8	0.0		0.0	9.4	90.1	0.5	0.0		100.0	0.0	0.0	0.0	0.0		0.2	89.5	0.0	10.3	0.0		12.5	1.1	86.4	0.0	0.0		
PHF	0.667	0.654	0.250	0.525	0.000	0.615	0.000	0.750	0.905	0.500	0.000	0.901	0.250	0.000	0.000	0.000	0.000	0.250	0.250	0.901	0.000	0.688	0.000	0.875	0.550	0.250	0.704	0.000	0.000	0.733	0.934
Entering Leg	8	34	1	21	0	64	0	36	344	2	0	382	3	0	0	0	0	3	1	382	0	44	0	427	11	1	76	0	0	88	964
Exiting Leg	0						482						5						389						88						964
Total	64						864						8						816						176						1928

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

12:15 PM	Albion Street						Broadway						Parking Lot						Broadway						Winchester Street						Total
	from North						from East						from South						from West						from Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	
12:15 PM	1	3	0	2	0	6	0	9	61	0	0	70	0	0	0	0	0	0	0	88	0	12	0	100	2	0	5	0	0	7	183
12:30 PM	0	5	0	3	0	8	0	6	60	0	0	66	1	0	0	0	0	1	0	70	0	10	0	80	5	0	15	0	0	20	175
12:45 PM	0	3	0	3	0	6	0	8	62	0	0	70	1	0	0	0	0	1	0	93	0	11	0	104	0	0	12	0	0	12	193
1:00 PM	1	5	1	5	0	12	0	8	71	0	0	79	0	0	0	0	0	0	0	69	0	4	0	73	6	0	6	0	0	12	176
Total Volume	2	16	1	13	0	32	0	31	254	0	0	285	2	0	0	0	0	2	0	320	0	37	0	357	13	0	38	0	0	51	727
% Approach Total	6.3	50.0	3.1	40.6	0.0		0.0	10.9	89.1	0.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	89.6	0.0	10.4	0.0		25.5	0.0	74.5	0.0	0.0		
PHF	0.500	0.800	0.250	0.650	0.000	0.667	0.000	0.861	0.894	0.000	0.000	0.902	0.500	0.000	0.000	0.000	0.000	0.500	0.000	0.860	0.000	0.771	0.000	0.858	0.542	0.000	0.633	0.000	0.000	0.638	0.942

PDI File #: **228516 A**  
 Location: **N: Albion Street S: Parking Lot NW: Winchester Street**  
 Location: **E: Broadway W: Broadway**  
 City, State: **Somerville, MA**  
 Client: **GM2/ S. Siragusa**  
 Site Code: **TBA**  
 Count Date: **Thursday, April 7, 2022**  
 Start Time: **6:00 AM**  
 End Time: **8:00 PM**  
 Class:

PRECISION  
 D A T A  
 INDUSTRIES, LLC  
 157 Washington Street, Suite 2  
 Hudson, MA 01749  
 Office: 508-875-0100 Fax: 508-875-0118

### Cars

	Albion Street						Broadway						Parking Lot						Broadway						Winchester Street						Total	
	from North						from East						from South						from West						from Northwest							
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total		
Entering Leg	2	16	1	13	0	32	0	31	254	0	0	285	2	0	0	0	0	0	2	0	320	0	37	0	357	13	0	38	0	0	51	727
Exiting Leg						0						373							1						283						70	727
Total						32						658							3						640						121	1454

PM Peak Hour Analysis from 2:00 PM to 08:00 PM begins at:

5:00 PM	Albion Street						Broadway						Parking Lot						Broadway						Winchester Street						Total
	from North						from East						from South						from West						from Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	
5:00 PM	0	7	0	2	0	9	0	9	77	0	1	87	1	0	1	0	0	2	0	98	0	28	0	126	2	0	12	0	0	14	238
5:15 PM	3	8	0	3	0	14	0	20	87	0	0	107	0	0	1	0	0	1	0	96	0	29	0	125	0	0	10	0	0	10	257
5:30 PM	3	5	0	1	0	9	0	12	65	0	0	77	1	0	0	0	0	1	0	103	0	31	0	134	1	0	18	0	0	19	240
5:45 PM	0	10	0	6	0	16	0	14	79	0	0	93	0	0	0	0	0	0	1	96	0	39	0	136	4	0	8	0	0	12	257
Total Volume	6	30	0	12	0	48	0	55	308	0	1	364	2	0	2	0	0	4	1	393	0	127	0	521	7	0	48	0	0	55	992
% Approach Total	12.5	62.5	0.0	25.0	0.0		0.0	15.1	84.6	0.0	0.3		50.0	0.0	50.0	0.0	0.0		0.2	75.4	0.0	24.4	0.0		12.7	0.0	87.3	0.0	0.0		
PHF	0.500	0.750	0.000	0.500	0.000	0.750	0.000	0.688	0.885	0.000	0.250	0.850	0.500	0.000	0.500	0.000	0.000	0.500	0.250	0.954	0.000	0.814	0.000	0.958	0.438	0.000	0.667	0.000	0.000	0.724	0.965
Entering Leg	6	30	0	12	0	48	0	55	308	0	1	364	2	0	2	0	0	4	1	393	0	127	0	521	7	0	48	0	0	55	992
Exiting Leg						0						456						1					345						190	992	
Total						48						820						5					866						245	1984	

PDI File #: 228516 A  
Location: N: Albion Street S: Parking Lot NW: Winchester Street  
Location: E: Broadway W: Broadway  
City, State: Somerville, MA  
Client: GM2/ S. Siragusa  
Site Code: TBA  
Count Date: Thursday, April 7, 2022  
Start Time: 6:00 AM  
End Time: 8:00 PM

PRECISION  
D A T A  
INDUSTRIES, LLC  
157 Washington Street, Suite 2  
Hudson, MA 01749  
Office: 508-875-0100 Fax: 508-875-0118

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

	Albion Street						Broadway						Parking Lot						Broadway						Winchester Street						Total	
	from North						from East						from South						from West						from Northwest							
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total		
6:00 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	2	0	0	0	2	0	0	1	0	0	1	7	
6:15 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	7	
6:30 AM	0	0	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	9	
6:45 AM	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	3	0	0	0	3	0	0	1	0	0	1	14	
Total	0	0	0	0	0	0	0	1	25	0	0	26	0	0	0	0	0	0	0	9	0	0	0	9	0	0	2	0	0	2	37	
7:00 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	11	
7:15 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	10	
7:30 AM	0	1	0	0	0	1	0	0	2	0	0	2	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	10	
7:45 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	3	0	0	0	3	0	0	1	0	0	1	9	
Total	0	1	0	0	0	1	0	0	16	0	0	16	0	0	0	0	0	0	0	22	0	0	0	22	0	0	1	0	0	1	40	
8:00 AM	0	0	0	0	0	0	0	0	4	0	0	4	1	0	0	0	0	1	0	5	0	0	0	5	0	0	0	0	0	0	10	
8:15 AM	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	0	15	
8:30 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	12	
8:45 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	0	14	
Total	0	0	0	0	0	0	0	0	19	0	0	19	1	0	0	0	0	1	0	31	0	0	0	31	0	0	0	0	0	0	0	51
9:00 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	2	0	0	0	2	0	0	2	0	0	2	6	
9:15 AM	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	5	0	0	0	5	0	0	1	0	0	1	12	
9:30 AM	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	10	
9:45 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	5	
Total	0	0	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	0	13	0	0	0	13	0	0	3	0	0	3	33	
10:00 AM	0	0	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	0	2	0	1	0	3	1	0	1	0	0	2	10	
10:15 AM	0	0	0	0	0	0	0	1	2	0	0	3	1	0	0	0	0	1	0	6	0	1	0	7	0	0	0	0	0	0	11	
10:30 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	4	0	1	0	5	0	0	0	0	0	0	10	
10:45 AM	0	0	0	0	0	0	0	0	3	0	2	5	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	12	
Total	0	0	0	0	0	0	0	2	14	0	2	18	1	0	0	0	0	1	0	19	0	3	0	22	1	0	1	0	0	2	43	
11:00 AM	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	4	0	1	0	5	0	0	0	0	0	0	7	
11:15 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	5	
11:30 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	7	0	1	0	8	0	0	0	0	0	0	11	
11:45 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	3	0	3	0	6	0	0	0	0	0	0	11	
Total	0	0	0	0	0	0	0	1	12	0	0	13	0	0	0	0	0	0	0	16	0	5	0	21	0	0	0	0	0	0	0	34
12:00 PM	0	1	0	0	0	1	0	0	5	1	0	6	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	8	
12:15 PM	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	6	0	1	0	7	0	0	0	0	0	0	17	
12:30 PM	0	0	0	0	0	0	0	1	4	1	0	6	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	1	8	
12:45 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	4	0	1	0	5	0	0	0	0	0	0	7	
Total	0	1	0	0	0	1	0	1	21	2	0	24	0	0	0	0	0	0	0	12	0	2	0	14	1	0	0	0	0	1	40	
1:00 PM	0	0	0	1	0	1	0	0	3	0	0	3	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	8	
1:15 PM	0	0	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	0	12	
1:30 PM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	11	
1:45 PM	1	0	0	0	0	1	0	0	2	0	0	2	0	0	0	0	0	0	0	3	0	0	0	3	0	0	1	0	0	1	7	
Total	1	0	0	1	0	2	0	2	11	0	0	13	0	0	0	0	0	0	0	22	0	0	0	22	0	0	1	0	0	1	38	
2:00 PM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	7	
2:15 PM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	10	
2:30 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	4	0	2	0	6	0	0	0	0	0	0	8	
2:45 PM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	9	
Total	0	0	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	0	17	0	2	0	19	0	0	0	0	0	0	34	
3:00 PM	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	3	0	1	0	4	0	0	1	0	0	1	12	
3:15 PM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	3	0	0	0	3	1	0	0	0	0	1	8	
3:30 PM	0	0	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	0	6	0	1	0	7	0	0	0	0	0	0	11	
3:45 PM	0	0	0	1	0	1	0	0	2	0	0	2	0	0	0	0	0	0	0	4	0	0	0	4	0	0	1	0	0	1	8	
Total	0	0	0	1	0	1	0	1	16	0	0	17	0	0	0	0	0	0	0	16	0	2	0	18	1	0	2	0	0	3	39	
4:00 PM	0	0	0	1	0	1	0	0	4	0	0	4	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	7	



PDI File #: 228516 A  
Location: N: Albion Street S: Parking Lot NW: Winchester Street  
Location: E: Broadway W: Broadway  
City, State: Somerville, MA  
Client: GM2/ S. Siragusa  
Site Code: TBA  
Count Date: Thursday, April 7, 2022  
Start Time: 6:00 AM  
End Time: 8:00 PM

PRECISION  
D A T A  
INDUSTRIES, LLC  
157 Washington Street, Suite 2  
Hudson, MA 01749  
Office: 508-875-0100 Fax: 508-875-0118

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

	Albion Street						Broadway						Parking Lot						Broadway						Winchester Street						Total	
	from North						from East						from South						from West						from Northwest							
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total		
4:15 PM	0	1	0	0	0	1	0	0	2	0	0	2	0	0	0	0	0	0	5	0	4	0	1	0	5	0	0	0	0	0	0	8
4:30 PM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	4	0	0	0	4	0	0	0	0	0	0	8
4:45 PM	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	1	4
Total	0	1	0	1	0	2	0	1	11	0	0	12	0	0	0	0	0	0	12	0	11	0	1	0	12	0	0	1	0	0	1	27
5:00 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6	0	6	0	0	0	6	0	0	0	0	0	0	9
5:15 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	2	0	1	0	3	0	0	0	0	0	0	6
5:30 PM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	3	0	0	0	3	0	0	0	0	0	0	7
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	2	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	13	0	13	0	1	0	14	0	0	0	0	0	0	24
6:00 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	3
6:15 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	3	0	0	0	3	0	0	0	0	0	0	5
6:30 PM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5	0	5	0	0	0	5	0	0	0	0	0	0	9
6:45 PM	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	3	0	3	0	0	0	3	0	0	0	0	0	0	5
Total	0	0	0	0	0	0	0	1	9	0	0	10	0	0	0	0	0	0	12	0	12	0	0	0	12	0	0	0	0	0	0	22
7:00 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	2	0	0	0	2	0	0	0	0	0	0	5
7:15 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	0	5	0	0	0	5	0	0	0	0	0	0	8
7:30 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	1	0	0	0	0	0	0	1
7:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	4	0	0	0	4	0	0	0	0	0	0	5
Total	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	12	0	12	0	0	0	12	0	0	0	0	0	0	19
Grand Total	1	3	0	3	0	7	0	10	203	2	2	217	2	0	0	0	0	2	0	225	0	16	0	241	3	0	11	0	0	14		481
Approach %	14.3	42.9	0.0	42.9	0.0		0.0	4.6	93.5	0.9	0.9		100.0	0.0	0.0	0.0	0.0		0.0	93.4	0.0	6.6	0.0		21.4	0.0	78.6	0.0	0.0			
Total %	0.2	0.6	0.0	0.6	0.0	1.5	0.0	2.1	42.2	0.4	0.4	45.1	0.4	0.0	0.0	0.0	0.0	0.4	0.0	46.8	0.0	3.3	0.0	50.1	0.6	0.0	2.3	0.0	0.0	2.9		
Exiting Leg Total	0						243						2						209						27						481	
Buses	0	0	0	0	0	0	0	0	113	0	0	113	0	0	0	0	0	0	0	111	0	4	0	115	1	0	0	0	0	1		229
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	55.7	0.0	0.0	52.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	49.3	0.0	25.0	0.0	47.7	33.3	0.0	0.0	0.0	0.0	7.1		47.6
Exiting Leg Total	0						111						0						114						4						229	
Single-Unit Trucks	1	3	0	2	0	6	0	7	80	2	2	91	2	0	0	0	0	2	0	100	0	12	0	112	2	0	8	0	0	10		221
% Single-Unit	100.0	100.0	0.0	66.7	0.0	85.7	0.0	70.0	39.4	100.0	100.0	41.9	100.0	0.0	0.0	0.0	0.0	100.0	0.0	44.4	0.0	75.0	0.0	46.5	66.7	0.0	72.7	0.0	0.0	71.4		45.9
Exiting Leg Total	0						114						2						85						20						221	
Articulated Trucks	0	0	0	1	0	1	0	3	10	0	0	13	0	0	0	0	0	0	0	14	0	0	0	14	0	0	3	0	0	3		31
% Articulated	0.0	0.0	0.0	33.3	0.0	14.3	0.0	30.0	4.9	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.2	0.0	0.0	0.0	5.8	0.0	0.0	27.3	0.0	0.0	21.4		6.4
Exiting Leg Total	0						18						0						10						3						31	

AM Peak Hour Analysis from 06:00 AM to 10:00 AM begins at:

	Albion Street						Broadway						Parking Lot						Broadway						Winchester Street						Total
	from North						from East						from South						from West						from Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	
8:00 AM	0	0	0	0	0	0	0	0	4	0	0	4	1	0	0	0	0	1	0	5	0	0	0	5	0	0	0	0	0	0	10
8:15 AM	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	0	15
8:30 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	12
8:45 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	0	14
Total Volume	0	0	0	0	0	0	0	0	19	0	0	19	1	0	0	0	0	1	0	31	0	0	0	31	0	0	0	0	0	0	51
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.792	0.000	0.000	0.792	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.775	0.000	0.000	0.000	0.775	0.000	0.000	0.000	0.000	0.000	0.000	0.850
Buses	0	0	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	0	14	0	0	0	14	0	0	0	0	0	0	31
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	89.5	0.0	0.0	89.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	45.2	0.0	0.0	0.0	45.2	0.0	0.0	0.0	0.0	0.0	0.0	60.8
Single-Unit Trucks	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	0	0	1	0	16	0	0	0	16	0	0	0	0	0	0	19
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.5	0.0	0.0	10.5	100.0	0.0	0.0	0.0	0.0	100.0	0.0	51.6	0.0	0.0	0.0	51.6	0.0	0.0	0.0	0.0	0.0	0.0	37.3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	2.0
Buses	0	0	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	0	14	0	0	0	14	0	0	0	0	0	0	31

PDI File #: 228516 A  
Location: N: Albion Street S: Parking Lot NW: Winchester Street  
Location: E: Broadway W: Broadway  
City, State: Somerville, MA  
Client: GM2/ S. Siragusa  
Site Code: TBA  
Count Date: Thursday, April 7, 2022  
Start Time: 6:00 AM  
End Time: 8:00 PM

PRECISION  
D A T A  
INDUSTRIES, LLC  
157 Washington Street, Suite 2  
Hudson, MA 01749  
Office: 508-875-0100 Fax: 508-875-0118

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

	Albion Street						Broadway						Parking Lot						Broadway						Winchester Street						Total	
	from North						from East						from South						from West						from Northwest							
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total		
Single-Unit Trucks	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	0	0	0	1	0	16	0	0	0	16	0	0	0	0	0	19	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	
Total Entering Leg	0	0	0	0	0	0	0	0	19	0	0	19	1	0	0	0	0	0	1	0	31	0	0	0	31	0	0	0	0	0	0	51
Buses						0						14						0					17							0	31	
Single-Unit Trucks						0						17						0					2							0	19	
Articulated Trucks						0						1						0					0							0	1	
Total Exiting Leg						0						32						0					19							0	51	

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

11:30 AM	Albion Street						Broadway						Parking Lot						Broadway						Winchester Street						Total
	from North						from East						from South						from West						from Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	
11:30 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	7	0	1	0	8	0	0	0	0	0	0	11
11:45 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	3	0	3	0	6	0	0	0	0	0	0	11
12:00 PM	0	1	0	0	0	1	0	0	5	1	0	6	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	8
12:15 PM	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	6	0	1	0	7	0	0	0	0	0	0	17
Total Volume	0	1	0	0	0	1	0	0	23	1	0	24	0	0	0	0	0	0	0	17	0	5	0	22	0	0	0	0	0	0	47
% Approach Total	0.0	100.0	0.0	0.0	0.0		0.0	0.0	95.8	4.2	0.0		0.0	0.0	0.0	0.0	0.0		0.0	77.3	0.0	22.7	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.575	0.250	0.000	0.600	0.000	0.000	0.000	0.000	0.000		0.000	0.607	0.000	0.417	0.000	0.688	0.000	0.000	0.000	0.000	0.000	0.000	0.691
Buses	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	9
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.4	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29.4	0.0	0.0	0.0	22.7	0.0	0.0	0.0	0.0	0.0	0.0	19.1
Single-Unit Trucks	0	1	0	0	0	1	0	0	17	1	0	18	0	0	0	0	0	0	0	11	0	5	0	16	0	0	0	0	0	0	35
Single-Unit %	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	73.9	100.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	64.7	0.0	100.0	0.0	72.7	0.0	0.0	0.0	0.0	0.0	0.0	74.5
Articulated Trucks	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.7	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.9	0.0	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	6.4
Buses	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	9
Single-Unit Trucks	0	1	0	0	0	1	0	0	17	1	0	18	0	0	0	0	0	0	0	11	0	5	0	16	0	0	0	0	0	0	35
Articulated Trucks	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3
Total Entering Leg	0	1	0	0	0	1	0	0	23	1	0	24	0	0	0	0	0	0	0	17	0	5	0	22	0	0	0	0	0	0	47
Buses						0						5						0					4							0	9
Single-Unit Trucks						0						11						1					18							5	35
Articulated Trucks						0						1						0					2							0	3
Total Exiting Leg						0						17						1					24							5	47

PM Peak Hour Analysis from 2:00 PM to 08:00 PM begins at:

2:45 PM	Albion Street						Broadway						Parking Lot						Broadway						Winchester Street						
	from North						from East						from South						from West						from Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	
2:45 PM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	9
3:00 PM	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	3	0	1	0	4	0	0	1	0	0	1	12
3:15 PM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	3	0	0	0	3	1	0	0	0	0	1	8
3:30 PM	0	0	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	0	6	0	1	0	7	0	0	0	0	0	0	11
Total Volume	0	0	0	0	0	0	0	1	19	0	0	20	0	0	0	0	0	0	0	16	0	2	0	18	1	0	1	0	0	2	40
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	5.0	95.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	88.9	0.0	11.1	0.0		50.0	0.0	50.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.679	0.000	0.000	0.714	0.000	0.000	0.000	0.000	0.000		0.000	0.667	0.000	0.500	0.000	0.643	0.250	0.000	0.250	0.000	0.000	0.500	0.833
Buses	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	0	9	0	1	0	10	0	0	0	0	0	0	22
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	63.2	0.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	56.3	0.0	50.0	0.0	55.6	0.0	0.0	0.0	0.0	0.0	0.0	55.0
Single-Unit Trucks	0	0	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	0	0	6	0	1	0	7	1	0	1	0	0	2	17
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	36.8	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	37.5	0.0	50.0	0.0	38.9	100.0	0.0	100.0	0.0	0.0	100.0	42.5
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.3	0.0	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	2.5
Buses	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	0	9	0	1	0	10	0	0	0	0	0	0	22
Single-Unit Trucks	0	0	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	0	0	6	0	1	0	7	1	0	1	0	0	2	17
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
Total Entering Leg	0	0	0	0	0	0	0	1	19	0	0	20	0	0	0	0	0	0	0	16	0	2	0	18	1	0	1	0	0	2	40

PDI File #: **228516 A**  
 Location: **N: Albion Street S: Parking Lot NW: Winchester Street**  
 Location: **E: Broadway W: Broadway**  
 City, State: **Somerville, MA**  
 Client: **GM2/ S. Siragusa**  
 Site Code: **TBA**  
 Count Date: **Thursday, April 7, 2022**  
 Start Time: **6:00 AM**  
 End Time: **8:00 PM**

PRECISION  
 D A T A  
 INDUSTRIES, LLC  
 157 Washington Street, Suite 2  
 Hudson, MA 01749  
 Office: 508-875-0100 Fax: 508-875-0118

Class:

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

	Albion Street						Broadway						Parking Lot						Broadway						Winchester Street						Total
	from North						from East						from South						from West						from Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	
Buses	0						9						0						12						1						22
Single-Unit Trucks	0						7						0						8						2						17
Articulated Trucks	0						1						0						0						0						1
Total Exiting Leg	0						17						0						20						3						40

PDI File #: 228516 A  
Location: N: Albion Street S: Parking Lot NW: Winchester Street  
Location: E: Broadway W: Broadway  
City, State: Somerville, MA  
Client: GM2/ S. Siragusa  
Site Code: TBA  
Count Date: Thursday, April 7, 2022  
Start Time: 6:00 AM  
End Time: 8:00 PM  
Class:

PRECISION  
D A T A  
INDUSTRIES, LLC  
157 Washington Street, Suite 2  
Hudson, MA 01749  
Office: 508-875-0100 Fax: 508-875-0118

Buses

	Albion Street						Broadway						Parking Lot						Broadway						Winchester Street						Total	
	from North						from East						from South						from West						from Northwest							
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total		
6:00 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	5	
6:15 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	5	
6:30 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	6	
6:45 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	8	
Total	0	0	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	0	24	
7:00 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	7	
7:15 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	9	
7:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	4	
7:45 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	5	
Total	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	0	14	0	0	0	14	0	0	0	0	0	0	25	
8:00 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	6	
8:15 AM	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	10	
8:30 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	5	
8:45 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	10	
Total	0	0	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	0	14	0	0	0	14	0	0	0	0	0	0	31	
9:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	3	
9:15 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	5	
9:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	4	
9:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	3	
Total	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	0	15	
10:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	1	3	
10:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3	0	1	0	4	0	0	0	0	0	0	5	
10:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
10:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	3	
Total	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	5	0	2	0	7	1	0	0	0	0	1	12	
11:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	
11:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	2	
11:45 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
Total	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	7	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	
12:15 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	4	
12:30 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	0	0	0	0	1	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	
Total	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	7	
1:00 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	5	
1:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	3	
1:30 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	4	
1:45 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	0	0	0	0	1	
Total	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	13	
2:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	
2:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	
2:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	
2:45 PM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	6	
Total	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	12	
3:00 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	2	0	1	0	3	0	0	0	0	0	0	6	
3:15 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	5	
3:30 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	5	
3:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	3	
Total	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	10	0	1	0	11	0	0	0	0	0	0	19	
4:00 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	4	

PDI File #: 228516 A  
Location: N: Albion Street S: Parking Lot NW: Winchester Street  
Location: E: Broadway W: Broadway  
City, State: Somerville, MA  
Client: GM2/ S. Siragusa  
Site Code: TBA  
Count Date: Thursday, April 7, 2022  
Start Time: 6:00 AM  
End Time: 8:00 PM  
Class:

PRECISION  
D A T A  
INDUSTRIES, LLC  
157 Washington Street, Suite 2  
Hudson, MA 01749  
Office: 508-875-0100 Fax: 508-875-0118

Buses

	Albion Street						Broadway						Parking Lot						Broadway						Winchester Street						Total
	from North						from East						from South						from West						from Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	
4:15 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	2	0	1	0	3	0	0	0	0	0	0	5
4:30 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	5
4:45 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	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	6	0	1	0	7	0	0	0	0	0	0	15
5:00 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	5
5:15 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	5
5:30 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	5
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	0	17
6:00 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3
6:15 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3
6:30 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	7
6:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	4
Total	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	0	17
7:00 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	4
7:15 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	7
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
7:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	0	15
Grand Total	0	0	0	0	0	0	0	0	113	0	0	113	0	0	0	0	0	0	0	111	0	4	0	115	1	0	0	0	0	1	229
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	96.5	0.0	3.5	0.0		100.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	49.3	0.0	0.0	49.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	48.5	0.0	1.7	0.0	50.2	0.4	0.0	0.0	0.0	0.0	0.4	
Exiting Leg Total	0						111						0						114						4						229

AM Peak Hour Analysis from 06:00 AM to 10:00 AM begins at:

8:00 AM	Albion Street						Broadway						Parking Lot						Broadway						Winchester Street						Total
	from North						from East						from South						from West						from Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	
8:00 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	6
8:15 AM	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	10
8:30 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	5
8:45 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	10
Total Volume	0	0	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	0	14	0	0	0	14	0	0	0	0	0	0	31
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.708	0.000	0.000	0.708	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.583	0.000	0.000	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.000	0.775
Entering Leg	0	0	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	0	14	0	0	0	14	0	0	0	0	0	0	31
Exiting Leg	0						14						0						17						0						31
Total	0						31						0						31						0						62

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

12:45 PM	Albion Street						Broadway						Parking Lot						Broadway						Winchester Street							
	from North						from East						from South						from West						from Northwest							
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Total	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
1:00 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	5
1:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	3
1:30 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	4
Total Volume	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	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	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.875	0.000	0.000	0.000	0.875	0.000	0.000	0.000	0.000	0.000	0.000	0.650



PDI File #: **228516 A**  
 Location: **N: Albion Street S: Parking Lot NW: Winchester Street**  
 Location: **E: Broadway W: Broadway**  
 City, State: **Somerville, MA**  
 Client: **GM2/ S. Siragusa**  
 Site Code: **TBA**  
 Count Date: **Thursday, April 7, 2022**  
 Start Time: **6:00 AM**  
 End Time: **8:00 PM**  
 Class:

PRECISION  
 D A T A  
 INDUSTRIES, LLC  
 157 Washington Street, Suite 2  
 Hudson, MA 01749  
 Office: 508-875-0100 Fax: 508-875-0118

# Buses

	Albion Street						Broadway						Parking Lot						Broadway						Winchester Street						Total
	from North						from East						from South						from West						from Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	
	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	
Entering Leg						0						7						0					6							0	13
Exiting Leg						0						7						0					6							0	13
Total						0						13						0					13						0	26	

PM Peak Hour Analysis from 2:00 PM to 08:00 PM begins at:

2:45 PM	Albion Street						Broadway						Parking Lot						Broadway						Winchester Street						Total
	from North						from East						from South						from West						from Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	
2:45 PM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	6
3:00 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	2	0	1	0	3	0	0	0	0	0	0	6
3:15 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	5
3:30 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	5
Total Volume	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	0	9	0	1	0	10	0	0	0	0	0	0	22
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	90.0	0.0	10.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.600	0.000	0.000	0.600	0.000	0.000	0.000	0.000	0.000		0.000	0.750	0.000	0.250	0.000	0.833	0.000	0.000	0.000	0.000	0.000	0.000	0.917
Entering Leg	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	0	9	0	1	0	10	0	0	0	0	0	0	22
Exiting Leg						0						9							0				12							1	22
Total						0						21						0					22							1	44

PDI File #: 228516 A  
Location: N: Albion Street S: Parking Lot NW: Winchester Street  
Location: E: Broadway W: Broadway  
City, State: Somerville, MA  
Client: GM2/ S. Siragusa  
Site Code: TBA  
Count Date: Thursday, April 7, 2022  
Start Time: 6:00 AM  
End Time: 8:00 PM  
Class:

PRECISION  
D A T A  
INDUSTRIES, LLC  
157 Washington Street, Suite 2  
Hudson, MA 01749  
Office: 508-875-0100 Fax: 508-875-0118

Single-Unit Trucks

	Albion Street						Broadway						Parking Lot						Broadway						Winchester Street						Total	
	from North						from East						from South						from West						from Northwest							
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total		
6:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	
6:15 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
6:30 AM	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
6:45 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
Total	0	0	0	0	0	0	0	1	10	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	12		
7:00 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	4	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	
7:30 AM	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	6	
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	1	3	
Total	0	1	0	0	0	1	0	0	4	0	0	4	0	0	0	0	0	0	0	8	0	0	0	8	0	0	1	0	0	1	14	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	3	0	0	0	3	0	0	0	0	0	0	4	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	4	
8:30 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	7	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	4	
Total	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	0	0	1	0	16	0	0	0	16	0	0	0	0	0	0	19	
9:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
9:15 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	3	0	0	0	3	0	0	1	0	0	1	7	
9:30 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	5	
9:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	0	4	0	0	0	4	0	0	1	0	0	1	14	
10:00 AM	0	0	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	5	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	0	0	0	2	0	0	0	0	0	0	3	
10:30 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	3	0	1	0	4	0	0	0	0	0	0	7	
10:45 AM	0	0	0	0	0	0	0	0	1	0	2	3	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	6	
Total	0	0	0	0	0	0	0	1	7	0	2	10	1	0	0	0	0	1	0	8	0	1	0	9	0	0	1	0	0	1	21	
11:00 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3	0	1	0	4	0	0	0	0	0	0	5	
11:15 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	4	
11:30 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	5	0	1	0	6	0	0	0	0	0	0	9	
11:45 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	2	0	3	0	5	0	0	0	0	0	0	8	
Total	0	0	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	0	0	12	0	5	0	17	0	0	0	0	0	0	26	
12:00 PM	0	1	0	0	0	1	0	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
12:15 PM	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	4	0	1	0	5	0	0	0	0	0	0	12	
12:30 PM	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	1	5	
12:45 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	3	0	1	0	4	0	0	0	0	0	0	6	
Total	0	1	0	0	0	1	0	0	15	2	0	17	0	0	0	0	0	0	0	8	0	2	0	10	1	0	0	0	0	1	29	
1:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	3	
1:15 PM	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	7	
1:30 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	4	
1:45 PM	1	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	3	0	0	0	3	0	0	1	0	0	1	6	
Total	1	0	0	1	0	2	0	2	4	0	0	6	0	0	0	0	0	0	0	11	0	0	0	11	0	0	1	0	0	1	20	
2:00 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	5	
2:15 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	8	
2:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3	0	2	0	5	0	0	0	0	0	0	6	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	3	
Total	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	13	0	2	0	15	0	0	0	0	0	0	22	
3:00 PM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	5	
3:15 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	3	
3:30 PM	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	3	0	1	0	4	0	0	0	0	0	0	6	
3:45 PM	0	0	0	1	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	1	0	0	1	5	
Total	0	0	0	1	0	1	0	1	8	0	0	9	0	0	0	0	0	0	0	5	0	1	0	6	1	0	2	0	0	3	19	
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	

PDI File #: 228516 A  
Location: N: Albion Street S: Parking Lot NW: Winchester Street  
Location: E: Broadway W: Broadway  
City, State: Somerville, MA  
Client: GM2/ S. Siragusa  
Site Code: TBA  
Count Date: Thursday, April 7, 2022  
Start Time: 6:00 AM  
End Time: 8:00 PM

PRECISION  
D A T A  
INDUSTRIES, LLC  
157 Washington Street, Suite 2  
Hudson, MA 01749  
Office: 508-875-0100 Fax: 508-875-0118

Single-Unit Trucks

	Albion Street						Broadway						Parking Lot						Broadway						Winchester Street						Total
	from North						from East						from South						from West						from Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	
4:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	3
4:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	1	2
Total	0	1	0	0	0	1	0	0	2	0	0	2	0	0	0	0	0	0	0	5	0	0	0	5	0	0	1	0	0	1	9
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	4	0	1	0	5	0	0	0	0	0	0	7
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	2
6:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
6:45 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	5
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
7:15 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	0	0	0	0	1
7:30 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
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	4
Grand Total	1	3	0	2	0	6	0	7	80	2	2	91	2	0	0	0	0	2	0	100	0	12	0	112	2	0	8	0	0	10	221
Approach %	16.7	50.0	0.0	33.3	0.0		0.0	7.7	87.9	2.2	2.2		100.0	0.0	0.0	0.0	0.0		0.0	89.3	0.0	10.7	0.0		20.0	0.0	80.0	0.0	0.0		
Total %	0.5	1.4	0.0	0.9	0.0	2.7	0.0	3.2	36.2	0.9	0.9	41.2	0.9	0.0	0.0	0.0	0.0	0.9	0.0	45.2	0.0	5.4	0.0	50.7	0.9	0.0	3.6	0.0	0.0	4.5	
Exiting Leg Total	0						114						2						85						20						221

AM Peak Hour Analysis from 06:00 AM to 10:00 AM begins at:

8:00 AM	Albion Street						Broadway						Parking Lot						Broadway						Winchester Street						Total
	from North						from East						from South						from West						from Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	3	0	0	0	3	0	0	0	0	0	4
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	4
8:30 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	7
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	4
Total Volume	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	0	0	1	0	16	0	0	0	16	0	0	0	0	0	0	19
% Approach Total	0.0	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	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.800	0.000	0.000	0.000	0.800	0.000	0.000	0.000	0.000	0.000	0.000	0.679
Entering Leg	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	0	0	1	0	16	0	0	0	16	0	0	0	0	0	0	19
Exiting Leg	0						17						0						2						0						19
Total	0						19						1						18						0						38

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

11:30 AM	Albion Street						Broadway						Parking Lot						Broadway						Winchester Street						Total
	from North						from East						from South						from West						from Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	
11:30 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	5	0	1	0	6	0	0	0	0	0	0	9
11:45 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	2	0	3	0	5	0	0	0	0	0	0	8
12:00 PM	0	1	0	0	0	1	0	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
12:15 PM	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	4	0	1	0	5	0	0	0	0	0	0	12
Total Volume	0	1	0	0	0	1	0	0	17	1	0	18	0	0	0	0	0	0	0	11	0	5	0	16	0	0	0	0	0	0	35
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	94.4	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	68.8	0.0	31.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.607	0.250	0.000	0.643	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.550	0.000	0.417	0.000	0.667	0.000	0.000	0.000	0.000	0.000	0.000	0.729

PDI File #: **228516 A**  
 Location: **N: Albion Street S: Parking Lot NW: Winchester Street**  
 Location: **E: Broadway W: Broadway**  
 City, State: **Somerville, MA**  
 Client: **GM2/ S. Siragusa**  
 Site Code: **TBA**  
 Count Date: **Thursday, April 7, 2022**  
 Start Time: **6:00 AM**  
 End Time: **8:00 PM**  
 Class:

PRECISION  
 D A T A  
 INDUSTRIES, LLC  
 157 Washington Street, Suite 2  
 Hudson, MA 01749  
 Office: 508-875-0100 Fax: 508-875-0118

### Single-Unit Trucks

	Albion Street						Broadway						Parking Lot						Broadway						Winchester Street						Total
	from North						from East						from South						from West						from Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	
	0	1	0	0	0	1	0	0	17	1	0	18	0	0	0	0	0	0	0	0	11	0	5	0	16	0	0	0	0	0	
Entering Leg						0						11						1					18						5	35	
Exiting Leg						1						29						1					34						5	70	
Total																															

PM Peak Hour Analysis from 2:00 PM to 08:00 PM begins at:

2:00 PM	Albion Street						Broadway						Parking Lot						Broadway						Winchester Street						Total
	from North						from East						from South						from West						from Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	
2:00 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	5
2:15 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	8
2:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3	0	2	0	5	0	0	0	0	0	0	6
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	3
Total Volume	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	13	0	2	0	15	0	0	0	0	0	0	22
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	86.7	0.0	13.3	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.583	0.000	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.650	0.000	0.250	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.688
Entering Leg	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	13	0	2	0	15	0	0	0	0	0	0	22
Exiting Leg						0						13						0					7						2	22	
Total						0						20						0					22						2	44	

PDI File #: 228516 A  
Location: N: Albion Street S: Parking Lot NW: Winchester Street  
Location: E: Broadway W: Broadway  
City, State: Somerville, MA  
Client: GM2/ S. Siragusa  
Site Code: TBA  
Count Date: Thursday, April 7, 2022  
Start Time: 6:00 AM  
End Time: 8:00 PM  
Class:

PRECISION  
D A T A  
INDUSTRIES, LLC  
157 Washington Street, Suite 2  
Hudson, MA 01749  
Office: 508-875-0100 Fax: 508-875-0118

Articulated Trucks

	Albion Street						Broadway						Parking Lot						Broadway						Winchester Street						Total	
	from North						from East						from South						from West						from Northwest							
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total		
6:00 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	
6:15 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	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:00 AM	0	0	0	0	0	0	0	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	1	0	0	0	1	0	0	0	0	0	0	1	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
9:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	2	
10:15 AM	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3	
10:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	
10:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	3	
Total	0	0	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	10	
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	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	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	1	0	0	0	1	0	0	0	0	0	0	1	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	
12:00 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	0	0	0	0	1	
12:15 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	0	0	0	0	1	
12:30 PM	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
12:45 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	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
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	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	2	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	5	
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	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	
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	0	0	0	0	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	
4:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	

PDI File #: 228516 A  
Location: N: Albion Street S: Parking Lot NW: Winchester Street  
Location: E: Broadway W: Broadway  
City, State: Somerville, MA  
Client: GM2/ S. Siragusa  
Site Code: TBA  
Count Date: Thursday, April 7, 2022  
Start Time: 6:00 AM  
End Time: 8:00 PM  
Class:

PRECISION  
D A T A  
INDUSTRIES, LLC  
157 Washington Street, Suite 2  
Hudson, MA 01749  
Office: 508-875-0100 Fax: 508-875-0118

Articulated Trucks

	Albion Street						Broadway						Parking Lot						Broadway						Winchester Street						Total
	from North						from East						from South						from West						from Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	0	1	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 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
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 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
7:15 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
7:30 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
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	1	0	1	0	3	10	0	0	13	0	0	0	0	0	0	0	14	0	0	3	0	0	3					31
Approach %	0.0	0.0	0.0	100.0	0.0		0.0	23.1	76.9	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	3.2	0.0	3.2	0.0	9.7	32.3	0.0	0.0	41.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	45.2	0.0	0.0	0.0	45.2	0.0	0.0	9.7	0.0	0.0	9.7	
Exiting Leg Total	0						18						0						10						3						31

AM Peak Hour Analysis from 06:00 AM to 10:00 AM begins at:

9:45 AM	Albion Street						Broadway						Parking Lot						Broadway						Winchester Street						
	from North						from East						from South						from West						from Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	
9:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:00 AM	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	0	0	0	0	0	2
10:15 AM	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3
10:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	8
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	25.0	75.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.750	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.667	
Entering Leg	0	0	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	8
Exiting Leg	0						4						0						3						1						8
Total	0						8						0						7						1						16

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

10:00 AM	Albion Street						Broadway						Parking Lot						Broadway						Winchester Street								
	from North						from East						from South						from West						from Northwest								
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Total		
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	2
10:15 AM	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	3	
10:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2	
10:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	3	
Total Volume	0	0	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	0	6	0	0	0	0	6	0	0	0	0	0	0	10	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.750	0.000	0.000	0.500	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	0.833		



PDI File #: **228516 A**  
 Location: **N: Albion Street S: Parking Lot NW: Winchester Street**  
 Location: **E: Broadway W: Broadway**  
 City, State: **Somerville, MA**  
 Client: **GM2/ S. Siragusa**  
 Site Code: **TBA**  
 Count Date: **Thursday, April 7, 2022**  
 Start Time: **6:00 AM**  
 End Time: **8:00 PM**  
 Class:

PRECISION  
 D A T A  
 INDUSTRIES, LLC  
 157 Washington Street, Suite 2  
 Hudson, MA 01749  
 Office: 508-875-0100 Fax: 508-875-0118

### Articulated Trucks

	Albion Street						Broadway						Parking Lot						Broadway						Winchester Street						Total
	from North						from East						from South						from West						from Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	
	0	0	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	
Entering Leg																															
Exiting Leg																															
Total																															

PM Peak Hour Analysis from 2:00 PM to 08:00 PM begins at:

4:00 PM	Albion Street						Broadway						Parking Lot						Broadway						Winchester Street						
	from North						from East						from South						from West						from Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	
4:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	1	0	1	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
% Approach Total	0.0	0.0	0.0	100.0	0.0		0.0	50.0	50.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.250	0.250	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	
Entering Leg	0	0	0	1	0	1	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Exiting Leg						0						1												1						1	3
Total						1						3						0					1							1	6

**PRECISION  
DATA  
INDUSTRIES, LLC**  
157 Washington Street, Suite 2  
Hudson, MA 01749  
Office: 508-875-0100 Fax: 508-875-0118

[illegible]

**PRECISION  
DATA  
INDUSTRIES, LLC**  
157 Washington Street, Suite 2  
Hudson, MA 01749  
Office: 508-875-0100 Fax: 508-875-0118

### Bicycles (on Roadway and Crosswalks)

	Albion Street								Broadway								Parking Lot								Broadway								Winchester Street								Total			
	from North								from East								from South								from West								from Northwest											
	Hard Right	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-SO	CW-NB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-NBR	CW-SWB	Total				
4:15 PM	0	0	0	0	0	0	0	0	0	0	2	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	3			
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3				
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	4		
Total	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	5	0	0	0	0	0	0	1	1	0	4	0	1	0	0	0	0	5	1	0	0	0	0	0	0	1	12	
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7			
5:15 PM	1	0	0	0	0	0	0	1	2	0	0	2	0	0	0	1	3	0	0	0	0	0	0	1	0	1	0	0	1	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4		
5:45 PM	0	2	0	0	0	0	0	0	2	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	5	
Total	1	2	0	0	0	0	0	1	4	0	2	2	0	0	0	1	5	0	0	0	0	0	2	0	2	0	5	1	1	0	0	0	0	7	0	0	0	0	0	0	0	18		
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	1	2	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	1	5		
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3	
6:30 PM	0	0	0	0	0	0	1	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
6:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	6	
Total	0	0	0	0	0	0	1	0	1	0	1	4	0	0	0	0	5	0	0	0	0	0	1	1	2	0	7	0	0	0	0	0	0	0	7	1	0	0	0	0	0	0	1	16
7:00 PM	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	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4	
7:15 PM	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	4	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3	8	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total	0	1	0	0	0	0	0	0	1	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	4	0	0	0	0	0	0	4	17
Grand Total	2	3	0	0	0	2	3	10	0	15	43	1	0	0	1	60	0	0	0	0	0	4	15	19	0	36	4	5	0	0	2	47	12	0	7	0	0	0	1	20	156			
Approach %	20.0	30.0	0.0	0.0	0.0	20.0	30.0		0.0	25.0	71.7	1.7	0.0	0.0	1.7		0.0	0.0	0.0	0.0	0.0	21.1	78.9		0.0	76.6	8.5	10.6	0.0	0.0	4.3		60.0	0.0	35.0	0.0	0.0	0.0	5.0					
Total %	1.3	1.9	0.0	0.0	0.0	1.3	1.9	6.4	0.0	9.6	27.6	0.6	0.0	0.0	0.6	38.5	0.0	0.0	0.0	0.0	0.0	2.6	9.6	12.2	0.0	23.1	2.6	3.2	0.0	0.0	1.3	30.1	7.7	0.0	4.5	0.0	0.0	0.0	0.6	12.8				
Exiting Leg Total	9								44								20								60								23								155			

AM Peak Hour Analysis from 06:00 AM to 10:00 AM begins at:

8:30 AM	Albion Street								Broadway								Parking Lot								Broadway								Winchester Street									
	from North								from East								from South								from West								from Northwest									
	Hard Right	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-NB	CW-SWB	Total		
8:30 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	0	0	0	0	0	0	2	2	0	0	1	0	0	0	0	0	1	1	0	1	0	0	0	2	9
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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
9:15 AM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	0	0	0	0	0	0	0	3	3	0	0	1	1	0	0	0	0	2	1	0	0	0	0	1	9
Total Volume	0	0	0	0	0	0	0	0	0	0	2	6	0	0	0	0	8	0	0	0	0	0	0	6	6	0	0	2	1	0	0	0	0	3	2	0	1	0	0	0	3	20
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	66.7	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	0.000	0.000	0.000	0.000	0.000	0.250	0.375	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.000	0.000	0.500	0.250	0.000	0.000	0.000	0.375	0.500	0.000	0.250	0.000	0.000	0.000	0.000	0.375	0.556	
Entering Leg	0	0	0	0	0	0	0	0	0	0	2	6	0	0	0	0	8	0	0	0	0	0	0	6	6	0	0	2	1	0	0	0	3	2	0	1	0	0	0	3	20	
Exiting Leg																	1							6	6								8						3	20		
Total																	9							12	12								11						6	40		

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

1:00 PM	Albion Street								Broadway								Parking Lot								Broadway								Winchester Street								Total
	from North								from East								from South								from West								from Northwest								
	Hard Right	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-NEB	CW-SWB	Total	
1:00 PM	0	0	0	0	0	0	0	0	0	1	1	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	
1:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	
1:30 PM	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	1	0	0	1	3	5		
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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	
Total Volume	1	0	0	0	0	0	0	1	0	1	2	0	0	0	0	3	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	1	0	1	0	0	1	3	9
% Approach Total	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	33.3	0.0	33.3	0.0	33.3	0.0	100.0		
PHF	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.500	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.250	0.000	0.250	0.250	0.250	0.450		

PDI File #: **228516 A**  
 Location: **N: Albion Street S: Parking Lot NW: Winchester Street**  
 Location: **E: Broadway W: Broadway**  
 City, State: **Somerville, MA**  
 Client: **GM2/ S. Siragusa**  
 Site Code: **TBA**  
 Count Date: **Thursday, April 7, 2022**  
 Start Time: **6:00 AM**  
 End Time: **8:00 PM**  
 Class:

PRECISION  
 D A T A  
 INDUSTRIES, LLC  
 157 Washington Street, Suite 2  
 Hudson, MA 01749  
 Office: 508-875-0100 Fax: 508-875-0118

**Bicycles (on Roadway and Crosswalks)**

	Albion Street								Broadway								Parking Lot								Broadway								Winchester Street								Total
	from North								from East								from South								from West								from Northwest								
	Hard Right	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-NB	CW-SWB	Total	
Entering Leg	1	0	0	0	0	0	0	1	0	1	2	0	0	0	0	3	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	1	0	1	0	0	0	1	3	9
Exiting Leg								0								1							1								4								3	9	
Total								1								4							2							5								6	18		

PM Peak Hour Analysis from 2:00 PM to 08:00 PM begins at:

6:45 PM	Albion Street								Broadway								Parking Lot								Broadway								Winchester Street								Total	
	from North								from East								from South								from West								from Northwest									
	Hard Right	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-NB	CW-SWB	Total		
6:45 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
7:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4		
7:15 PM	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	4			
7:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3	3	0	0	0	0	0	3	8	
Total Volume	0	1	0	0	0	0	0	1	0	1	7	0	0	0	0	8	0	0	0	0	0	0	0	0	9	4	0	0	0	0	0	0	0	4	4	0	0	0	4	22		
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0	0.0		0.0	12.5	87.5	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.583	0.000	0.000	0.000	0.000	0.667	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.563	0.000	0.000	0.000	0.000	0.000	0.000	0.563	0.333	0.000	0.000	0.000	0.000	0.000	0.000	0.333	0.688	
Entering Leg	0	1	0	0	0	0	0	1	0	1	7	0	0	0	0	8	0	0	0	0	0	0	0	0	9	4	0	0	0	0	0	0	9	4	0	0	0	0	4	22		
Exiting Leg								0								9								0								12						1	22			
Total								1								17							0								21						5	44				

PDI File #: 228516 A  
Location: N: Albion Street S: Parking Lot NW: Winchester Street  
Location: E: Broadway W: Broadway  
City, State: Somerville, MA  
Client: GM2/ S. Siragusa  
Site Code: TBA  
Count Date: Thursday, April 7, 2022  
Start Time: 6:00 AM  
End Time: 8:00 PM  
Class:

PRECISION  
DATA  
INDUSTRIES, LLC  
157 Washington Street, Suite 2  
Hudson, MA 01749  
Office: 508-875-0100 Fax: 508-875-0118

Pedestrians

	Albion Street								Broadway								Parking Lot								Broadway								Winchester Street								Total	
	from North								from East								from South								from West								from Northwest									
	Hard Right	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-NB	CW-SB	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
6:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	5		
6:30 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
6:45 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	1	0	1	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	1	1	1	7			
Total	0	0	0	0	0	2	3	5	0	0	0	0	0	2	1	3	0	0	0	0	0	5	4	9	0	0	0	0	0	0	0	0	0	0	2	2	2	19				
7:00 AM	0	0	0	0	0	1	2	3	0	0	0	0	0	2	2	4	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8			
7:15 AM	0	0	0	0	0	1	4	5	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	3	5	12							
7:30 AM	0	0	0	0	0	3	3	6	0	0	0	0	0	0	2	2	0	0	0	0	0	2	3	5	0	0	0	0	0	0	0	0	2	3	5	18						
7:45 AM	0	0	0	0	0	5	1	6	0	0	0	0	0	2	3	5	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	2	2	4	17							
Total	0	0	0	0	0	10	10	20	0	0	0	0	0	5	7	12	0	0	0	0	0	6	3	9	0	0	0	0	0	0	0	6	8	14	55							
8:00 AM	0	0	0	0	0	1	3	4	0	0	0	0	0	3	0	3	0	0	0	0	0	5	2	7	0	0	0	0	0	0	0	3	2	5	19							
8:15 AM	0	0	0	0	0	2	1	3	0	0	0	0	0	2	2	4	0	0	0	0	0	8	4	12	0	0	0	0	0	0	0	1	1	2	21							
8:30 AM	0	0	0	0	0	0	7	7	0	0	0	0	0	0	3	3	0	0	0	0	0	7	4	11	0	0	0	0	0	0	2	5	7	28								
8:45 AM	0	0	0	0	0	4	5	9	0	0	0	0	0	2	2	4	0	0	0	0	0	5	3	8	0	0	0	0	0	0	0	5	5	26								
Total	0	0	0	0	0	7	16	23	0	0	0	0	0	7	7	14	0	0	0	0	0	25	13	38	0	0	0	0	0	0	6	13	19	94								
9:00 AM	0	0	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0	2	2	10								
9:15 AM	0	0	0	0	0	2	6	8	0	0	0	0	0	0	0	0	0	0	0	0	2	4	6	0	0	0	0	0	0	0	3	5	8	22								
9:30 AM	0	0	0	0	0	3	2	5	0	0	0	0	0	0	0	0	0	0	0	0	1	6	7	0	0	0	0	0	0	2	2	4	16									
9:45 AM	0	0	0	0	0	4	2	6	0	0	0	0	0	1	0	1	0	0	0	0	4	2	6	0	0	0	0	0	0	2	1	3	16									
Total	0	0	0	0	0	10	13	23	0	0	0	0	0	1	0	1	0	0	0	0	10	13	23	0	0	0	0	0	0	7	10	17	64									
10:00 AM	0	0	0	0	0	1	3	4	0	0	0	0	0	0	2	2	0	0	0	0	0	4	2	6	0	0	0	0	1	0	1	0	1	14								
10:15 AM	0	0	0	0	0	3	1	4	0	0	0	0	0	1	0	1	0	0	0	0	7	4	11	0	0	0	0	0	0	1	0	1	17									
10:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	0	0	2	2	7									
10:45 AM	0	0	0	0	0	3	6	9	0	0	0	0	0	1	0	1	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	12									
Total	0	0	0	0	0	7	11	18	0	0	0	0	0	2	2	4	0	0	0	0	14	9	23	0	0	0	0	1	0	1	2	2	4	50								
11:00 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	0	1	1	0	0	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0	7								
11:15 AM	0	0	0	0	0	1	2	3	0	0	0	0	0	1	0	1	0	0	0	0	2	6	8	0	0	0	0	0	0	0	2	2	14									
11:30 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	0	1	1	0	0	0	0	7	3	10	0	0	0	0	0	0	0	2	2	15									
11:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	2	5	0	0	0	0	0	0	0	0	0	6									
Total	0	0	0	0	0	4	4	8	0	0	0	0	0	1	2	3	0	0	0	0	14	13	27	0	0	0	0	0	0	0	4	4	42									
12:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	1	5	0	0	0	0	0	0	3	2	5	11									
12:15 PM	0	0	0	0	0	1	2	3	0	0	0	0	0	2	0	2	0	0	0	0	6	1	7	0	0	0	0	0	0	1	3	4	16									
12:30 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	1	1	2	0	0	0	0	7	3	10	0	0	0	0	0	2	1	3	17										
12:45 PM	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	2	4	6	0	0	0	0	0	0	1	1	10										
Total	0	0	0	0	0	3	6	9	0	0	0	0	0	3	1	4	0	0	0	0	19	9	28	0	0	0	0	0	0	6	7	13	54									
1:00 PM	0	0	0	0	0	3	3	6	0	0	0	0	0	4	1	5	0	0	0	0	3	3	6	0	0	0	0	0	0	1	3	4	21									
1:15 PM	0	0	0	0	0	4	2	6	0	0	0	0	0	4	0	4	0	0	0	0	2	0	2	0	0	0	0	0	2	1	3	15										
1:30 PM	0	0	0	0	0	2	3	5	0	0	0	0	0	1	0	1	0	0	0	0	2	0	2	0	0	0	0	0	2	3	5	13										
1:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	3	3	0	0	0	0	2	5	7	0	0	0	0	0	3	3	6	18										
Total	0	0	0	0	0	11	8	19	0	0	0	0	0	9	4	13	0	0	0	0	9	8	17	0	0	0	0	0	8	10	18	67										
2:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	2	0	0	0	0	6	2	8	0	0	0	0	0	2	1	3	14										
2:15 PM	0	0	0	0	0	2	2	4	0	0	0	0	0	2	0	2	0	0	0	0	3	6	9	0	0	0	0	0	1	4	5	20										
2:30 PM	0	0	0	0	0	0	2	2	0	0	0	0	0	2	2	4	0	0	0	0	2	6	8	0	0	0	0	0	0	2	2	16										
2:45 PM	0	0	0	0	0	4	2	6	0	0	0	0	0	3	0	3	0	0	0	0	1	3	4	0	0	0	0	0	4	5	9	22										
Total	0	0	0	0	0	7	6	13	0	0	0	0	0	8	3	11	0	0	0	0	12	17	29	0	0	0	0	0	7	12	19	72										
3:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	2	3	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0	8										
3:15 PM	0	0	0	0	0	2	3	5	0	0	0	0	0	0	3	3	0	0	0	0	2	3	5	0	0	0	0	0	1	0	1	14										
3:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	4	6	0	0	0	0	0	1	1	2	9										
3:45 PM	0	0	0	0	0	3	4	7	0	0	0	0	0	0	1	1	0	0	0	0	1	4	5	0	0	0	0	0	3	2	5	18										
Total	0	0	0	0	0	6	8	14	0	0	0	0	0	1	6	7	0	0	0	0	8	12	20	0	0	0	0	0	5	3	8	49										
4:00 PM	0	0	0	0	0	7	1	8	0	0																																

Page 24



PDI File #: **228516 A**  
 Location: **N: Albion Street S: Parking Lot NW: Winchester Street**  
 Location: **E: Broadway W: Broadway**  
 City, State: **Somerville, MA**  
 Client: **GM2/ S. Siragusa**  
 Site Code: **TBA**  
 Count Date: **Thursday, April 7, 2022**  
 Start Time: **6:00 AM**  
 End Time: **8:00 PM**  
 Class:

**PRECISION  
D A T A  
INDUSTRIES, LLC**  
 157 Washington Street, Suite 2  
 Hudson, MA 01749  
 Office: 508-875-0100 Fax: 508-875-0118

**Pedestrians**

	Albion Street									Broadway									Parking Lot									Broadway									Winchester Street									Total
	from North									from East									from South									from West									from Northwest									
	Hard Right	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-NB	CW-SWB	Total						
Entering Leg	0	0	0	0	0	5	4	9	0	0	0	0	0	5	6	11	0	0	0	0	0	13	19	32	0	0	0	0	0	0	0	0	0	0	0	0	0	6	10	16	68					
Exiting Leg								9								11							32																	16	68					
Total								18								22							64																32	136						

PM Peak Hour Analysis from 2:00 PM to 08:00 PM begins at:

5:15 PM	Albion Street								Broadway								Parking Lot								Broadway								Winchester Street								Total		
	from North								from East								from South								from West								from Northwest										
	Hard Right	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-NB	CW-SWB	Total			
5:15 PM	0	0	0	0	0	9	4	13	0	0	0	0	0	5	0	5	0	0	0	0	0	2	7	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	3	10	37
5:30 PM	0	0	0	0	0	2	3	5	0	0	0	0	0	2	2	4	0	0	0	0	0	9	4	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	6	28
5:45 PM	0	0	0	0	0	2	6	8	0	0	0	0	0	0	2	2	0	0	0	0	0	5	3	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	7	25	
6:00 PM	0	0	0	0	0	8	8	16	0	0	0	0	0	3	1	4	0	0	0	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	7	4	11	35		
Total Volume	0	0	0	0	0	21	21	42	0	0	0	0	0	10	5	15	0	0	0	0	0	18	16	34	0	0	0	0	0	0	0	0	0	0	0	0	0	18	16	34	125		
% Approach Total	0.0	0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	0.0	66.7	33.3		0.0	0.0	0.0	0.0	0.0	52.9	47.1		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	52.9	47.1				
PHF	0.000	0.000	0.000	0.000	0.000	0.583	0.656	0.656	0.000	0.000	0.000	0.000	0.000	0.500	0.625	0.750	0.000	0.000	0.000	0.000	0.000	0.500	0.571	0.654	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.643	0.800	0.773		0.845			
Entering Leg	0	0	0	0	0	21	21	42	0	0	0	0	0	10	5	15	0	0	0	0	0	18	16	34	0	0	0	0	0	0	0	0	0	0	0	0	18	16	34	125			
Exiting Leg								42							15								34																34	125			
Total								84							30							68																68	250				

PDI File #: **228516 A**  
 Location: **N: Albion Street S: Parking Lot NW: Winchester Street**  
 Location: **E: Broadway W: Broadway**  
 City, State: **Somerville, MA**  
 Client: **GM2/ S. Siragusa**  
 Site Code: **TBA**  
 Count Date: **Saturday, April 9, 2022**  
 Start Time: **10:00 AM**  
 End Time: **2:00 PM**  
 Class:

PRECISION  
 D A T A  
 INDUSTRIES, LLC  
 157 Washington Street, Suite 2  
 Hudson, MA 01749  
 Office: 508-875-0100 Fax: 508-875-0118

**Cars and Heavy Vehicles (Combined)**

	Albion Street						Broadway						Parking Lot						Broadway						Winchester Street						Total
	from North						from East						from South						from West						from Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	
10:00 AM	1	3	0	3	0	7	0	14	63	0	0	77	0	0	0	0	0	0	0	97	0	14	0	111	6	0	9	0	0	15	210
10:15 AM	0	5	1	4	0	10	0	15	61	1	1	78	0	0	2	0	0	2	0	72	0	24	1	97	1	0	15	0	0	16	203
10:30 AM	2	8	0	2	0	12	0	8	62	0	0	70	0	0	0	0	0	0	0	83	0	11	0	94	2	0	15	0	0	17	193
10:45 AM	3	9	0	3	0	15	0	10	73	0	0	83	0	0	0	0	0	0	0	83	0	19	0	102	2	0	14	0	0	16	216
Total	6	25	1	12	0	44	0	47	259	1	1	308	0	0	2	0	0	2	0	335	0	68	1	404	11	0	53	0	0	64	822
11:00 AM	4	5	0	4	0	13	0	8	74	0	0	82	0	0	0	0	0	0	0	94	0	12	0	106	1	0	11	0	0	12	213
11:15 AM	0	4	0	6	0	10	0	14	67	0	1	82	0	0	0	0	0	0	0	80	0	17	0	97	3	0	9	0	0	12	201
11:30 AM	0	10	0	0	0	10	0	9	91	0	0	100	0	0	0	0	0	0	0	102	0	13	0	115	6	0	15	0	0	21	246
11:45 AM	0	10	1	2	0	13	0	13	69	0	0	82	0	0	0	0	0	0	0	88	0	17	3	108	4	1	14	0	0	19	222
Total	4	29	1	12	0	46	0	44	301	0	1	346	0	0	0	0	0	0	0	364	0	59	3	426	14	1	49	0	0	64	882
12:00 PM	2	10	0	4	0	16	0	7	81	0	0	88	0	0	0	0	0	0	0	91	0	17	0	108	4	0	20	0	0	24	236
12:15 PM	1	11	0	5	0	17	0	7	71	0	0	78	0	0	0	0	0	0	0	102	0	27	0	129	6	0	21	0	0	27	251
12:30 PM	3	4	0	2	0	9	0	8	97	0	0	105	0	0	0	0	0	0	0	105	0	24	1	130	2	0	11	0	0	13	257
12:45 PM	1	9	0	3	0	13	0	8	74	0	0	82	0	0	0	0	0	0	0	101	0	17	0	118	1	0	8	0	1	10	223
Total	7	34	0	14	0	55	0	30	323	0	0	353	0	0	0	0	0	0	0	399	0	85	1	485	13	0	60	0	1	74	967
1:00 PM	1	8	0	3	0	12	0	12	83	0	0	95	0	0	0	0	0	0	0	100	0	23	0	123	10	0	9	0	0	19	249
1:15 PM	2	7	0	1	0	10	0	14	63	0	0	77	0	0	0	0	0	0	0	122	0	32	0	154	2	0	11	0	0	13	254
1:30 PM	3	9	0	3	0	15	0	13	72	0	0	85	0	0	0	0	0	0	0	104	0	13	0	117	1	0	16	0	0	17	234
1:45 PM	2	3	0	2	0	7	0	16	64	0	0	80	0	0	0	0	0	0	0	106	0	28	0	134	2	0	11	0	0	13	234
Total	8	27	0	9	0	44	0	55	282	0	0	337	0	0	0	0	0	0	0	432	0	96	0	528	15	0	47	0	0	62	971
Grand Total	25	115	2	47	0	189	0	176	1165	1	2	1344	0	0	2	0	0	2	0	1530	0	308	5	1843	53	1	209	0	1	264	3642
Approach %	13.2	60.8	1.1	24.9	0.0		0.0	13.1	86.7	0.1	0.1		0.0	0.0	100.0	0.0	0.0		0.0	83.0	0.0	16.7	0.3		20.1	0.4	79.2	0.0	0.4		
Total %	0.7	3.2	0.1	1.3	0.0	5.2	0.0	4.8	32.0	0.0	0.1	36.9	0.0	0.0	0.1	0.0	0.0	0.1	0.0	42.0	0.0	8.5	0.1	50.6	1.5	0.0	5.7	0.0	0.0	7.2	
Exiting Leg Total	0						1788						4						1338						512						3642
Cars	25	114	2	47	0	188	0	175	1128	1	2	1306	0	0	2	0	0	2	0	1486	0	308	4	1798	52	1	207	0	1	261	3555
% Cars	100.0	99.1	100.0	100.0	0.0	99.5	0.0	99.4	96.8	100.0	100.0	97.2	0.0	0.0	100.0	0.0	0.0	100.0	0.0	97.1	0.0	100.0	80.0	97.6	98.1	100.0	99.0	0.0	100.0	98.9	97.6
Exiting Leg Total	0						1742						4						1298						511						3555
Heavy Vehicles	0	1	0	0	0	1	0	1	37	0	0	38	0	0	0	0	0	0	0	44	0	0	1	45	1	0	2	0	0	3	87
% Heavy Vehicles	0.0	0.9	0.0	0.0	0.0	0.5	0.0	0.6	3.2	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0	20.0	2.4	1.9	0.0	1.0	0.0	0.0	1.1	2.4
Exiting Leg Total	0						46						0						40						1						87

Peak Hour Analysis from 10:00 AM to 02:00 PM begins at:

12:30 PM	Albion Street						Broadway						Parking Lot						Broadway						Winchester Street						Total
	from North						from East						from South						from West						from Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	
12:30 PM	3	4	0	2	0	9	0	8	97	0	0	105	0	0	0	0	0	0	0	105	0	24	1	130	2	0	11	0	0	13	257
12:45 PM	1	9	0	3	0	13	0	8	74	0	0	82	0	0	0	0	0	0	0	101	0	17	0	118	1	0	8	0	1	10	223
1:00 PM	1	8	0	3	0	12	0	12	83	0	0	95	0	0	0	0	0	0	0	100	0	23	0	123	10	0	9	0	0	19	249
1:15 PM	2	7	0	1	0	10	0	14	63	0	0	77	0	0	0	0	0	0	0	122	0	32	0	154	2	0	11	0	0	13	254
Total Volume	7	28	0	9	0	44	0	42	317	0	0	359	0	0	0	0	0	0	0	428	0	96	1	525	15	0	39	0	1	55	983
% Approach Total	15.9	63.6	0.0	20.5	0.0		0.0	11.7	88.3	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	81.5	0.0	18.3	0.2		27.3	0.0	70.9	0.0	1.8		
PHF	0.583	0.778	0.000	0.750	0.000	0.846	0.000	0.750	0.817	0.000	0.000	0.855	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.877	0.000	0.750	0.250	0.852	0.375	0.000	0.886	0.000	0.250	0.724	0.956
Cars	7	27	0	9	0	43	0	41	306	0	0	347	0	0	0	0	0	0	0	414	0	96	1	511	14	0	39	0	1	54	955
Cars %	100.0	96.4	0.0	100.0	0.0	97.7	0.0	97.6	96.5	0.0	0.0	96.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.7	0.0	100.0	100.0	97.3	93.3	0.0	100.0	0.0	100.0	98.2	97.2
Heavy Vehicles	0	1	0	0	0	1	0	1	11	0	0	12	0	0	0	0	0	0	0	14	0	0	0	14	1	0	0	0	0	1	28
Heavy Vehicles %	0.0	3.6	0.0	0.0	0.0	2.3	0.0	2.4	3.5	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.3	0.0	0.0	0.0	2.7	6.7	0.0	0.0	0.0	0.0	1.8	2.8
Cars Enter Leg	7	27	0	9	0	43	0	41	306	0	0	347	0	0	0	0	0	0	0	414	0	96	1	511	14	0	39	0	1	54	955
Heavy Enter Leg	0	1	0	0	0	1	0	1	11	0	0	12	0	0	0	0	0	0	0	14	0	0	0	14	1	0	0	0	0	1	28
Total Entering Leg	7	28	0	9	0	44	0	42	317	0	0	359	0	0	0	0	0	0	0	428	0	96	1	525	15	0	39	0	1	55	983
Cars Exiting Leg						0						462																		145	955
Heavy Exiting Leg						0						14																	1	28	
Total Exiting Leg						0						476																		146	983

PDI File #: **228516 A**  
 Location: **N: Albion Street S: Parking Lot NW: Winchester Street**  
 Location: **E: Broadway W: Broadway**  
 City, State: **Somerville, MA**  
 Client: **GM2/ S. Siragusa**  
 Site Code: **TBA**  
 Count Date: **Saturday, April 9, 2022**  
 Start Time: **10:00 AM**  
 End Time: **2:00 PM**  
 Class:

**PRECISION  
D A T A  
INDUSTRIES, LLC**  
 157 Washington Street, Suite 2  
 Hudson, MA 01749  
 Office: 508-875-0100 Fax: 508-875-0118

**Cars**

	Albion Street						Broadway						Parking Lot						Broadway						Winchester Street						Total
	from North						from East						from South						from West						from Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	
10:00 AM	1	3	0	3	0	7	0	14	60	0	0	74	0	0	0	0	0	0	0	94	0	14	0	108	6	0	9	0	0	15	204
10:15 AM	0	5	1	4	0	10	0	15	59	1	1	76	0	0	2	0	0	2	0	71	0	24	1	96	1	0	15	0	0	16	200
10:30 AM	2	8	0	2	0	12	0	8	60	0	0	68	0	0	0	0	0	0	0	80	0	11	0	91	2	0	14	0	0	16	187
10:45 AM	3	9	0	3	0	15	0	10	70	0	0	80	0	0	0	0	0	0	0	81	0	19	0	100	2	0	14	0	0	16	211
Total	6	25	1	12	0	44	0	47	249	1	1	298	0	0	2	0	0	2	0	326	0	68	1	395	11	0	52	0	0	63	802
11:00 AM	4	5	0	4	0	13	0	8	73	0	0	81	0	0	0	0	0	0	0	89	0	12	0	101	1	0	11	0	0	12	207
11:15 AM	0	4	0	6	0	10	0	14	65	0	1	80	0	0	0	0	0	0	0	76	0	17	0	93	3	0	9	0	0	12	195
11:30 AM	0	10	0	0	0	10	0	9	89	0	0	98	0	0	0	0	0	0	0	99	0	13	0	112	6	0	15	0	0	21	241
11:45 AM	0	10	1	2	0	13	0	13	67	0	0	80	0	0	0	0	0	0	0	86	0	17	2	105	4	1	14	0	0	19	217
Total	4	29	1	12	0	46	0	44	294	0	1	339	0	0	0	0	0	0	0	350	0	59	2	411	14	1	49	0	0	64	860
12:00 PM	2	10	0	4	0	16	0	7	77	0	0	84	0	0	0	0	0	0	0	90	0	17	0	107	4	0	20	0	0	24	231
12:15 PM	1	11	0	5	0	17	0	7	70	0	0	77	0	0	0	0	0	0	0	101	0	27	0	128	6	0	20	0	0	26	248
12:30 PM	3	4	0	2	0	9	0	8	94	0	0	102	0	0	0	0	0	0	0	102	0	24	1	127	2	0	11	0	0	13	251
12:45 PM	1	9	0	3	0	13	0	7	69	0	0	76	0	0	0	0	0	0	0	97	0	17	0	114	1	0	8	0	1	10	213
Total	7	34	0	14	0	55	0	29	310	0	0	339	0	0	0	0	0	0	0	390	0	85	1	476	13	0	59	0	1	73	943
1:00 PM	1	7	0	3	0	11	0	12	81	0	0	93	0	0	0	0	0	0	0	95	0	23	0	118	9	0	9	0	0	18	240
1:15 PM	2	7	0	1	0	10	0	14	62	0	0	76	0	0	0	0	0	0	0	120	0	32	0	152	2	0	11	0	0	13	251
1:30 PM	3	9	0	3	0	15	0	13	70	0	0	83	0	0	0	0	0	0	0	103	0	13	0	116	1	0	16	0	0	17	231
1:45 PM	2	3	0	2	0	7	0	16	62	0	0	78	0	0	0	0	0	0	0	102	0	28	0	130	2	0	11	0	0	13	228
Total	8	26	0	9	0	43	0	55	275	0	0	330	0	0	0	0	0	0	0	420	0	96	0	516	14	0	47	0	0	61	950
Grand Total	25	114	2	47	0	188	0	175	1128	1	2	1306	0	0	2	0	0	2	0	1486	0	308	4	1798	52	1	207	0	1	261	3555
Approach %	13.3	60.6	1.1	25.0	0.0		0.0	13.4	86.4	0.1	0.2		0.0	0.0	100.0	0.0	0.0		0.0	82.6	0.0	17.1	0.2		19.9	0.4	79.3	0.0	0.4		
Total %	0.7	3.2	0.1	1.3	0.0	5.3	0.0	4.9	31.7	0.0	0.1	36.7	0.0	0.0	0.1	0.0	0.0	0.1	0.0	41.8	0.0	8.7	0.1	50.6	1.5	0.0	5.8	0.0	0.0	7.3	
Exiting Leg Total	0						1742						4						1298						511						3555

Peak Hour Analysis from 10:00 AM to 02:00 PM begins at:

12:30 PM	Albion Street						Broadway						Parking Lot						Broadway						Winchester Street						Total
	from North						from East						from South						from West						from Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	
12:30 PM	3	4	0	2	0	9	0	8	94	0	0	102	0	0	0	0	0	0	0	102	0	24	1	127	2	0	11	0	0	13	251
12:45 PM	1	9	0	3	0	13	0	7	69	0	0	76	0	0	0	0	0	0	0	97	0	17	0	114	1	0	8	0	1	10	213
1:00 PM	1	7	0	3	0	11	0	12	81	0	0	93	0	0	0	0	0	0	0	95	0	23	0	118	9	0	9	0	0	18	240
1:15 PM	2	7	0	1	0	10	0	14	62	0	0	76	0	0	0	0	0	0	0	120	0	32	0	152	2	0	11	0	0	13	251
Total Volume	7	27	0	9	0	43	0	41	306	0	0	347	0	0	0	0	0	0	0	414	0	96	1	511	14	0	39	0	1	54	955
% Approach Total	16.3	62.8	0.0	20.9	0.0		0.0	11.8	88.2	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	81.0	0.0	18.8	0.2		25.9	0.0	72.2	0.0	1.9		
PHF	0.583	0.750	0.000	0.750	0.000	0.827	0.000	0.732	0.814	0.000	0.000	0.850	0.000	0.000	0.000	0.000	0.000		0.000	0.863	0.000	0.750	0.250	0.840	0.389	0.000	0.886	0.000	0.250	0.750	0.951
Entering Leg	7	27	0	9	0	43	0	41	306	0	0	347	0	0	0	0	0	0	0	414	0	96	1	511	14	0	39	0	1	54	955
Exiting Leg						0						462											348							145	955
Total						43						809						0					859							199	1910

**PRECISION  
DATA  
INDUSTRIES, LLC**  
157 Washington Street, Suite 2  
Hudson, MA 01749  
Office: 508-875-0100 Fax: 508-875-0118

Class:

Peak Hour Analysis from 10:00 AM to 02:00 PM begins at:																																
12:15 PM	Albion Street						Broadway						Parking Lot						Broadway						Winchester Street						Total	
	from North						from East						from South						from West						from Northwest							
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total		
12:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	1	3
12:30 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	6
12:45 PM	0	0	0	0	0	0	0	0	1	5	0	6	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	10
1:00 PM	0	1	0	0	0	1	0	0	2	0	0	2	0	0	0	0	0	0	0	5	0	0	0	5	1	0	0	0	0	0	1	9
Total Volume	0	1	0	0	0	1	0	1	11	0	0	12	0	0	0	0	0	0	0	13	0	0	0	13	1	0	1	0	0	0	2	28
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0	0.0	8.3	91.7	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	50.0	0.0	50.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.250	0.550	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.650	0.000	0.000	0.000	0.650	0.250	0.000	0.250	0.000	0.000	0.500	0.700	
Buses	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	7	0	0	0	7	1	0	0	0	0	0	1	15
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	63.6	0.0	0.0	58.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	53.8	0.0	0.0	0.0	53.8	100.0	0.0	0.0	0.0	0.0	50.0	53.6	
Single-Unit Trucks	0	1	0	0	0	1	0	1	4	0	0	5	0	0	0	0	0	0	0	6	0	0	0	6	0	0	1	0	0	1	13	
Single-Unit %	0.0	100.0	0.0	0.0	0.0	100.0	0.0	100.0	36.4	0.0	0.0	41.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	46.2	0.0	0.0	0.0	46.2	0.0	0.0	100.0	0.0	0.0	50.0	46.4	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Buses	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	7	0	0	0	7	1	0	0	0	0	0	1	15
Single-Unit Trucks	0	1	0	0	0	1	0	1	4	0	0	5	0	0	0	0	0	0	0	6	0	0	0	6	0	0	1	0	0	1	13	

PDI File #: **228516 A**  
 Location: **N: Albion Street S: Parking Lot NW: Winchester Street**  
 Location: **E: Broadway W: Broadway**  
 City, State: **Somerville, MA**  
 Client: **GM2/ S. Siragusa**  
 Site Code: **TBA**  
 Count Date: **Saturday, April 9, 2022**  
 Start Time: **10:00 AM**  
 End Time: **2:00 PM**

PRECISION  
 D A T A  
 INDUSTRIES, LLC  
 157 Washington Street, Suite 2  
 Hudson, MA 01749  
 Office: 508-875-0100 Fax: 508-875-0118

Class:

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

	Albion Street						Broadway						Parking Lot						Broadway						Winchester Street						Total
	from North						from East						from South						from West						from Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0	1	0	0	0	1	0	1	11	0	0	12	0	0	0	0	0	0	0	13	0	0	0	13	1	0	1	0	0	2	28
Buses						0						7						0					8							0	15
Single-Unit Trucks						0						7						0					5							1	13
Articulated Trucks						0						0						0					0							0	0
Total Exiting Leg						0						14						0					13						1	28	

PDI File #: 228516 A  
Location: N: Albion Street S: Parking Lot NW: Winchester Street  
Location: E: Broadway W: Broadway  
City, State: Somerville, MA  
Client: GM2/ S. Siragusa  
Site Code: TBA  
Count Date: Saturday, April 9, 2022  
Start Time: 10:00 AM  
End Time: 2:00 PM  
Class:

PRECISION  
D A T A  
INDUSTRIES, LLC  
157 Washington Street, Suite 2  
Hudson, MA 01749  
Office: 508-875-0100 Fax: 508-875-0118

Buses

	Albion Street						Broadway						Parking Lot						Broadway						Winchester Street						Total		
	from North						from East						from South						from West						from Northwest								
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total			
10:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2	
10:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
10:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2	
10:45 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	3	
Total	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	8	
11:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2	
11:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	4	
11:30 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	5	
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	0	0	1	0	0	0	0	0	0	1	
Total	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	8	0	0	0	0	8	0	0	0	0	0	0	12	
12:00 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	4	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	
12:30 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	4	
12:45 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	5	
Total	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	0	5	0	0	0	0	5	0	0	0	0	0	0	14	
1:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	3	1	0	0	0	0	0	1	5
1:15 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	0	0	0	0	0	1	
1:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2	
1:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2	
Total	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	5	0	0	0	0	5	1	0	0	0	0	0	1	10
Grand Total	0	0	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	0	0	21	0	0	0	0	21	1	0	0	0	0	1	44	
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0				
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	47.7	0.0	0.0	0.0	47.7	2.3	0.0	0.0	0.0	0.0	0.0	2.3		
Exiting Leg Total	0						21						0						23						0						44		

Peak Hour Analysis from 10:00 AM to 02:00 PM begins at:

12:15 PM	Albion Street						Broadway						Parking Lot						Broadway						Winchester Street						Total
	from North						from East						from South						from West						from Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	4
12:45 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	5
1:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	3	1	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	7	0	0	0	0	7	1	0	0	0	0	1
% 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	100.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.583	0.000	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.583	0.000	0.000	0.000	0.583	0.250	0.000	0.000	0.000	0.000	0.250	
Entering Leg	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	7	0	0	0	0	7	1	0	0	0	0	1
Exiting Leg	0						7						0						8						0						
Total	0						14						0						15						1						



PDI File #: 228516 A  
Location: N: Albion Street S: Parking Lot NW: Winchester Street  
Location: E: Broadway W: Broadway  
City, State: Somerville, MA  
Client: GM2/ S. Siragusa  
Site Code: TBA  
Count Date: Saturday, April 9, 2022  
Start Time: 10:00 AM  
End Time: 2:00 PM  
Class:

PRECISION  
D A T A  
INDUSTRIES, LLC  
157 Washington Street, Suite 2  
Hudson, MA 01749  
Office: 508-875-0100 Fax: 508-875-0118

Single-Unit Trucks

	Albion Street						Broadway						Parking Lot						Broadway						Winchester Street						Total
	from North						from East						from South						from West						from Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	
10:00 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
10:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	1	0	0	1	4
10:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	5	0	0	0	5	0	0	1	0	0	1	11
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	4
11:15 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	0	0	0	0	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	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	0	4
Total	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	6	0	0	1	7	0	0	0	0	0	0	9
12:00 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	0	0	0	0	1
12:15 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	1	0	0	0	1	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	2
12:45 PM	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	5
Total	0	0	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	0	4	0	0	0	4	0	0	1	0	0	1	10
1:00 PM	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	4
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	2
1:30 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	0	0	0	0	1
1:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	4
Total	0	1	0	0	0	1	0	0	3	0	0	3	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	11
Grand Total	0	1	0	0	0	1	0	1	14	0	0	15	0	0	0	0	0	0	0	22	0	0	1	23	0	0	2	0	0	2	41
Approach %	0.0	100.0	0.0	0.0	0.0		0.0	6.7	93.3	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	95.7	0.0	0.0	4.3		0.0	0.0	100.0	0.0	0.0		
Total %	0.0	2.4	0.0	0.0	0.0	2.4	0.0	2.4	34.1	0.0	0.0	36.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	53.7	0.0	0.0	2.4	56.1	0.0	0.0	4.9	0.0	0.0	4.9	
Exiting Leg Total	0						24						0						16						1						41

Peak Hour Analysis from 10:00 AM to 02:00 PM begins at:

12:15 PM	Albion Street						Broadway						Parking Lot						Broadway						Winchester Street							
	from North						from East						from South						from West						from Northwest							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		
12:15 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	0	1	0	0	1	2
12:30 PM	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	0	0	0	0	0	0	2
12:45 PM	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	5
1:00 PM	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	4
Total Volume	0	1	0	0	0	1	0	1	4	0	0	5	0	0	0	0	0	0	0	6	0	0	0	0	6	0	0	1	0	0	1	13
% Approach Total	0.0	100.0	0.0	0.0	0.0		0.0	20.0	80.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0			
PHF	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.250	0.500	0.000	0.000	0.417	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	0.250	0.000	0.000	0.250	0.650	
Entering Leg	0	1	0	0	0	1	0	1	4	0	0	5	0	0	0	0	0	0	0	6	0	0	0	0	6	0	0	1	0	0	1	13
Exiting Leg	0						7						0						5						1						13	
Total	1						12						0						11						2						26	

PDI File #: **228516 A**  
 Location: **N: Albion Street S: Parking Lot NW: Winchester Street**  
 Location: **E: Broadway W: Broadway**  
 City, State: **Somerville, MA**  
 Client: **GM2/ S. Siragusa**  
 Site Code: **TBA**  
 Count Date: **Saturday, April 9, 2022**  
 Start Time: **10:00 AM**  
 End Time: **2:00 PM**  
 Class:

**PRECISION  
D A T A  
INDUSTRIES, LLC**  
 157 Washington Street, Suite 2  
 Hudson, MA 01749  
 Office: 508-875-0100 Fax: 508-875-0118

**Articulated Trucks**

	Albion Street						Broadway						Parking Lot						Broadway						Winchester Street						Total
	from North						from East						from South						from West						from Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	
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	1	0	0	0	0	1	0	0	0	0	0	1
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	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	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	0	0	0	0
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0						1						0						1						0						2

Peak Hour Analysis from 10:00 AM to 02:00 PM begins at:

10:00 AM	Albion Street						Broadway						Parking Lot						Broadway						Winchester Street						Total
	from North						from East						from South						from West						from Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	
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	1	0	0	0	0	1	0	0	0	0	0	1
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	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	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
Exiting Leg	0						1						0						0						0						1
Total	0						1						0						1						0						2

PDI File #: 228516 A  
Location: N: Albion Street S: Parking Lot NW: Winchester Street  
Location: E: Broadway W: Broadway  
City, State: Somerville, MA  
Client: GM2/ S. Siragusa  
Site Code: TBA  
Count Date: Saturday, April 9, 2022  
Start Time: 10:00 AM  
End Time: 2:00 PM  
Class:

PRECISION  
D A T A  
INDUSTRIES, LLC  
157 Washington Street, Suite 2  
Hudson, MA 01749  
Office: 508-875-0100 Fax: 508-875-0118

Bicycles (on Roadway and Crosswalks)

	Albion Street								Broadway								Parking Lot								Broadway								Winchester Street								Total	
	from North								from East								from South								from West								from Northwest									
	Hard Right	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-NB	CW-SWB	Total		
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	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0	1	5		
10:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	3			
10:45 AM	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	4		
Total	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	7	0	7	0	0	0	0	0	0	0	0	0	1	4	14			
11:00 AM	0	0	0	0	0	0	0	2	2	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6		
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5		
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
11:45 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5		
Total	0	0	0	0	0	0	1	2	3	0	0	3	0	0	1	0	4	0	0	0	0	0	0	2	2	0	8	0	0	0	0	0	0	0	0	0	0	0	0	17		
12:00 PM	0	0	0	0	0	0	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	0	0	4			
12:15 PM	0	0	0	0	0	0	1	0	1	0	0	1	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	3		
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	4	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6		
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4			
Total	0	0	0	0	0	0	1	0	1	0	1	10	0	0	1	1	13	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	17		
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	0	0	0	0	0			
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3			
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	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	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	4	0	0	0	0	0	4	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5		
Grand Total	0	0	0	0	0	0	2	3	5	0	1	19	0	0	2	1	23	0	0	0	0	0	0	4	4	0	16	0	0	0	0	0	0	0	0	0	0	0	0	53		
Approach %	0.0	0.0	0.0	0.0	0.0	40.0	60.0		0.0	4.3	82.6	0.0	0.0	8.7	4.3		0.0	0.0	0.0	0.0	0.0	0.0	100.0		0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0		20.0	0.0	60.0	0.0	0.0	0.0	20.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	3.8	5.7	9.4	0.0	1.9	35.8	0.0	0.0	3.8	1.9	43.4	0.0	0.0	0.0	0.0	0.0	0.0	7.5	7.5	0.0	30.2	0.0	0.0	0.0	0.0	0.0	0.0	30.2	1.9	0.0	5.7	0.0	0.0	0.0	1.9	9.4
Exiting Leg Total	5								22								4								20								2								53	

Peak Hour Analysis from 10:00 AM to 02:00 PM begins at:

10:15 AM	Albion Street								Broadway								Parking Lot								Broadway								Winchester Street									
	from North								from East								from South								from West								from Northwest									
	Hard Right	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-NB	CW-SWB	Total	Total	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
10:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	
10:45 AM	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	4	
11:00 AM	0	0	0	0	0	0	0	2	2	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Total Volume	0	0	0	0	0	0	0	3	3	0	0	3	0	0	0	0	3	0	0	0	0	0	0	1	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	1	4	18
% 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	100.0		0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0		25.0	0.0	50.0	0.0	0.0	0.0	25.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.375	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.438	0.000	0.000	0.000	0.000	0.000	0.000	0.438	0.250	0.000	0.500	0.000	0.000	0.000	0.250	0.500	0.750
Entering Leg	0	0	0	0	0	0	0	3	3	0	0	3	0	0	0	0	3	0	0	0	0	0	0	1	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	1	4	18
Exiting Leg	3								9								1								4								1								18	
Total	6								12								2								11								5								36	

**PRECISION  
DATA  
INDUSTRIES, LLC**  
157 Washington Street, Suite 2  
Hudson, MA 01749  
Office: 508-875-0100 Fax: 508-875-0118

	Albion Street							Broadway							Parking Lot							Broadway							Winchester Street							Total						
	from North							from East							from South							from West							from Northwest													
	Hard Right	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Bear Right	Bear Left		Hard Left	U-Turn	CW-NEB	CW-SWB	Total	
10:00 AM	0	0	0	0	0	7	5	12	0	0	0	0	0	0	0	0	0	0	0	0	0	7	3	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	7	29
10:15 AM	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	6	3	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	15	
10:30 AM	0	0	0	0	0	5	5	10	0	0	0	0	0	0	0	0	0	0	0	0	0	5	7	12	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	2	25	
10:45 AM	0	0	0	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	
Total	0	0	0	0	0	14	16	30	0	0	0	0	0	0	0	0	0	0	0	0	0	21	15	36	0	0	0	0	0	1	0	1	0	0	0	0	0	2	9	11	78	
11:00 AM	0	0	0	0	0	2	2	4	0	0	0	0	0	5	7	12	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
11:15 AM	0	0	0	0	0	2	4	6	0	0	0	0	0	2	2	4	0	0	0	0	0	2	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	17	
11:30 AM	0	0	0	0	0	2	2	4	0	0	0	0	0	2	2	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	15	
11:45 AM	0	0	0	0	0	2	1	3	0	0	0	0	0	5	2	7	0	0	0	0	0	3	4	7	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	19		
Total	0	0	0	0	0	8	9	17	0	0	0	0	0	14	13	27	0	0	0	0	0	6	13	19	0	0	0	0	0	0	0	0	0	0	0	3	4	7	70			
12:00 PM	0	0	0	0	0	3	10	13	0	0	0	0	0	1	2	3	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	0	1	0	0	0	1	9	10	29		
12:15 PM	0	0	0	0	0	7	7	14	0	0	0	0	0	5	3	8	0	0	0	0	0	8	6	14	0	0	0	0	0	0	0	0	0	0	0	3	6	9	45			
12:30 PM	0	0	0	0	0	2	4	6	0	0	0	0	0	0	2	2	0	0	0	0	0	4	4	8	0	0	0	0	0	2	0	2	0	0	0	0	4	3	7	25		
12:45 PM	0	0	0	0	0	1	8	9	0	0	0	0	0	4	2	6	0	0	0	0	0	2	1	3	0	0	0	0	0	2	0	2	0	0	0	4	7	11	31			
Total	0	0	0	0	0	13	29																																			

12:00 PM		Albion Street							Broadway							Parking Lot							Broadway							Winchester Street										
		from North							from East							from South							from West							from Northwest										
		Hard Right	Right	Thru	Left	U-Turn	CW-SB	CW-WB	Total	Right	Beer Right	Thru	Left	U-Turn	CW-SB	CW-WB	Total	Right	Thru	Beer Left	Left	U-Turn	CW-WB	CW-SB	Total	Right	Thru	Left	Beer Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Beer Right	Beer Left		Hard Left	U-Turn	CW-NB
12:00 PM	0	0	0	0	0	3	10	13	0	0	0	0	0	1	2	3	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	1	9	10	29
12:15 PM	0	0	0	0	0	7	7	14	0	0	0	0	0	5	3	8	0	0	0	0	0	8	6	14	0	0	0	0	0	0	0	0	0	0	0	0	3	6	9	45
12:30 PM	0	0	0	0	0	2	4	6	0	0	0	0	0	0	2	2	0	0	0	0	0	4	4	8	0	0	0	0	0	2	0	2	0	0	0	0	4	3	7	25
12:45 PM	0	0	0	0	0	1	8	9	0	0	0	0	0	4	2	6	0	0	0	0	0	2	1	3	0	0	0	0	0	2	0	2	0	0	0	0	4	7	11	31
Total Volume	0	0	0	0	0	13	29	42	0	0	0	0	0	10	9	19	0	0	0	0	0	16	11	27	0	0	0	0	0	5	0	5	0	0	0	0	12	25	37	130
% Approach Total	0.0	0.0	0.0	0.0	0.0	31.0	69.0		0.0	0.0	0.0	0.0	0.0	52.6	47.4		0.0	0.0	0.0	0.0	0.0	59.3	40.7		0.0	0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	32.4	67.6		
PHF	0.000	0.000	0.000	0.000	0.000	0.464	0.725	0.750	0.000	0.000	0.000	0.000	0.000	0.500	0.750	0.594	0.000	0.000	0.000	0.000	0.000	0.500	0.458	0.482	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.625	0.000	0.000	0.000	0.000	0.750	0.694	0.841	0.722
Entering Leg	0	0	0	0	0	13	29	42	0	0	0	0	0	10	9	19	0	0	0	0	0	16	11	27	0	0	0	0	0	5	0	5	0	0	0	0	12	25	37	130
Exiting Leg								42							19								27								5						37	130		
Total								84							38								54								10						74	266		

PDI File #: 228516 B  
Location: N: Alfred Street S: Cedar Street  
Location: E: Broadway W: Broadway  
City, State: Somerville, MA  
Client: GM2/ S. Siragusa  
Site Code: TBA  
Count Date: Thursday, April 7, 2022  
Start Time: 6:00 AM  
End Time: 8:00 PM  
Class:



Cars and Heavy Vehicles (Combined)

	Alfred Street					Broadway					Cedar Street					Broadway					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		
6:00 AM	0	0	0	0	0	1	18	13	0	32	5	0	2	0	7	12	30	0	0	42	81	
6:15 AM	0	0	0	0	0	0	25	16	0	41	12	1	7	0	20	20	27	0	0	47	108	
6:30 AM	0	0	0	0	0	0	53	22	0	75	18	2	7	0	27	20	36	0	0	56	158	
6:45 AM	0	0	1	0	1	0	60	31	0	91	10	0	9	0	19	34	57	0	0	91	202	
Total	0	0	1	0	1	1	156	82	0	239	45	3	25	0	73	86	150	0	0	236	549	
7:00 AM	0	0	0	0	0	0	58	32	0	90	12	1	10	0	23	35	60	0	0	95	208	
7:15 AM	0	0	0	0	0	2	70	32	0	104	14	0	12	0	26	45	70	0	0	115	245	
7:30 AM	1	0	0	0	1	2	81	46	0	129	19	1	18	0	38	61	81	1	0	143	311	
7:45 AM	0	0	0	0	0	1	86	54	0	141	22	0	14	0	36	35	87	0	0	122	299	
Total	1	0	0	0	1	5	295	164	0	464	67	2	54	0	123	176	298	1	0	475	1063	
8:00 AM	1	0	1	0	2	2	93	42	0	137	21	1	17	0	39	25	92	0	0	117	295	
8:15 AM	0	0	0	0	0	0	70	50	0	120	19	0	11	0	30	27	79	0	0	106	256	
8:30 AM	0	0	0	0	0	2	65	64	0	131	20	1	21	0	42	42	84	0	0	126	299	
8:45 AM	0	0	0	0	0	1	64	48	0	113	16	1	15	0	32	36	86	0	0	122	267	
Total	1	0	1	0	2	5	292	204	0	501	76	3	64	0	143	130	341	0	0	471	1117	
9:00 AM	0	0	0	0	0	2	58	39	0	99	17	0	11	0	28	31	72	0	0	103	230	
9:15 AM	1	0	0	0	1	1	63	42	0	106	12	0	13	0	25	36	86	0	0	122	254	
9:30 AM	0	0	0	0	0	3	50	38	0	91	17	0	14	0	31	51	83	1	0	135	257	
9:45 AM	0	0	0	0	0	4	50	42	0	96	12	3	9	0	24	29	57	0	0	86	206	
Total	1	0	0	0	1	10	221	161	0	392	58	3	47	0	108	147	298	1	0	446	947	
10:00 AM	0	0	0	0	0	1	59	28	0	88	11	0	7	0	18	15	58	1	0	74	180	
10:15 AM	1	0	0	0	1	2	53	37	0	92	13	2	7	0	22	17	57	1	0	75	190	
10:30 AM	0	0	0	0	0	1	44	15	0	60	16	1	10	0	27	22	61	1	0	84	171	
10:45 AM	0	0	0	0	0	6	57	33	0	96	18	0	10	0	28	21	67	0	0	88	212	
Total	1	0	0	0	1	10	213	113	0	336	58	3	34	0	95	75	243	3	0	321	753	
11:00 AM	0	0	1	0	1	4	61	25	0	90	16	1	10	0	27	21	51	0	0	72	190	
11:15 AM	0	0	0	0	0	6	43	29	0	78	14	1	10	0	25	29	67	2	0	98	201	
11:30 AM	0	0	1	0	1	6	54	28	0	88	16	5	10	0	31	24	68	0	0	92	212	
11:45 AM	0	0	1	0	1	2	58	35	0	95	18	4	13	0	35	29	65	0	0	94	225	
Total	0	0	3	0	3	18	216	117	0	351	64	11	43	0	118	103	251	2	0	356	828	
12:00 PM	0	0	0	0	0	7	53	30	0	90	11	3	12	0	26	20	70	1	0	91	207	
12:15 PM	0	0	0	0	0	5	61	40	0	106	24	0	19	0	43	27	77	1	0	105	254	
12:30 PM	0	0	0	0	0	2	55	33	0	90	20	0	13	0	33	25	63	2	0	90	213	
12:45 PM	1	1	0	0	2	5	58	35	0	98	18	2	14	0	34	29	83	0	0	112	246	
Total	1	1	0	0	2	19	227	138	0	384	73	5	58	0	136	101	293	4	0	398	920	
1:00 PM	0	1	0	0	1	2	66	28	0	96	17	2	13	0	32	24	62	0	0	86	215	
1:15 PM	0	0	0	0	0	4	53	28	0	85	23	2	14	0	39	23	71	1	0	95	219	
1:30 PM	0	0	0	0	0	5	60	35	0	100	18	4	7	0	29	26	67	1	0	94	223	
1:45 PM	0	0	0	0	0	3	57	39	0	99	14	0	9	0	23	24	69	0	0	93	215	
Total	0	1	0	0	1	14	236	130	0	380	72	8	43	0	123	97	269	2	0	368	872	
2:00 PM	0	0	1	0	1	4	54	29	0	87	25	0	25	0	50	23	54	0	0	77	215	
2:15 PM	0	0	1	0	1	10	59	32	0	101	23	4	16	0	43	22	68	1	0	91	236	
2:30 PM	0	0	0	0	0	5	76	34	0	115	15	0	16	0	31	20	78	0	0	98	244	
2:45 PM	0	0	0	0	0	4	75	40	0	119	26	2	21	0	49	31	81	0	0	112	280	
Total	0	0	2	0	2	23	264	135	0	422	89	6	78	0	173	96	281	1	0	378	975	
3:00 PM	1	0	0	0	1	7	72	37	0	116	22	6	25	0	53	30	81	0	0	111	281	
3:15 PM	0	0	0	0	0	4	75	40	0	119	20	5	30	0	55	34	65	3	0	102	276	
3:30 PM	0	0	0	0	0	5	79	33	0	117	16	6	14	0	36	24	75	0	0	99	252	
3:45 PM	1	0	0	0	1	4	73	44	0	121	26	4	24	0	54	25	86	0	0	111	287	
Total	2	0	0	0	2	20	299	154	0	473	84	21	93	0	198	113	307	3	0	423	1096	
4:00 PM	0	0	1	0	1	3	71	29	0	103	26	3	21	0	50	19	85	1	0	105	259	
4:15 PM	0	0	0	0	0	8	51	40	0	99	22	5	24	0	51	30	62	0	0	92	242	
4:30 PM	1	0	0	0	1	5	74	28	0	107	19	2	27	0	48	31	84	0	0	115	271	
4:45 PM	0	0	0	0	0	6	49	43	1	99	23	1	29	0	53	30	88	2	0	120	272	
Total	1	0	1	0	2	22	245	140	1	408	90	11	101	0	202	110	319	3	0	432	1044	
5:00 PM	0	0	0	0	0	8	74	54	0	136	25	0	15	0	40	34	81	1	0	116	292	
5:15 PM	0	0	1	0	1	6	82	40	0	128	22	1	28	0	51	31	83	0	0	114	294	
5:30 PM	1	0	2	0	3	4	64	39	0	107	26	5	19	0	50	28	92	0	0	120	280	
5:45 PM	0	0	0	0	0	3	74	56	0	133	18	3	19	0	40	27	87	1	0	115	288	
Total	1	0	3	0	4	21	294	189	0	504	91	9	81	0	181	120	343	2	0	465	1154	
6:00 PM	0	0	0	0	0	2	65	48	1	116	27	1	17	0	45	31	78	0	0	109	270	
6:15 PM	1	0	0	0	1	10	64	35	0	109	19	2	11	0	32	34	94	0	0	128	270	
6:30 PM	0	0	0	0	0	4	65	45	1	115	16	3	14	0	33	37	81	2	0	120	268	
6:45 PM	0	0	0	0	0	5	57	37	0	99	22	0	13	0	35	34	72	0	0	106	240	
Total	1	0	0	0	1	21	251	165	2	439	84	6	55	0	145	136	325	2	0	463	1048	
7:00 PM	1	0	1	0	2	2	53	40	1	96	14	2	14	0	30	27	82	0	0	109	237	
7:15 PM	0	0	0	0	0	4	55	45	0	104	21	1	13	0	35	20	65	0	0	85	224	
7:30 PM	1	1	2	0	4	8	46	38	0	92	14	0	11	0	25	32	66	1	0	99	220	
7:45 PM	0	0	0	0	0	2	41	26	0	69	22	1	10	0	33	32	59	0	0	91	193	
Total	2	1	3	0	6	16	195	149	1	361	71	4	48	0	123	111	272	1	0	384	874	
Grand Total	12	3	14	0	29	205	3404	2041	4	5654	1022	95	824	0	1941	1601	3990	25	0	5616	13240	
Approach %	41.4	10.3	48.3	0.0		3.6	60.2	36.1	0.1		52.7	4.9	42.5	0.0		28.5	71.0	0.4	0.0			

PDFI File #: 228516 B  
Location: N: Alfred Street S: Cedar Street  
Location: E: Broadway W: Broadway  
City, State: Somerville, MA  
Client: GM2/ S. Siragusa  
Site Code: TBA  
Count Date: Thursday, April 7, 2022  
Start Time: 6:00 AM  
End Time: 8:00 PM  
Class:



### Cars and Heavy Vehicles (Combined)

	Alfred Street					Broadway					Cedar Street					Broadway					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 %	0.1	0.0	0.1	0.0	0.2	1.5	25.7	15.4	0.0	42.7	7.7	0.7	6.2	0.0	14.7	12.1	30.1	0.2	0.0	42.4	
Exiting Leg Total	325					5030					3645					4240					13240
Cars	11	3	14	0	28	197	3201	2013	4	5415	1008	95	810	0	1913	1572	3780	24	0	5376	12732
% Cars	91.7	100.0	100.0	0.0	96.6	96.1	94.0	98.6	100.0	95.8	98.6	100.0	98.3	0.0	98.6	98.2	94.7	96.0	0.0	95.7	96.2
Exiting Leg Total	316					4806					3588					4022					12732
Heavy Vehicles	1	0	0	0	1	8	203	28	0	239	14	0	14	0	28	29	210	1	0	240	508
% Heavy Vehicles	8.3	0.0	0.0	0.0	3.4	3.9	6.0	1.4	0.0	4.2	1.4	0.0	1.7	0.0	1.4	1.8	5.3	4.0	0.0	4.3	3.8
Exiting Leg Total	9					224					57					218					508

AM Peak Hour Analysis from 06:00 AM to 10:00 AM begins at:

7:30 AM	Alfred Street					Broadway					Cedar Street					Broadway					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	1	0	0	0	1	2	81	46	0	129	19	1	18	0	38	61	81	1	0	143	311
7:45 AM	0	0	0	0	0	1	86	54	0	141	22	0	14	0	36	35	87	0	0	122	299
8:00 AM	1	0	1	0	2	2	93	42	0	137	21	1	17	0	39	25	92	0	0	117	295
8:15 AM	0	0	0	0	0	0	70	50	0	120	19	0	11	0	30	27	79	0	0	106	256
Total Volume	2	0	1	0	3	5	330	192	0	527	81	2	60	0	143	148	339	1	0	488	1161
% Approach Total	66.7	0.0	33.3	0.0		0.9	62.6	36.4	0.0		56.6	1.4	42.0	0.0		30.3	69.5	0.2	0.0		
PHF	0.500	0.000	0.250	0.000	0.375	0.625	0.887	0.889	0.000	0.934	0.920	0.500	0.833	0.000	0.917	0.607	0.921	0.250	0.000	0.853	0.933
Cars	1	0	1	0	2	5	311	190	0	506	79	2	59	0	140	148	317	1	0	466	1114
Cars %	50.0	0.0	100.0	0.0	66.7	100.0	94.2	99.0	0.0	96.0	97.5	100.0	98.3	0.0	97.9	100.0	93.5	100.0	0.0	95.5	96.0
Heavy Vehicles	1	0	0	0	1	0	19	2	0	21	2	0	1	0	3	0	22	0	0	22	47
Heavy Vehicles %	50.0	0.0	0.0	0.0	33.3	0.0	5.8	1.0	0.0	4.0	2.5	0.0	1.7	0.0	2.1	0.0	6.5	0.0	0.0	4.5	4.0
Cars Enter Leg	1	0	1	0	2	5	311	190	0	506	79	2	59	0	140	148	317	1	0	466	1114
Heavy Enter Leg	1	0	0	0	1	0	19	2	0	21	2	0	1	0	3	0	22	0	0	22	47
Total Entering Leg	2	0	1	0	3	5	330	192	0	527	81	2	60	0	143	148	339	1	0	488	1161
Cars Exiting Leg	8					397					338					371					1114
Heavy Exiting Leg	0					24					2					21					47
Total Exiting Leg	8					421					340					392					1161

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

12:15 PM	Alfred Street					Broadway					Cedar Street					Broadway					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:15 PM	0	0	0	0	0	5	61	40	0	106	24	0	19	0	43	27	77	1	0	105	254
12:30 PM	0	0	0	0	0	2	55	33	0	90	20	0	13	0	33	25	63	2	0	90	213
12:45 PM	1	1	0	0	2	5	58	35	0	98	18	2	14	0	34	29	83	0	0	112	246
1:00 PM	0	1	0	0	1	2	66	28	0	96	17	2	13	0	32	24	62	0	0	86	215
Total Volume	1	2	0	0	3	14	240	136	0	390	79	4	59	0	142	105	285	3	0	393	928
% Approach Total	33.3	66.7	0.0	0.0		3.6	61.5	34.9	0.0		55.6	2.8	41.5	0.0		26.7	72.5	0.8	0.0		
PHF	0.250	0.500	0.000	0.000	0.375	0.700	0.909	0.850	0.000	0.920	0.823	0.500	0.776	0.000	0.826	0.905	0.858	0.375	0.000	0.877	0.913
Cars	1	2	0	0	3	13	222	134	0	369	78	4	57	0	139	104	269	3	0	376	887
Cars %	100.0	100.0	0.0	0.0	100.0	92.9	92.5	98.5	0.0	94.6	98.7	100.0	96.6	0.0	97.9	99.0	94.4	100.0	0.0	95.7	95.6
Heavy Vehicles	0	0	0	0	0	1	18	2	0	21	1	0	2	0	3	1	16	0	0	17	41
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	7.1	7.5	1.5	0.0	5.4	1.3	0.0	3.4	0.0	2.1	1.0	5.6	0.0	0.0	4.3	4.4
Cars Enter Leg	1	2	0	0	3	13	222	134	0	369	78	4	57	0	139	104	269	3	0	376	887
Heavy Enter Leg	0	0	0	0	0	1	18	2	0	21	1	0	2	0	3	1	16	0	0	17	41
Total Entering Leg	1	2	0	0	3	14	240	136	0	390	79	4	59	0	142	105	285	3	0	393	928
Cars Exiting Leg	20					347					240					280					887
Heavy Exiting Leg	1					17					3					20					41
Total Exiting Leg	21					364					243					300					928

PM Peak Hour Analysis from 2:00 PM to 08:00 PM begins at:

5:00 PM	Alfred Street					Broadway					Cedar Street					Broadway					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	8	74	54	0	136	25	0	15	0	40	34	81	1	0	116	292
5:15 PM	0	0	1	0	1	6	82	40	0	128	22	1	28	0	51	31	83	0	0	114	294
5:30 PM	1	0	2	0	3	4	64	39	0	107	26	5	19	0	50	28	92	0	0	120	280
5:45 PM	0	0	0	0	0	3	74	56	0	133	18	3	19	0	40	27	87	1	0	115	288
Total Volume	1	0	3	0	4	21	294	189	0	504	91	9	81	0	181	120	343	2	0	465	1154
% Approach Total	25.0	0.0	75.0	0.0		4.2	58.3	37.5	0.0		50.3	5.0	44.8	0.0		25.8	73.8	0.4	0.0		
PHF	0.250	0.000	0.375	0.000	0.333	0.656	0.896	0.844	0.000	0.926	0.875	0.450	0.723	0.000	0.887	0.882	0.932	0.500	0.000	0.969	0.981
Cars	1	0	3	0	4	20	284	188	0	492	90	9	81	0	180	119	332	2	0	453	1129
Cars %	100.0	0.0	100.0	0.0	100.0	95.2	96.6	99.5	0.0	97.6	98.9	100.0	100.0	0.0	99.4	99.2	96.8	100.0	0.0	97.4	97.8
Heavy Vehicles	0	0	0	0	0	1	10	1	0	12	1	0	0	0	1	1	11	0	0	12	25
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	4.8	3.4	0.5	0.0	2.4	1.1	0.0	0.0	0.0	0.6	0.8	3.2	0.0	0.0	2.6	2.2
Cars Enter Leg	1	0	3	0	4	20	284	188	0	492	90	9	81	0	180	119	332	2	0	453	1129
Heavy Enter Leg	0	0	0	0	0	1	10	1	0	12	1	0	0	0	1	1	11	0	0	12	25
Total Entering Leg	1	0	3	0	4	21	294	189	0	504	91	9	81	0	181	120	343	2	0	465	1154
Cars Exiting Leg					31					425					307					366	1129
Heavy Exiting Leg					1					12					2					10	25
Total Exiting Leg					32					437					309					376	1154



PDI File #: 228516 B  
Location: N: Alfred Street S: Cedar Street  
Location: E: Broadway W: Broadway  
City, State: Somerville, MA  
Client: GM2/ S. Siragusa  
Site Code: TBA  
Count Date: Thursday, April 7, 2022  
Start Time: 6:00 AM  
End Time: 8:00 PM  
Class:



Cars

	Alfred Street					Broadway					Cedar Street					Broadway					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		
6:00 AM	0	0	0	0	0	1	13	13	0	27	5	0	2	0	7	11	28	0	0	39	73	
6:15 AM	0	0	0	0	0	0	21	16	0	37	12	1	7	0	20	20	25	0	0	45	102	
6:30 AM	0	0	0	0	0	0	45	22	0	67	18	2	7	0	27	20	34	0	0	54	148	
6:45 AM	0	0	1	0	1	0	51	31	0	82	10	0	9	0	19	34	53	0	0	87	189	
Total	0	0	1	0	1	1	130	82	0	213	45	3	25	0	73	85	140	0	0	225	512	
7:00 AM	0	0	0	0	0	0	53	32	0	85	12	1	10	0	23	35	54	0	0	89	197	
7:15 AM	0	0	0	0	0	2	66	32	0	100	14	0	12	0	26	43	66	0	0	109	235	
7:30 AM	0	0	0	0	0	2	78	46	0	126	19	1	18	0	38	61	76	1	0	138	302	
7:45 AM	0	0	0	0	0	1	81	53	0	135	21	0	14	0	35	35	84	0	0	119	289	
Total	0	0	0	0	0	5	278	163	0	446	66	2	54	0	122	174	280	1	0	455	1023	
8:00 AM	1	0	1	0	2	2	89	42	0	133	20	1	17	0	38	25	86	0	0	111	284	
8:15 AM	0	0	0	0	0	0	63	49	0	112	19	0	10	0	29	27	71	0	0	98	239	
8:30 AM	0	0	0	0	0	2	60	64	0	126	20	1	21	0	42	41	78	0	0	119	287	
8:45 AM	0	0	0	0	0	1	60	48	0	109	16	1	15	0	32	36	79	0	0	115	256	
Total	1	0	1	0	2	5	272	203	0	480	75	3	63	0	141	129	314	0	0	443	1066	
9:00 AM	0	0	0	0	0	2	56	36	0	94	17	0	11	0	28	30	68	0	0	98	220	
9:15 AM	1	0	0	0	1	1	57	40	0	98	12	0	13	0	25	35	83	0	0	118	242	
9:30 AM	0	0	0	0	0	2	44	38	0	84	17	0	14	0	31	50	79	1	0	130	245	
9:45 AM	0	0	0	0	0	4	46	40	0	90	12	3	9	0	24	29	55	0	0	84	198	
Total	1	0	0	0	1	9	203	154	0	366	58	3	47	0	108	144	285	1	0	430	905	
10:00 AM	0	0	0	0	0	1	55	28	0	84	11	0	5	0	16	15	55	1	0	71	171	
10:15 AM	1	0	0	0	1	2	48	36	0	86	12	2	7	0	21	15	51	1	0	67	175	
10:30 AM	0	0	0	0	0	1	40	13	0	54	16	1	9	0	26	22	57	1	0	80	160	
10:45 AM	0	0	0	0	0	6	55	32	0	93	16	0	10	0	26	21	63	0	0	84	203	
Total	1	0	0	0	1	10	198	109	0	317	55	3	31	0	89	73	226	3	0	302	709	
11:00 AM	0	0	1	0	1	4	60	24	0	88	15	1	9	0	25	21	45	0	0	66	180	
11:15 AM	0	0	0	0	0	6	41	27	0	74	14	1	10	0	25	28	65	2	0	95	194	
11:30 AM	0	0	1	0	1	4	51	28	0	83	16	5	10	0	31	20	63	0	0	83	198	
11:45 AM	0	0	1	0	1	2	52	35	0	89	18	4	13	0	35	24	64	0	0	88	213	
Total	0	0	3	0	3	16	204	114	0	334	63	11	42	0	116	93	237	2	0	332	785	
12:00 PM	0	0	0	0	0	7	49	30	0	86	10	3	12	0	25	20	69	1	0	90	201	
12:15 PM	0	0	0	0	0	5	51	40	0	96	23	0	19	0	42	26	73	1	0	100	238	
12:30 PM	0	0	0	0	0	2	52	32	0	86	20	0	11	0	31	25	59	2	0	86	203	
12:45 PM	1	1	0	0	2	5	56	34	0	95	18	2	14	0	34	29	79	0	0	108	239	
Total	1	1	0	0	2	19	208	136	0	363	71	5	56	0	132	100	280	4	0	384	881	
1:00 PM	0	1	0	0	1	1	63	28	0	92	17	2	13	0	32	24	58	0	0	82	207	
1:15 PM	0	0	0	0	0	4	51	27	0	82	23	2	14	0	39	22	63	1	0	86	207	
1:30 PM	0	0	0	0	0	5	55	33	0	93	18	4	7	0	29	25	63	1	0	89	211	
1:45 PM	0	0	0	0	0	3	55	38	0	96	14	0	9	0	23	24	63	0	0	87	206	
Total	0	1	0	0	1	13	224	126	0	363	72	8	43	0	123	95	247	2	0	344	831	
2:00 PM	0	0	1	0	1	4	51	29	0	84	25	0	22	0	47	22	51	0	0	73	205	
2:15 PM	0	0	1	0	1	10	56	32	0	98	23	4	15	0	42	22	62	1	0	85	226	
2:30 PM	0	0	0	0	0	5	73	34	0	112	15	0	16	0	31	19	75	0	0	94	237	
2:45 PM	0	0	0	0	0	4	71	39	0	114	24	2	21	0	47	31	77	0	0	108	269	
Total	0	0	2	0	2	23	251	134	0	408	87	6	74	0	167	94	265	1	0	360	937	
3:00 PM	1	0	0	0	1	7	65	37	0	109	22	6	24	0	52	29	79	0	0	108	270	
3:15 PM	0	0	0	0	0	4	71	39	0	114	20	5	30	0	55	33	63	3	0	99	268	
3:30 PM	0	0	0	0	0	5	76	32	0	113	16	6	14	0	36	24	67	0	0	91	240	
3:45 PM	1	0	0	0	1	3	71	44	0	118	25	4	24	0	53	24	84	0	0	108	280	
Total	2	0	0	0	2	19	283	152	0	454	83	21	92	0	196	110	293	3	0	406	1058	
4:00 PM	0	0	1	0	1	2	68	28	0	98	26	3	20	0	49	19	83	0	0	102	250	
4:15 PM	0	0	0	0	0	7	49	40	0	96	22	5	24	0	51	30	60	0	0	90	237	
4:30 PM	1	0	0	0	1	5	71	27	0	103	18	2	26	0	46	31	78	0	0	109	259	
4:45 PM	0	0	0	0	0	6	48	43	1	98	22	1	29	0	52	30	86	2	0	118	268	
Total	1	0	1	0	2	20	236	138	1	395	88	11	99	0	198	110	307	2	0	419	1014	
5:00 PM	0	0	0	0	0	8	71	53	0	132	25	0	15	0	40	34	77	1	0	112	284	
5:15 PM	0	0	1	0	1	6	79	40	0	125	22	1	28	0	51	30	81	0	0	111	288	
5:30 PM	1	0	2	0	3	4	60	39	0	103	25	5	19	0	49	28	90	0	0	118	273	
5:45 PM	0	0	0	0	0	2	74	56	0	132	18	3	19	0	40	27	84	1	0	112	284	
Total	1	0	3	0	4	20	284	188	0	492	90	9	81	0	180	119	332	2	0	453	1129	
6:00 PM	0	0	0	0	0	2	63	48	1	114	27	1	17	0	45	31	77	0	0	108	267	
6:15 PM	1	0	0	0	1	10	62	35	0	107	19	2	11	0	32	34	91	0	0	125	265	
6:30 PM	0	0	0	0	0	4	60	45	1	110	16	3	14	0	33	36	76	2	0	114	257	
6:45 PM	0	0	0	0	0	5	56	37	0	98	22	0	13	0	35	34	69	0	0	103	236	
Total	1	0	0	0	1	21	241	165	2	429	84	6	55	0	145	135	313	2	0	450	1025	
7:00 PM	1	0	1	0	2	2	50	40	1	93	14	2	14	0	30	27	81	0	0	108	233	
7:15 PM	0	0	0	0	0	4	53	45	0	102	21	1	13	0	35	20	60	0	0	80	217	
7:30 PM	1	1	2	0	4	8	46	38	0	92	14	0	11	0	25	32	65	1	0	98	219	
7:45 PM	0	0	0	0	0	2	40	26	0	68	22	1	10	0	33	32	55	0	0	87	188	
Total	2	1	3	0	6	16	189	149	1	355	71	4	48	0	123	111	261	1	0	373	857	
Grand Total	11	3	14	0	28	197	3201	2013	4	5415	1008	95	810	0	1913	1572	3780	24	0	5376	12732	

PDI File #: **228516 B**  
 Location: **N: Alfred Street S: Cedar Street**  
 Location: **E: Broadway W: Broadway**  
 City, State: **Somerville, MA**  
 Client: **GM2/ S. Siragusa**  
 Site Code: **TBA**  
 Count Date: **Thursday, April 7, 2022**  
 Start Time: **6:00 AM**  
 End Time: **8:00 PM**  
 Class:



### Cars

	Alfred Street					Broadway					Cedar Street					Broadway					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 %	39.3	10.7	50.0	0.0		3.6	59.1	37.2	0.1		52.7	5.0	42.3	0.0		29.2	70.3	0.4	0.0	
Total %	0.1	0.0	0.1	0.0	0.2	1.5	25.1	15.8	0.0	42.5	7.9	0.7	6.4	0.0	15.0	12.3	29.7	0.2	0.0	42.2	
Exiting Leg Total	316					4806					3588					4022					12732

AM Peak Hour Analysis from 06:00 AM to 10:00 AM begins at:

7:30 AM	Alfred Street					Broadway					Cedar Street					Broadway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:30 AM	0	0	0	0	0	2	78	46	0	126	19	1	18	0	38	61	76	1	0	138	302
7:45 AM	0	0	0	0	0	1	81	53	0	135	21	0	14	0	35	35	84	0	0	119	289
8:00 AM	1	0	1	0	2	2	89	42	0	133	20	1	17	0	38	25	86	0	0	111	284
8:15 AM	0	0	0	0	0	0	63	49	0	112	19	0	10	0	29	27	71	0	0	98	239
Total Volume	1	0	1	0	2	5	311	190	0	506	79	2	59	0	140	148	317	1	0	466	1114
% Approach Total	50.0	0.0	50.0	0.0		1.0	61.5	37.5	0.0		56.4	1.4	42.1	0.0		31.8	68.0	0.2	0.0		
PHF	0.250	0.000	0.250	0.000	0.250	0.625	0.874	0.896	0.000	0.937	0.940	0.500	0.819	0.000	0.921	0.607	0.922	0.250	0.000	0.844	0.922
Entering Leg	1	0	1	0	2	5	311	190	0	506	79	2	59	0	140	148	317	1	0	466	1114
Exiting Leg					8					397					338					371	1114
Total	10					903					478					837					2228

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

12:15 PM	Alfred Street					Broadway					Cedar Street					Broadway					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	5	51	40	0	96	23	0	19	0	42	26	73	1	0	100	238
12:30 PM	0	0	0	0	0	2	52	32	0	86	20	0	11	0	31	25	59	2	0	86	203
12:45 PM	1	1	0	0	2	5	56	34	0	95	18	2	14	0	34	29	79	0	0	108	239
1:00 PM	0	1	0	0	1	1	63	28	0	92	17	2	13	0	32	24	58	0	0	82	207
Total Volume	1	2	0	0	3	13	222	134	0	369	78	4	57	0	139	104	269	3	0	376	887
% Approach Total	33.3	66.7	0.0	0.0		3.5	60.2	36.3	0.0		56.1	2.9	41.0	0.0		27.7	71.5	0.8	0.0		
PHF	0.250	0.500	0.000	0.000	0.375	0.650	0.881	0.838	0.000	0.961	0.848	0.500	0.750	0.000	0.827	0.897	0.851	0.375	0.000	0.870	0.928
Entering Leg	1	2	0	0	3	13	222	134	0	369	78	4	57	0	139	104	269	3	0	376	887
Exiting Leg					20					347					240					280	887
Total	23					716					379					656					1774

PM Peak Hour Analysis from 2:00 PM to 08:00 PM begins at:

5:00 PM	Alfred Street					Broadway					Cedar Street					Broadway					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	8	71	53	0	132	25	0	15	0	40	34	77	1	0	112	284					
5:15 PM	0	0	1	0	1	6	79	40	0	125	22	1	28	0	51	30	81	0	0	111	288					
5:30 PM	1	0	2	0	3	4	60	39	0	103	25	5	19	0	49	28	90	0	0	118	273					
5:45 PM	0	0	0	0	0	2	74	56	0	132	18	3	19	0	40	27	84	1	0	112	284					
Total Volume	1	0	3	0	4	20	284	188	0	492	90	9	81	0	180	119	332	2	0	453	1129					
% Approach Total	25.0	0.0	75.0	0.0		4.1	57.7	38.2	0.0		50.0	5.0	45.0	0.0		26.3	73.3	0.4	0.0							
PHF	0.250	0.000	0.375	0.000	0.333	0.625	0.899	0.839	0.000	0.932	0.900	0.450	0.723	0.000	0.882	0.875	0.922	0.500	0.000	0.960	0.980					
Entering Leg	1	0	3	0	4	20	284	188	0	492	90	9	81	0	180	119	332	2	0	453	1129					
Exiting Leg					31					425					307					366	1129					
Total						35					917					487					819					2258

PDI File #: **228516 B**  
 Location: **N: Alfred Street S: Cedar Street**  
 Location: **E: Broadway W: Broadway**  
 City, State: **Somerville, MA**  
 Client: **GM2/ S. Siragusa**  
 Site Code: **TBA**  
 Count Date: **Thursday, April 7, 2022**  
 Start Time: **6:00 AM**  
 End Time: **8:00 PM**  
 Class:



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

	Alfred Street					Broadway					Cedar Street					Broadway					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		
6:00 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	1	2	0	0	3	8	
6:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6	
6:30 AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	2	0	0	2	10	
6:45 AM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	4	0	0	4	13	
Total	0	0	0	0	0	0	26	0	0	26	0	0	0	0	0	1	10	0	0	11	37	
7:00 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	11	
7:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	2	4	0	0	6	10	
7:30 AM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	9	
7:45 AM	0	0	0	0	0	0	5	1	0	6	1	0	0	0	1	0	3	0	0	3	10	
Total	1	0	0	0	1	0	17	1	0	18	1	0	0	0	1	2	18	0	0	20	40	
8:00 AM	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	0	6	0	0	6	11	
8:15 AM	0	0	0	0	0	0	7	1	0	8	0	0	1	0	1	0	8	0	0	8	17	
8:30 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	1	6	0	0	7	12	
8:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	11	
Total	0	0	0	0	0	0	20	1	0	21	1	0	1	0	2	1	27	0	0	28	51	
9:00 AM	0	0	0	0	0	0	2	3	0	5	0	0	0	0	0	1	4	0	0	5	10	
9:15 AM	0	0	0	0	0	0	6	2	0	8	0	0	0	0	0	1	3	0	0	4	12	
9:30 AM	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	1	4	0	0	5	12	
9:45 AM	0	0	0	0	0	0	4	2	0	6	0	0	0	0	0	0	2	0	0	2	8	
Total	0	0	0	0	0	1	18	7	0	26	0	0	0	0	0	3	13	0	0	16	42	
10:00 AM	0	0	0	0	0	0	4	0	0	4	0	0	2	0	2	0	3	0	0	3	9	
10:15 AM	0	0	0	0	0	0	5	1	0	6	1	0	0	0	1	2	6	0	0	8	15	
10:30 AM	0	0	0	0	0	0	4	2	0	6	0	0	1	0	1	0	4	0	0	4	11	
10:45 AM	0	0	0	0	0	0	2	1	0	3	2	0	0	0	2	0	4	0	0	4	9	
Total	0	0	0	0	0	0	15	4	0	19	3	0	3	0	6	2	17	0	0	19	44	
11:00 AM	0	0	0	0	0	0	1	1	0	2	1	0	1	0	2	0	6	0	0	6	10	
11:15 AM	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	1	2	0	0	3	7	
11:30 AM	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	4	5	0	0	9	14	
11:45 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	5	1	0	0	6	12	
Total	0	0	0	0	0	2	12	3	0	17	1	0	1	0	2	10	14	0	0	24	43	
12:00 PM	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	0	1	0	0	1	6	
12:15 PM	0	0	0	0	0	0	10	0	0	10	1	0	0	0	1	1	4	0	0	5	16	
12:30 PM	0	0	0	0	0	0	3	1	0	4	0	0	2	0	2	0	4	0	0	4	10	
12:45 PM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	4	0	0	4	7	
Total	0	0	0	0	0	0	19	2	0	21	2	0	2	0	4	1	13	0	0	14	39	
1:00 PM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	4	0	0	4	8	
1:15 PM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	1	8	0	0	9	12	
1:30 PM	0	0	0	0	0	0	5	2	0	7	0	0	0	0	0	1	4	0	0	5	12	
1:45 PM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	6	0	0	6	9	
Total	0	0	0	0	0	1	12	4	0	17	0	0	0	0	0	2	22	0	0	24	41	
2:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	3	0	3	1	3	0	0	4	10	
2:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	6	0	0	6	10	
2:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	3	0	0	4	7	
2:45 PM	0	0	0	0	0	0	4	1	0	5	2	0	0	0	2	0	4	0	0	4	11	
Total	0	0	0	0	0	0	13	1	0	14	2	0	4	0	6	2	16	0	0	18	38	
3:00 PM	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	1	2	0	0	3	11	
3:15 PM	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	1	2	0	0	3	8	
3:30 PM	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	8	0	0	8	12	
3:45 PM	0	0	0	0	0	1	2	0	0	3	1	0	0	0	1	1	2	0	0	3	7	
Total	0	0	0	0	0	1	16	2	0	19	1	0	1	0	2	3	14	0	0	17	38	
4:00 PM	0	0	0	0	0	1	3	1	0	5	0	0	1	0	1	0	2	1	0	3	9	
4:15 PM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	2	0	0	2	5	
4:30 PM	0	0	0	0	0	0	3	1	0	4	1	0	1	0	2	0	6	0	0	6	12	
4:45 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	2	0	0	2	4	
Total	0	0	0	0	0	2	9	2	0	13	2	0	2	0	4	0	12	1	0	13	30	
5:00 PM	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	4	0	0	4	8	
5:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	2	0	0	3	6	
5:30 PM	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	0	2	0	0	2	7	
5:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3	4	
Total	0	0	0	0	0	1	10	1	0	12	1	0	0	0	1	1	11	0	0	12	25	
6:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	
6:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5	
6:30 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	1	5	0	0	6	11	
6:45 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	10	0	0	10	0	0	0	0	0	1	12	0	0	13	23	
7:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4	
7:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	7	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
7:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5	
Total	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	11	0	0	11	17	
Grand Total	1	0	0	0	1	8	203	28	0	239	14	0	14	0	28	29	210	1	0	240	508	
Approach %	100.0	0.0	0.0	0.0		3.3	84.9	11.7	0.0		50.0	0.0	50.0	0.0		12.1	87.5	0.4	0.0			

PDI File #: **228516 B**  
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 Class:



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

	Alfred Street					Broadway					Cedar Street					Broadway					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 %	0.2	0.0	0.0	0.0	0.2	1.6	40.0	5.5	0.0	47.0	2.8	0.0	2.8	0.0	5.5	5.7	41.3	0.2	0.0	47.2	
Exiting Leg Total	9					224					57					218					508
Buses	0	0	0	0	0	0	112	2	0	114	0	0	1	0	1	2	111	0	0	113	228
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	55.2	7.1	0.0	47.7	0.0	0.0	7.1	0.0	3.6	6.9	52.9	0.0	0.0	47.1	44.9
Exiting Leg Total	0					111					4					113					228
Single-Unit Trucks	1	0	0	0	1	8	79	26	0	113	14	0	13	0	27	26	89	1	0	116	257
% Single-Unit	100.0	0.0	0.0	0.0	100.0	100.0	38.9	92.9	0.0	47.3	100.0	0.0	92.9	0.0	96.4	89.7	42.4	100.0	0.0	48.3	50.6
Exiting Leg Total	9					103					52					93					257
Articulated Trucks	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	1	10	0	0	11	23
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	5.9	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	3.4	4.8	0.0	0.0	4.6	4.5
Exiting Leg Total	0					10					1					12					23

AM Peak Hour Analysis from 06:00 AM to 10:00 AM begins at:

8:00 AM	Alfred Street					Broadway					Cedar Street					Broadway					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	4	0	0	4	1	0	0	0	1	0	6	0	0	6	1					
8:15 AM	0	0	0	0	0	0	7	1	0	8	0	0	1	0	1	0	8	0	0	8	17					
8:30 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	1	6	0	0	7	12					
8:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	11					
Total Volume	0	0	0	0	0	0	20	1	0	21	1	0	1	0	2	1	27	0	0	28	51					
% Approach Total	0.0	0.0	0.0	0.0		0.0	95.2	4.8	0.0		50.0	0.0	50.0	0.0		3.6	96.4	0.0	0.0							
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.714	0.250	0.000	0.656	0.250	0.000	0.250	0.000	0.500	0.250	0.844	0.000	0.000	0.875	0.750					
Buses	0	0	0	0	0	0	16	0	0	16	0	0	1	0	1	0	12	0	0	12	29					
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	80.0	0.0	0.0	76.2	0.0	0.0	100.0	0.0	50.0	0.0	44.4	0.0	0.0	42.9	56.9					
Single-Unit Trucks	0	0	0	0	0	0	4	1	0	5	1	0	0	0	1	1	14	0	0	15	21					
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	20.0	100.0	0.0	23.8	100.0	0.0	0.0	0.0	50.0	100.0	51.9	0.0	0.0	53.6	41.2					
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1					
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.7	0.0	0.0	3.6	2.0					
Buses	0	0	0	0	0	0	16	0	0	16	0	0	1	0	1	0	12	0	0	12	29					
Single-Unit Trucks	0	0	0	0	0	0	4	1	0	5	1	0	0	0	1	1	14	0	0	15	21					
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1					
Total Entering Leg	0	0	0	0	0	0	20	1	0	21	1	0	1	0	2	1	27	0	0	28	51					
Buses						0					12					17					29					
Single-Unit Trucks						0					15					2					4	21				
Articulated Trucks						0					1					0					0	1				
Total Exiting Leg						0					28					2					21					51

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

11:30 AM	Alfred Street					Broadway					Cedar Street					Broadway					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:30 AM	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	4	5	0	0	9	14
11:45 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	5	1	0	0	6	12
12:00 PM	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	0	1	0	0	1	6
12:15 PM	0	0	0	0	0	0	10	0	0	10	1	0	0	0	1	1	4	0	0	5	16
Total Volume	0	0	0	0	0	2	23	0	0	25	2	0	0	0	2	10	11	0	0	21	48
% Approach Total	0.0	0.0	0.0	0.0		8.0	92.0	0.0	0.0		100.0	0.0	0.0	0.0		47.6	52.4	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.575	0.000	0.000	0.625	0.500	0.000	0.000	0.000	0.500	0.500	0.550	0.000	0.000	0.583	0.750
Buses	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	8
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	17.4	0.0	0.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	36.4	0.0	0.0	19.0	16.7
Single-Unit Trucks	0	0	0	0	0	2	16	0	0	18	2	0	0	0	2	10	6	0	0	16	36
Single-Unit %	0.0	0.0	0.0	0.0	0.0	100.0	69.6	0.0	0.0	72.0	100.0	0.0	0.0	0.0	100.0	100.0	54.5	0.0	0.0	76.2	75.0
Articulated Trucks	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	13.0	0.0	0.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	9.1	0.0	0.0	4.8	8.3
Buses	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	8
Single-Unit Trucks	0	0	0	0	0	2	16	0	0	18	2	0	0	0	2	10	6	0	0	16	36
Articulated Trucks	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
Total Entering Leg	0	0	0	0	0	2	23	0	0	25	2	0	0	0	2	10	11	0	0	21	48
Buses	0					4					0					4					8
Single-Unit Trucks	2					8					10					16					36
Articulated Trucks	0					1					0					3					4
Total Exiting Leg	2					13					10					23					48

PM Peak Hour Analysis from 2:00 PM to 08:00 PM begins at:

2:45 PM	Alfred Street					Broadway					Cedar Street					Broadway					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	
2:45 PM	0	0	0	0	0	0	4	1	0	5	2	0	0	0	2	0	4	0	0	4	11
3:00 PM	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	1	2	0	0	3	11
3:15 PM	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	1	2	0	0	3	8
3:30 PM	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	8	0	0	8	12
Total Volume	0	0	0	0	0	0	18	3	0	21	2	0	1	0	3	2	16	0	0	18	42
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	85.7	14.3	0.0	0.0	66.7	0.0	33.3	0.0	0.0	11.1	88.9	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.643	0.750	0.000	0.750	0.250	0.000	0.250	0.000	0.375	0.500	0.500	0.000	0.000	0.563	0.875

PDI File #: **228516 B**  
 Location: **N: Alfred Street S: Cedar Street**  
 Location: **E: Broadway W: Broadway**  
 City, State: **Somerville, MA**  
 Client: **GM2/ S. Siragusa**  
 Site Code: **TBA**  
 Count Date: **Thursday, April 7, 2022**  
 Start Time: **6:00 AM**  
 End Time: **8:00 PM**  
 Class:



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

	Alfred Street					Broadway					Cedar Street					Broadway					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					
Buses	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	10	0	0	10	21				
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	61.1	0.0	0.0	52.4	0.0	0.0	0.0	0.0	0.0	0.0	62.5	0.0	0.0	55.6	50.0				
Single-Unit Trucks	0	0	0	0	0	0	7	3	0	10	2	0	1	0	3	2	6	0	0	8	21				
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	38.9	100.0	0.0	47.6	100.0	0.0	100.0	0.0	100.0	100.0	37.5	0.0	0.0	44.4	50.0				
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Buses	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	10	0	0	10	21				
Single-Unit Trucks	0	0	0	0	0	0	7	3	0	10	2	0	1	0	3	2	6	0	0	8	21				
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total Entering Leg	0	0	0	0	0	0	18	3	0	21	2	0	1	0	3	2	16	0	0	18	42				
Buses																									
Single-Unit Trucks																									
Articulated Trucks																									
Total Exiting Leg																									

PDI File #: **228516 B**  
 Location: **N: Alfred Street S: Cedar Street**  
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 City, State: **Somerville, MA**  
 Client: **GM2/ S. Siragusa**  
 Site Code: **TBA**  
 Count Date: **Thursday, April 7, 2022**  
 Start Time: **6:00 AM**  
 End Time: **8:00 PM**  
 Class:



### Buses

	Alfred Street					Broadway					Cedar Street					Broadway					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		
6:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	0	2	5
6:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	0	2	5
6:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	0	2	6
6:45 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	3	0	0	0	3	8
Total	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	9	0	0	0	9	24
7:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	0	4	7
7:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	4	0	0	0	5	9
7:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	0	3	4
7:45 AM	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	2	0	0	0	2	6
Total	0	0	0	0	0	0	11	1	0	12	0	0	0	0	0	1	13	0	0	0	14	26
8:00 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	0	2	6
8:15 AM	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	0	3	0	0	0	3	9
8:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	0	2	5
8:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5	0	0	0	5	9
Total	0	0	0	0	0	0	16	0	0	16	0	0	1	0	1	0	12	0	0	0	12	29
9:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	0	3	4
9:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	0	1	4
9:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	0	4	5
9:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	2
Total	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	9	0	0	0	9	15
10:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	2
10:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	0	3	4
10:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	2
Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5	0	0	0	5	9
11:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	2	3
11:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
11:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	0	4	8
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
12:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	1	3
12:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	0	4	7
1:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	0	3	6
1:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	2	3
1:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	1	3
1:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	2
Total	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	7	0	0	0	7	14
2:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	2	3
2:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	2
2:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	1	3
2:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	0	2	6
Total	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	6	0	0	0	6	14
3:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	0	2	5
3:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0	2	4
3:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	0	4	6
3:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	2	3
Total	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	10	0	0	0	10	18
4:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	0	1	4
4:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	1	3
4:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	0	4	6
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	6	0	0	0	6	14
5:00 PM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	3	0	0	0	3	6
5:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	0	2	5
5:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	0	1	4
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
Total	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	0	9	0	0	0	9	18
6:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	1	3
6:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	1	3
6:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	3	0	0	0	4	7
6:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	0	3	4
Total	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	1	8	0	0	0	9	17
7:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	0	1	4
7:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	0	5	7
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
7:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	2	3
Total	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	9	0	0	0	9	15
Grand Total	0	0	0	0	0	0	112	2	0	114	0	0	1	0	1	2	111	0	0	0	113	228



PDI File #: **228516 B**  
 Location: **N: Alfred Street S: Cedar Street**  
 Location: **E: Broadway W: Broadway**  
 City, State: **Somerville, MA**  
 Client: **GM2/ S. Siragusa**  
 Site Code: **TBA**  
 Count Date: **Thursday, April 7, 2022**  
 Start Time: **6:00 AM**  
 End Time: **8:00 PM**  
 Class:



### Buses

	Alfred Street					Broadway					Cedar Street					Broadway					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	98.2	1.8	0.0		0.0	0.0	100.0	0.0		1.8	98.2	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	49.1	0.9	0.0	50.0	0.0	0.0	0.4	0.0	0.4	0.9	48.7	0.0	0.0	49.6	
Exiting Leg Total	0					111					4					113					228

AM Peak Hour Analysis from 06:00 AM to 10:00 AM begins at:

6:30 AM	Alfred Street					Broadway					Cedar Street					Broadway						
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total	
6:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	0	2	6
6:45 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	3	0	0	0	3	8
7:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	0	4	7
7:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	4	0	0	5	9
Total Volume	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	1	13	0	0	14	30
% Approach Total	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0			7.1	92.9	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.800	0.000	0.000	0.800	0.000	0.000	0.000	0.000	0.000		0.250	0.813	0.000	0.000	0.700	0.833
Entering Leg	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0		1	13	0	0	14	30
Exiting Leg																1					16	30
Total	0					29					1					30					60	

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

1:00 PM	Alfred Street					Broadway					Cedar Street					Broadway						
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
1:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	0	3	6
1:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	2	3
1:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	1	3
1:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	2
Total Volume	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	7	0	0	0	7	14
% Approach Total	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.583	0.000	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.000	0.583	0.000	0.000	0.000	0.583	0.583
Entering Leg	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	7	0	0	0	7	14
Exiting Leg																					7	14
Total	0					14					0					14					28	

PM Peak Hour Analysis from 2:00 PM to 08:00 PM begins at:

6:30 PM	Alfred Street					Broadway					Cedar Street					Broadway					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	3	0	0	4	7
6:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
7:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
7:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	7
Total Volume	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	1	12	0	0	13	22
% Approach Total	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		7.7	92.3	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.250	0.600	0.000	0.000	0.650	0.786
Entering Leg	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	1	12	0	0	13	22
Exiting Leg										12					1					9	22
Total	0					21					1					22					44

PDI File #: 228516 B  
Location: N: Alfred Street S: Cedar Street  
Location: E: Broadway W: Broadway  
City, State: Somerville, MA  
Client: GM2/ S. Siragusa  
Site Code: TBA  
Count Date: Thursday, April 7, 2022  
Start Time: 6:00 AM  
End Time: 8:00 PM  
Class:



Single-Unit Trucks

	Alfred Street					Broadway					Cedar Street					Broadway					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		
6:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	0	0	0	0	1	3
6:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4
6:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	0	1	5
Total	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	1	1	0	0	0	2	13
7:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0	2	4
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
7:30 AM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0	2	5
7:45 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	1	0	0	0	1	3
Total	1	0	0	0	1	0	5	0	0	5	1	0	0	0	1	1	5	0	0	0	6	13
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	4	0	0	0	4	5
8:15 AM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	4	0	0	0	4	7
8:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	4	0	0	0	5	7
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
Total	0	0	0	0	0	0	4	1	0	5	1	0	0	0	1	1	14	0	0	0	15	21
9:00 AM	0	0	0	0	0	0	1	3	0	4	0	0	0	0	0	0	1	0	0	0	1	5
9:15 AM	0	0	0	0	0	0	3	2	0	5	0	0	0	0	0	1	2	0	0	0	3	8
9:30 AM	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	1	0	0	0	0	1	6
9:45 AM	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	0	1	0	0	0	1	5
Total	0	0	0	0	0	1	10	7	0	18	0	0	0	0	0	2	4	0	0	0	6	24
10:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	0	1	0	0	0	1	6
10:15 AM	0	0	0	0	0	0	2	1	0	3	1	0	0	0	1	2	2	0	0	0	4	8
10:30 AM	0	0	0	0	0	0	2	2	0	4	0	0	1	0	1	0	3	0	0	0	3	8
10:45 AM	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	0	2	0	0	0	2	5
Total	0	0	0	0	0	0	7	4	0	11	3	0	3	0	6	2	8	0	0	0	10	27
11:00 AM	0	0	0	0	0	0	0	1	0	1	1	0	1	0	2	0	3	0	0	0	3	6
11:15 AM	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	1	2	0	0	0	3	6
11:30 AM	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	4	3	0	0	0	7	12
11:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5	0	0	0	0	5	9
Total	0	0	0	0	0	2	8	3	0	13	1	0	1	0	2	10	8	0	0	0	18	33
12:00 PM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	0	3
12:15 PM	0	0	0	0	0	0	7	0	0	7	1	0	0	0	1	1	3	0	0	0	4	12
12:30 PM	0	0	0	0	0	0	1	1	0	2	0	0	2	0	2	0	3	0	0	0	3	7
12:45 PM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	2	0	0	0	2	5
Total	0	0	0	0	0	0	12	2	0	14	2	0	2	0	4	1	8	0	0	0	9	27
1:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	2
1:15 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	1	4	0	0	0	5	7
1:30 PM	0	0	0	0	0	0	3	2	0	5	0	0	0	0	0	1	3	0	0	0	4	9
1:45 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	5	0	0	0	5	7
Total	0	0	0	0	0	1	5	4	0	10	0	0	0	0	0	2	13	0	0	0	15	25
2:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	3	0	3	1	1	0	0	0	2	7
2:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	5	0	0	0	5	8
2:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	2	0	0	0	3	4
2:45 PM	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	0	2	0	0	0	2	5
Total	0	0	0	0	0	0	5	1	0	6	2	0	4	0	6	2	10	0	0	0	12	24
3:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	1	0	0	0	0	1	6
3:15 PM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	1	0	0	0	0	1	4
3:30 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	4	0	0	0	4	6
3:45 PM	0	0	0	0	0	1	1	0	0	2	1	0	0	0	1	1	0	0	0	0	1	4
Total	0	0	0	0	0	1	8	2	0	11	1	0	1	0	2	3	4	0	0	0	7	20
4:00 PM	0	0	0	0	0	1	0	1	0	2	0	0	1	0	1	0	1	1	0	0	2	5
4:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	2
4:30 PM	0	0	0	0	0	0	0	1	0	1	1	0	1	0	2	0	2	0	0	0	2	5
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	0	2	3
Total	0	0	0	0	0	2	0	2	0	4	2	0	2	0	4	0	6	1	0	0	7	15
5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	2
5:15 PM	0	0	0	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	1	0	0	1	1	0	0	0	1	0	1	0	0	0	1	3
5:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	2	0	0	3	1	0	0	0	1	1	2	0	0	0	3	7
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
6:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0	2	4
6:45 PM	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	2	0	0	0	0	0	0	4	0	0	0	4	6
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
Grand Total	1	0	0	0	1	8	79	26	0	113	14	0	13	0	27	26	89	1	0	116	257	

PDI File #: **228516 B**  
 Location: **N: Alfred Street S: Cedar Street**  
 Location: **E: Broadway W: Broadway**  
 City, State: **Somerville, MA**  
 Client: **GM2/ S. Siragusa**  
 Site Code: **TBA**  
 Count Date: **Thursday, April 7, 2022**  
 Start Time: **6:00 AM**  
 End Time: **8:00 PM**  
 Class:



### Single-Unit Trucks

	Alfred Street					Broadway					Cedar Street					Broadway					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 %	100.0	0.0	0.0	0.0		7.1	69.9	23.0	0.0		51.9	0.0	48.1	0.0		22.4	76.7	0.9	0.0		
Total %	0.4	0.0	0.0	0.0	0.4	3.1	30.7	10.1	0.0	44.0	5.4	0.0	5.1	0.0	10.5	10.1	34.6	0.4	0.0	45.1	
Exiting Leg Total	9					103					52					93					257

AM Peak Hour Analysis from 06:00 AM to 10:00 AM begins at:

9:45 AM	Alfred Street					Broadway					Cedar Street					Broadway						
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total	
9:45 AM	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	0	1	0	0	0	1	5
10:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	0	1	0	0	0	1	6
10:15 AM	0	0	0	0	0	0	2	1	0	3	1	0	0	0	0	1	2	2	0	0	4	8
10:30 AM	0	0	0	0	0	0	2	2	0	4	0	0	1	0	1	0	0	3	0	0	3	8
Total Volume	0	0	0	0	0	0	9	5	0	14	1	0	3	0	4	2	7	0	0	9	27	
% Approach Total	0.0	0.0	0.0	0.0		0.0	64.3	35.7	0.0		25.0	0.0	75.0	0.0		22.2	77.8	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.625	0.000	0.875	0.250	0.000	0.375	0.000	0.500	0.250	0.583	0.000	0.000	0.563	0.844	
Entering Leg	0	0	0	0	0	0	9	5	0	14	1	0	3	0	4	2	7	0	0	9	27	
Exiting Leg					0					8					7					12	27	
Total	0					22					11					21					54	

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

11:30 AM	Alfred Street					Broadway					Cedar Street					Broadway					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:30 AM	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	4	3	0	0	7	12
11:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5	0	0	0	5	9
12:00 PM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	3
12:15 PM	0	0	0	0	0	0	7	0	0	7	1	0	0	0	1	1	3	0	0	4	12
Total Volume	0	0	0	0	0	2	16	0	0	18	2	0	0	0	2	10	6	0	0	16	36
% Approach Total	0.0	0.0	0.0	0.0		11.1	88.9	0.0	0.0		100.0	0.0	0.0	0.0		62.5	37.5	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.571	0.000	0.000	0.643	0.500	0.000	0.000	0.000	0.500	0.500	0.500	0.000	0.000	0.571	0.750
Entering Leg	0	0	0	0	0	2	16	0	0	18	2	0	0	0	2	10	6	0	0	16	36
Exiting Leg					2					8					10					16	36
Total	2					26					12					32					72

PM Peak Hour Analysis from 2:00 PM to 08:00 PM begins at:

2:00 PM	Alfred Street					Broadway					Cedar Street					Broadway					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
2:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	3	0	3	1	1	0	0	2	7
2:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	5	0	0	5	8
2:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	4
2:45 PM	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	0	2	0	0	2	5
Total Volume	0	0	0	0	0	0	5	1	0	6	2	0	4	0	6	2	10	0	0	12	24
% Approach Total	0.0	0.0	0.0	0.0		0.0	83.3	16.7	0.0		33.3	0.0	66.7	0.0		16.7	83.3	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.250	0.000	0.750	0.250	0.000	0.333	0.000	0.500	0.500	0.500	0.000	0.000	0.600	0.750
Entering Leg	0	0	0	0	0	0	5	1	0	6	2	0	4	0	6	2	10	0	0	12	24
Exiting Leg					0					12					3					9	24
Total	0					18					9					21					48

PDI File #: **228516 B**  
 Location: **N: Alfred Street S: Cedar Street**  
 Location: **E: Broadway W: Broadway**  
 City, State: **Somerville, MA**  
 Client: **GM2/ S. Siragusa**  
 Site Code: **TBA**  
 Count Date: **Thursday, April 7, 2022**  
 Start Time: **6:00 AM**  
 End Time: **8:00 PM**  
 Class:



## Articulated Trucks

	Alfred Street					Broadway					Cedar Street					Broadway					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	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
9:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	0	0	1	3
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
10:15 AM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	3
10:30 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2
10:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	4	0	0	4	8
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	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
11:30 AM	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
12:00 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	1	0	0	1	5
1:00 PM	0	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	0	0	0	0	0	0	0	0	0	2	0	0	2	2
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
2:00 PM	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	0	0	0	0	0	0	0	0
2:30 PM	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	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	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
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				

PDI File #: **228516 B**  
 Location: **N: Alfred Street S: Cedar Street**  
 Location: **E: Broadway W: Broadway**  
 City, State: **Somerville, MA**  
 Client: **GM2/ S. Siragusa**  
 Site Code: **TBA**  
 Count Date: **Thursday, April 7, 2022**  
 Start Time: **6:00 AM**  
 End Time: **8:00 PM**  
 Class:



### Articulated Trucks

	Alfred Street					Broadway					Cedar Street					Broadway					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		0.0	0.0	0.0	0.0		9.1	90.9	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	52.2	0.0	0.0	52.2	0.0	0.0	0.0	0.0	0.0	4.3	43.5	0.0	0.0	47.8	
Exiting Leg Total	0					10					1					12					23

AM Peak Hour Analysis from 06:00 AM to 10:00 AM begins at:

9:45 AM	Alfred Street					Broadway					Cedar Street					Broadway					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
9:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
10:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
10:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total Volume	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7
% Approach Total	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.750	0.583
Entering Leg	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7
Exiting Leg	0					3					0					4					7
Total	0					7					0					7					14

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

10:00 AM	Alfred Street					Broadway					Cedar Street					Broadway					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	0	0	0	0	0	1	0	0	1	1
10:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
10:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
10:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total Volume	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	8
% Approach Total	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	1.000	0.000	0.000	1.000	0.667
Entering Leg	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	8
Exiting Leg	0					4					0					4					8
Total	0					8					0					8					16

PM Peak Hour Analysis from 2:00 PM to 08:00 PM begins at:

3:45 PM	Alfred Street					Broadway					Cedar Street					Broadway					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	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg	0					0					0					1					1
Total	0					1					0					1					2



PRECISION  
DATA  
INDUSTRIES, LLC

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157 Washington Street, Suite 2  
Hudson, MA 01749  
Office: 508-875-0100 Fax: 508-875-0118

	Alfred Street							Broadway								Cedar Street								Broadway								
	from North							from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total			
6:00 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		
6:15 AM	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	0	0	1	2		
6:30 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	1	3		
6:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
Total	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	2	0	0	0	0	2	6		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	2		
7:15 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	3		
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	1	1	1	0	0	0	0	2	4		
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2		
Total	0	0	0	0	1	0	1	0	2	0	0	0	0	2	2	1	0	1	0	3	0	5	2	1	0	0	0	0	3	11		
8:00 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	1	2	4		
8:15 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	1	1	0	0	0	0	0	1	5		
8:30 AM	0	0	0	0	0	0	0	0	0	3	2	0	0	0	5	0	0	0	0	1	0	1	1	2	0	0	0	0	3	9		
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2		
Total	0	0	0	0	0	0	0	0	8	3	0	0	0	11	2	0	0	0	0	1	1	2	3	3	0	0	0	0	1	7	20	
9:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
9:15 AM	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	0	0	1	0	1	0	2	1	2	0	0	0	0	3	8		
9:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	1	1	0	0	0	0	0	1	3		
9:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
Total	0	0	0	0	0	0	0	0	4	2	0	0	0	6	4	0																



PDI File #: 228516 B  
Location: N: Alfred Street S: Cedar Street  
Location: E: Broadway W: Broadway  
City, State: Somerville, MA  
Client: GM2/ S. Siragusa  
Site Code: TBA  
Count Date: Thursday, April 7, 2022  
Start Time: 6:00 AM  
End Time: 8:00 PM  
Class:



### Bicycles (on Roadway and Crosswalks)

Approach %	Alfred Street							Broadway							Cedar Street							Broadway							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	
	0.0	14.3	0.0	0.0	42.9	42.9		0.0	70.8	27.8	0.0	1.4	0.0		14.3	10.7	32.1	0.0	32.1	10.7		32.2	64.4	0.0	0.0	0.0	3.4		
	0.0	0.6	0.0	0.0	1.8	1.8	4.2	0.0	30.7	12.0	0.0	0.6	0.0	43.4	2.4	1.8	5.4	0.0	5.4	1.8	16.9	11.4	22.9	0.0	0.0	0.0	1.2	35.5	
Exiting Leg Total	9							43							52							62							166

AM Peak Hour Analysis from 06:00 AM to 10:00 AM begins at:

7:45 AM	Alfred Street							Broadway							Cedar Street							Broadway								
	from North							from East							from South							from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total	
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2
8:00 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	4	1	0	0	0	0	1	2	4
8:15 AM	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	1	1	1	1	0	0	0	0	0	1	5
8:30 AM	0	0	0	0	0	0	0	0	3	2	0	0	0	5	0	0	0	0	1	0	1	1	2	0	0	0	0	0	3	9
Total Volume	0	0	0	0	0	0	0	0	9	2	0	0	0	11	0	0	0	0	1	1	2	4	2	0	0	0	1	7	20	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	81.8	18.2	0.0	0.0	0.0		0.0	0.0	0.0	0.0	50.0	50.0		57.1	28.6	0.0	0.0	0.0	14.3			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.250	0.000	0.000	0.000	0.550	0.000	0.000	0.000	0.000	0.250	0.250	0.500	1.000	0.250	0.000	0.000	0.000	0.250	0.583		0.556
Entering Leg	0	0	0	0	0	0	0	0	9	2	0	0	0	11	0	0	0	0	1	1	2	4	2	0	0	0	1	7	20	
Exiting Leg	0							2							8							10							20	
Total	0							13							10							17							40	

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

11:45 AM	Alfred Street							Broadway							Cedar Street							Broadway									
	from North							from East							from South							from West									
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total		
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	3	0	0	0	0	0	0	0	3	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	1	0	0	0	0	3	4	
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	1	0	0	0	0	1	1	
12:30 PM	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	1	4	
Total Volume	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	1	1	1	0	1	0	4	2	3	0	0	0	0	5	12	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	3	25.0	25.0	25.0	0.0	25.0	0.0		40.0	60.0	0.0	0.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.250	0.250	0.250	0.000	0.250	0.000	0.333		0.250	0.750	0.000	0.000	0.000	0.000	0.417		0.750	
Entering Leg	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	4	1	1	1	0	1	0	4	2	3	0	0	0	0	5	12
Exiting Leg	1							4							4							3							12		
Total	1							7							8							8							24		

PM Peak Hour Analysis from 2:00 PM to 08:00 PM begins at:

6:00 PM	Alfred Street							Broadway							Cedar Street							Broadway							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-SA	Total			
6:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0	1	0	0	1	0	0	1	1	0	0	0	0	2	6	
6:15 PM	0	0	0	0	0	0	1	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	2	4	
6:30 PM	0	0	0	0	0	0	1	1	0	1	2	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	
6:45 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	1	0	0	0	0	1	1	3	0	0	0	0	4	7
Total Volume	0	0	0	0	0	0	2	2	0	4	4	0	0	0	8	0	1	1	0	1	0	3	3	5	0	0	0	0	8	21	
% Approach Total	0.0	0.0	0.0	0.0	0.0	100.0			0.0	50.0	50.0	0.0	0.0	0.0		0.0	33.3	33.3	0.0	33.3	0.0		37.5	62.5	0.0	0.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.500	0.500		0.000	1.000	0.500	0.000	0.000	0.000	0.667	0.000	0.250	0.250	0.000	0.250	0.000	0.375	0.750	0.417	0.000	0.000	0.000	0.000	0.500	0.750	
Entering Leg	0	0	0	0	0	2	2	0	4	4	0	0	0	8	0	1	1	0	1	0	3	3	5	0	0	0	0	8	21		
Exiting Leg	3							5							8							5							21		
Total	5							13							11							13							42		

PDI File #: 228516 B  
Location: N: Alfred Street S: Cedar Street  
Location: E: Broadway W: Broadway  
City, State: Somerville, MA  
Client: GM2/ S. Siragusa  
Site Code: TBA  
Count Date: Thursday, April 7, 2022  
Start Time: 6:00 AM  
End Time: 8:00 PM  
Class:



Pedestrians

	Alfred Street							Broadway							Cedar Street							Broadway							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	
6:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	3
6:15 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	1	2	4
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	4	4	6
6:45 AM	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2	2	7
Total	0	0	0	0	2	3	5	0	0	0	0	1	0	1	0	0	0	0	3	2	5	0	0	0	0	1	8	9	20
7:00 AM	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	3	1	4	10
7:15 AM	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	0	2	2	9
7:30 AM	0	0	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	1	3	4	12
7:45 AM	0	0	0	0	3	3	6	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	2	2	4	13
Total	0	0	0	0	7	8	15	0	0	0	0	0	0	0	0	0	0	0	6	9	15	0	0	0	0	6	8	14	44
8:00 AM	0	0	0	0	2	3	5	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	3	3	12
8:15 AM	0	0	0	0	6	4	10	0	0	0	0	0	0	0	0	0	0	0	4	4	8	0	0	0	0	2	3	5	23
8:30 AM	0	0	0	0	4	6	10	0	0	0	0	0	0	0	0	0	0	0	6	2	8	0	0	0	0	3	2	5	23
8:45 AM	0	0	0	0	1	4	5	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	2	2	11
Total	0	0	0	0	13	17	30	0	0	0	0	0	0	0	0	0	0	0	14	10	24	0	0	0	0	5	10	15	69
9:00 AM	0	0	0	0	1	6	7	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	4	5	13
9:15 AM	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	2	6	8	0	0	0	0	2	1	3	14
9:30 AM	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	1	0	1	7
9:45 AM	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	2	3	5	0	0	0	0	2	0	2	9
Total	0	0	0	0	5	9	14	0	0	0	0	0	0	0	0	0	0	0	5	13	18	0	0	0	0	6	5	11	43
10:00 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	4	2	6	0	0	0	0	1	1	2	9
10:15 AM	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0	1	1	7
10:30 AM	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	6
10:45 AM	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	3	4	7	0	0	0	0	0	1	1	12
Total	0	0	0	0	3	7	10	0	0	0	0	0	0	0	0	0	0	0	12	8	20	0	0	0	0	1	3	4	34
11:00 AM	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	2	1	3	8
11:15 AM	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	1	3	4	12
11:30 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3	3	6	0	0	0	0	2	0	2	9
11:45 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0	1	1	6
Total	0	0	0	0	2	6	8	0	0	0	0	0	0	0	0	0	0	0	6	11	17	0	0	0	0	5	5	10	35
12:00 PM	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	4	1	5	0	0	0	0	0	2	2	11
12:15 PM	0	0	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0	0	6	2	8	0	0	0	0	1	1	2	14
12:30 PM	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	3	2	5	0	0	0	0	4	2	6	14
12:45 PM	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	0	1	1	9
Total	0	0	0	0	6	9	15	0	0	0	0	0	0	0	0	0	0	0	14	8	22	0	0	0	0	5	6	11	48
1:00 PM	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	5	4	9	0	0	0	0	0	0	0	14
1:15 PM	0	0	0	0	5	1	6	0	0	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	3	0	3	13
1:30 PM	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	4
1:45 PM	0	0	0	0	2	4	6	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	9
Total	0	0	0	0	7	12	19	0	0	0	0	0	0	0	0	0	0	0	9	8	17	0	0	0	0	3	1	4	40
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	7	0	0	0	0	1	2	3	10
2:15 PM	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	1	7	8	0	0	0	0	2	2	4	16
2:30 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3	5	8	0	0	0	0	1	0	1	10
2:45 PM	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	3	5	8	0	0	0	0	1	4	5	16
Total	0	0	0	0	2	6	8	0	0	0	0	0	0	0	0	0	0	0	11	20	31	0	0	0	0	5	8	13	52
3:00 PM	0	0	0	0	3	2	5	0	0	0	0	1	0	1	0	0	0	0	7	2	9	0	0	0	0	4	2	6	21
3:15 PM	0	0	0	0	3	4	7	0	0	0	0	0	0	0	0	0	0	0	4	2	6	0	0	0	0	1	2	3	16
3:30 PM	0	0	0	0	3	2	5	0	0	0	0	0	0	0	0	0	0	0	3	3	6	0	0	0	0	2	0	2	13
3:45 PM	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	4	3	7	0	0	0	0	4	0	4	15
Total	0	0	0	0	13	8	21	0	0	0	0	1	0	1	0	0	0	0	18	10	28	0	0	0	0	11	4	15	65
4:00 PM	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	4	1	5	0	0	0	0	2	3	5	14
4:15 PM	0	0	0	0	2	2	4	0	0	0	0	0	1	1	0	0	0	0	11	3	14	0	0	0	0	2	3	5	24
4:30 PM	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	2	1	3	11
4:45 PM	0	0	0	0	8	3	11	0	0	0	0	0	0	0	0	0	0	0	4	6	10	0	0	0	0	6	1	7	28
Total	0	0	0	0	16	7	23	0	0	0	0	0	1	1	0	0	0	0	21	12	33	0	0	0	0	12	8	20	77
5:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	9	6	15	0	0	0	0	1	2	3	

PDI File #: 228516 B  
Location: N: Alfred Street S: Cedar Street  
Location: E: Broadway W: Broadway  
City, State: Somerville, MA  
Client: GM2/ S. Siragusa  
Site Code: TBA  
Count Date: Thursday, April 7, 2022  
Start Time: 6:00 AM  
End Time: 8:00 PM  
Class:



Pedestrians

Approach %	Alfred Street							Broadway					Cedar Street					Broadway					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
	0	0	0	0	47.9	52.1		0	0	0	0	66.7	33.3		0	0	0	0	49.6	50.4		0		0	0	0	52.5	47.5	
Total %	0	0	0	0	14.4	15.6	30	0	0	0	0	0.51	0.26	0.77	0	0	0	0	22.8	23.2	46	0	0	0	0	12.2	11	23.2	
Exiting Leg Total	234							6					359					181					780						

AM Peak Hour Analysis from 06:00 AM to 10:00 AM begins at:

7:45 AM	Alfred Street							Broadway							Cedar Street							Broadway								
	from North							from East							from South							from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:45 AM	0	0	0	0	3	3	6	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	2	2	4	13
8:00 AM	0	0	0	0	2	3	5	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	0	3	3	12
8:15 AM	0	0	0	0	6	4	10	0	0	0	0	0	0	0	0	0	0	0	4	4	8	0	0	0	0	2	3	5	23	
8:30 AM	0	0	0	0	4	6	10	0	0	0	0	0	0	0	0	0	0	0	6	2	8	0	0	0	0	3	2	5	23	
Total Volume	0	0	0	0	15	16	31	0	0	0	0	0	0	0	0	0	0	0	15	8	23	0	0	0	0	7	10	17	71	
% Approach Total	0.0	0.0	0.0	0.0	48.4	51.6		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	65.2	34.8		0.0	0.0	0.0	0.0	41.2	58.8		
PHF	0.000	0.000	0.000	0.000	0.625	0.667	0.775	0.000	0.000	0.000	0.000	0.000	0.000	0.000		0.000	0.000	0.000	0.000	0.625	0.500	0.719	0.000	0.000	0.000	0.000	0.583	0.833	0.850	0.772
Entering Leg	0	0	0	0	15	16	31	0	0	0	0	0	0	0	0	0	0	0	15	8	23	0	0	0	0	7	10	17	71	
Exiting Leg							31								0						23							17	71	
Total							62							0							46							34	142	

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

12:15 PM	Alfred Street							Broadway							Cedar Street							Broadway							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	
12:15 PM	0	0	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0	0	6	2	8	0	0	0	0	1	1	2	14
12:30 PM	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	3	2	5	0	0	0	0	4	2	6	14
12:45 PM	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	0	1	1	9
1:00 PM	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	5	4	9	0	0	0	0	0	0	0	14
Total Volume	0	0	0	0	3	13	16	0	0	0	0	0	0	0	0	0	0	0	15	11	26	0	0	0	0	5	4	9	51
% Approach Total	0.0	0.0	0.0	0.0	18.8	81.3		0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	57.7	42.3		0.0	0.0	0.0	0.0	55.6	44.4	
PHF	0.000	0.000	0.000	0.000	0.375	0.650	0.800	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.688	0.722	0.000	0.000	0.000	0.000	0.313	0.500	0.375	0.911
Entering Leg	0	0	0	0	3	13	16	0	0	0	0	0	0	0	0	0	0	0	15	11	26	0	0	0	0	5	4	9	51
Exiting Leg							16														26						9	51	
Total							32							0							52						18	102	

PM Peak Hour Analysis from 2:00 PM to 08:00 PM begins at:

5:45 PM	Alfred Street							Broadway							Cedar Street							Broadway							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	
5:45 PM	0	0	0	0	2	7	9	0	0	0	0	0	0	0	0	0	0	0	10	6	16	0	0	0	0	4	3	7	32
6:00 PM	0	0	0	0	5	6	11	0	0	0	0	1	0	1	0	0	0	0	8	3	11	0	0	0	0	3	2	5	28
6:15 PM	0	0	0	0	4	2	6	0	0	0	0	0	0	0	0	0	0	1	9	10	0	0	0	0	3	3	6	22	
6:30 PM	0	0	0	0	5	4	9	0	0	0	0	0	0	0	0	0	0	5	5	10	0	0	0	0	7	3	10	29	
Total Volume	0	0	0	0	16	19	35	0	0	0	0	1	0	1	0	0	0	24	23	47	0	0	0	0	17	11	28	111	
% Approach Total	0.0	0.0	0.0	0.0	45.7	54.3		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	51.1	48.9		0.0	0.0	0.0	0.0	60.7	39.3		
PHF	0.000	0.000	0.000	0.000	0.800	0.679	0.795	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.600	0.639	0.734	0.000	0.000	0.000	0.000	0.607	0.917	0.700	0.867
Entering Leg	0	0	0	0	16	19	35	0	0	0	0	1	0	1	0	0	0	0	24	23	47	0	0	0	0	17	11	28	111
Exiting Leg							35						1	1						47							28	111	
Total							70					2		2						94							56	222	

PDI File #: **228516 B**  
 Location: **N: Alfred Street S: Cedar Street**  
 Location: **E: Broadway W: Broadway**  
 City, State: **Somerville, MA**  
 Client: **GM2/ S. Siragusa**  
 Site Code: **TBA**  
 Count Date: **Saturday, April 9, 2022**  
 Start Time: **10:00 AM**  
 End Time: **2:00 PM**  
 Class:



### Cars and Heavy Vehicles (Combined)

	Alfred Street					Broadway					Cedar Street					Broadway					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	5	58	27	0	90	18	0	16	0	34	34	64	3	0	101	225
10:15 AM	0	0	0	0	0	7	53	27	0	87	16	2	22	0	40	26	69	0	0	95	222
10:30 AM	0	0	0	0	0	4	56	36	0	96	16	3	14	0	33	31	70	0	0	101	230
10:45 AM	0	0	1	0	1	4	64	37	0	105	18	3	15	0	36	32	70	0	0	102	244
Total	0	0	1	0	1	20	231	127	0	378	68	8	67	0	143	123	273	3	0	399	921
11:00 AM	0	1	0	0	1	1	64	27	0	92	21	2	16	0	39	38	72	0	0	110	242
11:15 AM	0	0	0	0	0	2	59	43	0	104	21	1	19	0	41	32	71	1	0	104	249
11:30 AM	0	0	0	0	0	4	80	35	0	119	28	2	16	0	46	35	77	0	0	112	277
11:45 AM	0	0	1	0	1	7	64	39	0	110	19	2	18	0	39	37	66	0	0	103	253
Total	0	1	1	0	2	14	267	144	0	425	89	7	69	0	165	142	286	1	0	429	1021
12:00 PM	0	0	0	0	0	1	69	33	0	103	28	1	16	0	45	28	76	0	0	104	252
12:15 PM	0	0	1	0	1	3	59	37	0	99	29	2	18	0	49	38	91	0	0	129	278
12:30 PM	1	0	0	0	1	4	89	38	0	131	28	0	17	0	45	31	79	0	0	110	287
12:45 PM	0	1	0	0	1	7	70	40	0	117	20	2	13	0	35	23	79	1	0	103	256
Total	1	1	1	0	3	15	287	148	0	450	105	5	64	0	174	120	325	1	0	446	1073
1:00 PM	0	0	0	0	0	4	72	45	0	121	19	2	20	0	41	36	93	1	0	130	292
1:15 PM	0	0	0	0	0	9	59	36	0	104	19	1	17	0	37	39	85	1	0	125	266
1:30 PM	0	0	0	0	0	4	59	41	0	104	24	1	24	0	49	26	82	0	0	108	261
1:45 PM	0	0	0	0	0	7	55	42	0	104	30	2	24	0	56	36	85	0	0	121	281
Total	0	0	0	0	0	24	245	164	0	433	92	6	85	0	183	137	345	2	0	484	1100
Grand Total	1	2	3	0	6	73	1030	583	0	1686	354	26	285	0	665	522	1229	7	0	1758	4115
Approach %	16.7	33.3	50.0	0.0		4.3	61.1	34.6	0.0		53.2	3.9	42.9	0.0		29.7	69.9	0.4	0.0		
Total %	0.0	0.0	0.1	0.0	0.1	1.8	25.0	14.2	0.0	41.0	8.6	0.6	6.9	0.0	16.2	12.7	29.9	0.2	0.0	42.7	
Exiting Leg Total	106					1586					1107					1316					4115
Cars	1	2	3	0	6	73	991	574	0	1638	350	26	285	0	661	520	1181	6	0	1707	4012
% Cars	100.0	100.0	100.0	0.0	100.0	100.0	96.2	98.5	0.0	97.2	98.9	100.0	100.0	0.0	99.4	99.6	96.1	85.7	0.0	97.1	97.5
Exiting Leg Total	105					1534					1096					1277					4012
Heavy Vehicles	0	0	0	0	0	0	39	9	0	48	4	0	0	0	4	2	48	1	0	51	103
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.0	3.8	1.5	0.0	2.8	1.1	0.0	0.0	0.0	0.6	0.4	3.9	14.3	0.0	2.9	2.5
Exiting Leg Total	1					52					11					39					103

Peak Hour Analysis from 10:00 AM to 02:00 PM begins at:

12:15 PM	Alfred Street					Broadway					Cedar Street					Broadway					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	1	0	1	3	59	37	0	99	29	2	18	0	49	38	91	0	0	129	278
12:30 PM	1	0	0	0	1	4	89	38	0	131	28	0	17	0	45	31	79	0	0	110	287
12:45 PM	0	1	0	0	1	7	70	40	0	117	20	2	13	0	35	23	79	1	0	103	256
1:00 PM	0	0	0	0	0	4	72	45	0	121	19	2	20	0	41	36	93	1	0	130	292
Total Volume	1	1	1	0	3	18	290	160	0	468	96	6	68	0	170	128	342	2	0	472	1113
% Approach Total	33.3	33.3	33.3	0.0		3.8	62.0	34.2	0.0		56.5	3.5	40.0	0.0		27.1	72.5	0.4	0.0		
PHF	0.250	0.250	0.250	0.000	0.750	0.643	0.815	0.889	0.000	0.893	0.828	0.750	0.850	0.000	0.867	0.842	0.919	0.500	0.000	0.908	0.953
Cars	1	1	1	0	3	18	277	158	0	453	96	6	68	0	170	127	328	1	0	456	1082
Cars %	100.0	100.0	100.0	0.0	100.0	100.0	95.5	98.8	0.0	96.8	100.0	100.0	100.0	0.0	100.0	99.2	95.9	50.0	0.0	96.6	97.2
Heavy Vehicles	0	0	0	0	0	0	13	2	0	15	0	0	0	0	0	1	14	1	0	16	31
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	4.5	1.3	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.8	4.1	50.0	0.0	3.4	2.8
Cars Enter Leg	1	1	1	0	3	18	277	158	0	453	96	6	68	0	170	127	328	1	0	456	1082
Heavy Enter Leg	0	0	0	0	0	0	13	2	0	15	0	0	0	0	0	1	14	1	0	16	31
Total Entering Leg	1	1	1	0	3	18	290	160	0	468	96	6	68	0	170	128	342	2	0	472	1113
Cars Exiting Leg	25					425					286					346					1082
Heavy Exiting Leg	1					14					3					13					31
Total Exiting Leg	26					439					289					359					1113

PDI File #: **228516 B**  
 Location: **N: Alfred Street S: Cedar Street**  
 Location: **E: Broadway W: Broadway**  
 City, State: **Somerville, MA**  
 Client: **GM2/ S. Siragusa**  
 Site Code: **TBA**  
 Count Date: **Saturday, April 9, 2022**  
 Start Time: **10:00 AM**  
 End Time: **2:00 PM**  
 Class:



### Cars

	Alfred Street					Broadway					Cedar Street					Broadway					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	5	56	26	0	87	18	0	16	0	34	34	61	3	0	98	219
10:15 AM	0	0	0	0	0	7	51	27	0	85	15	2	22	0	39	26	67	0	0	93	217
10:30 AM	0	0	0	0	0	4	53	34	0	91	16	3	14	0	33	30	67	0	0	97	221
10:45 AM	0	0	1	0	1	4	62	37	0	103	18	3	15	0	36	32	67	0	0	99	239
Total	0	0	1	0	1	20	222	124	0	366	67	8	67	0	142	122	262	3	0	387	896
11:00 AM	0	1	0	0	1	1	62	27	0	90	21	2	16	0	39	38	67	0	0	105	235
11:15 AM	0	0	0	0	0	2	56	42	0	100	19	1	19	0	39	32	67	1	0	100	239
11:30 AM	0	0	0	0	0	4	78	35	0	117	27	2	16	0	45	35	74	0	0	109	271
11:45 AM	0	0	1	0	1	7	63	39	0	109	19	2	18	0	39	37	64	0	0	101	250
Total	0	1	1	0	2	14	259	143	0	416	86	7	69	0	162	142	272	1	0	415	995
12:00 PM	0	0	0	0	0	1	65	32	0	98	28	1	16	0	45	28	75	0	0	103	246
12:15 PM	0	0	1	0	1	3	57	37	0	97	29	2	18	0	49	38	89	0	0	127	274
12:30 PM	1	0	0	0	1	4	86	38	0	128	28	0	17	0	45	31	76	0	0	107	281
12:45 PM	0	1	0	0	1	7	65	40	0	112	20	2	13	0	35	23	75	0	0	98	246
Total	1	1	1	0	3	15	273	147	0	435	105	5	64	0	174	120	315	0	0	435	1047
1:00 PM	0	0	0	0	0	4	69	43	0	116	19	2	20	0	41	35	88	1	0	124	281
1:15 PM	0	0	0	0	0	9	58	35	0	102	19	1	17	0	37	39	83	1	0	123	262
1:30 PM	0	0	0	0	0	4	57	40	0	101	24	1	24	0	49	26	80	0	0	106	256
1:45 PM	0	0	0	0	0	7	53	42	0	102	30	2	24	0	56	36	81	0	0	117	275
Total	0	0	0	0	0	24	237	160	0	421	92	6	85	0	183	136	332	2	0	470	1074
Grand Total	1	2	3	0	6	73	991	574	0	1638	350	26	285	0	661	520	1181	6	0	1707	4012
Approach %	16.7	33.3	50.0	0.0		4.5	60.5	35.0	0.0		53.0	3.9	43.1	0.0		30.5	69.2	0.4	0.0		
Total %	0.0	0.0	0.1	0.0	0.1	1.8	24.7	14.3	0.0	40.8	8.7	0.6	7.1	0.0	16.5	13.0	29.4	0.1	0.0	42.5	
Exiting Leg Total	105					1534					1096					1277					4012

Peak Hour Analysis from 10:00 AM to 02:00 PM begins at:

12:15 PM	Alfred Street					Broadway					Cedar Street					Broadway					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:15 PM	0	0	1	0	1	3	57	37	0	97	29	2	18	0	49	38	89	0	0	127	274
12:30 PM	1	0	0	0	1	4	86	38	0	128	28	0	17	0	45	31	76	0	0	107	281
12:45 PM	0	1	0	0	1	7	65	40	0	112	20	2	13	0	35	23	75	0	0	98	246
1:00 PM	0	0	0	0	0	4	69	43	0	116	19	2	20	0	41	35	88	1	0	124	281
Total Volume	1	1	1	0	3	18	277	158	0	453	96	6	68	0	170	127	328	1	0	456	1082
% Approach Total	33.3	33.3	33.3	0.0		4.0	61.1	34.9	0.0		56.5	3.5	40.0	0.0		27.9	71.9	0.2	0.0		
PHF	0.250	0.250	0.250	0.000	0.750	0.643	0.805	0.919	0.000	0.885	0.828	0.750	0.850	0.000	0.867	0.836	0.921	0.250	0.000	0.898	0.963
Entering Leg	1	1	1	0	3	18	277	158	0	453	96	6	68	0	170	127	328	1	0	456	1082
Exiting Leg	25					425					286					346					1082
Total	28					878					456					802					2164

PDI File #: **228516 B**  
 Location: **N: Alfred Street S: Cedar Street**  
 Location: **E: Broadway W: Broadway**  
 City, State: **Somerville, MA**  
 Client: **GM2/ S. Siragusa**  
 Site Code: **TBA**  
 Count Date: **Saturday, April 9, 2022**  
 Start Time: **10:00 AM**  
 End Time: **2:00 PM**  
 Class:



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

	Alfred Street					Broadway					Cedar Street					Broadway					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	2	1	0	3	0	0	0	0	0	0	3	0	0	0	3	6
10:15 AM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	5	
10:30 AM	0	0	0	0	0	0	3	2	0	5	0	0	0	0	0	1	3	0	0	4	9	
10:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5	
Total	0	0	0	0	0	0	9	3	0	12	1	0	0	0	1	1	11	0	0	12	25	
11:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	7	
11:15 AM	0	0	0	0	0	0	3	1	0	4	2	0	0	0	2	0	4	0	0	4	10	
11:30 AM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	3	0	0	3	6	
11:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	
Total	0	0	0	0	0	0	8	1	0	9	3	0	0	0	3	0	14	0	0	14	26	
12:00 PM	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	1	0	0	1	6	
12:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	
12:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6	
12:45 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	4	1	0	5	10	
Total	0	0	0	0	0	0	14	1	0	15	0	0	0	0	0	0	10	1	0	11	26	
1:00 PM	0	0	0	0	0	0	3	2	0	5	0	0	0	0	0	1	5	0	0	6	11	
1:15 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	4	
1:30 PM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	5	
1:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6	
Total	0	0	0	0	0	0	8	4	0	12	0	0	0	0	0	1	13	0	0	14	26	
Grand Total	0	0	0	0	0	0	39	9	0	48	4	0	0	0	4	2	48	1	0	51	103	
Approach %	0.0	0.0	0.0	0.0		0.0	81.3	18.8	0.0		100.0	0.0	0.0	0.0		3.9	94.1	2.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	37.9	8.7	0.0	46.6	3.9	0.0	0.0	0.0	3.9	1.9	46.6	1.0	0.0	49.5		
Exiting Leg Total	1					52					11					39					103	
Buses	0	0	0	0	0	0	21	1	0	22	1	0	0	0	1	1	20	0	0	21	44	
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	53.8	11.1	0.0	45.8	25.0	0.0	0.0	0.0	25.0	50.0	41.7	0.0	0.0	41.2	42.7	
Exiting Leg Total	0					21					2					21					44	
Single-Unit Trucks	0	0	0	0	0	0	18	7	0	25	3	0	0	0	3	1	27	1	0	29	57	
% Single-Unit	0.0	0.0	0.0	0.0	0.0	0.0	46.2	77.8	0.0	52.1	75.0	0.0	0.0	0.0	75.0	50.0	56.3	100.0	0.0	56.9	55.3	
Exiting Leg Total	1					30					8					18					57	
Articulated Trucks	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2	
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0	2.0	1.9	
Exiting Leg Total	0					1					1					0					2	

Peak Hour Analysis from 10:00 AM to 02:00 PM begins at:

10:30 AM	Alfred Street					Broadway					Cedar Street					Broadway									
	from North					from East					from South					from West									
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total				
10:30 AM	0	0	0	0	0	0	3	2	0	5	0	0	0	0	0	1	3	0	0	4	9				
10:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5				
11:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	7				
11:15 AM	0	0	0	0	0	0	3	1	0	4	2	0	0	0	2	0	4	0	0	4	10				
Total Volume	0	0	0	0	0	0	10	3	0	13	2	0	0	0	2	1	15	0	0	16	31				
% Approach Total	0.0	0.0	0.0	0.0		0.0	76.9	23.1	0.0		100.0	0.0	0.0	0.0		6.3	93.8	0.0	0.0						
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.833	0.375	0.000	0.650	0.250	0.000	0.000	0.000	0.250	0.250	0.750	0.000	0.000	0.800	0.775				
Buses	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	11				
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	38.5	0.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	37.5	35.5				
Single-Unit Trucks	0	0	0	0	0	0	5	3	0	8	2	0	0	0	2	1	9	0	0	10	20				
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	50.0	100.0	0.0	61.5	100.0	0.0	0.0	0.0	100.0	100.0	60.0	0.0	0.0	62.5	64.5				
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Buses	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	11				
Single-Unit Trucks	0	0	0	0	0	0	5	3	0	8	2	0	0	0	2	1	9	0	0	10	20				
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total Entering Leg	0	0	0	0	0	0	10	3	0	13	2	0	0	0	2	1	15	0	0	16	31				
Buses						0						6						0						5	11
Single-Unit Trucks						0						11						4						5	20
Articulated Trucks						0						0						0						0	0
Total Exiting Leg						0						17						4						10	31



PDI File #: **228516 B**  
 Location: **N: Alfred Street S: Cedar Street**  
 Location: **E: Broadway W: Broadway**  
 City, State: **Somerville, MA**  
 Client: **GM2/ S. Siragusa**  
 Site Code: **TBA**  
 Count Date: **Saturday, April 9, 2022**  
 Start Time: **10:00 AM**  
 End Time: **2:00 PM**  
 Class:



### Buses

	Alfred Street					Broadway					Cedar Street					Broadway					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	1	0	0	0	1	2
10:15 AM	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	1	0	0	1	2
10:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	1	0	0	1	3
Total	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	3	0	0	3	8
11:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	1	2
11:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3	0	0	3	4
11:30 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	3	0	0	0	3	5
11:45 AM	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	3	0	0	3	1	0	0	0	1	0	8	0	0	0	8	12
12:00 PM	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	0	1	0	0	1	5
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	1	0	0	1	4
12:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	2	0	0	2	5
Total	0	0	0	0	0	0	9	1	0	10	0	0	0	0	0	0	0	5	0	0	5	15
1:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	2	0	0	3	4
1:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	1	2
1:45 PM	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	4	0	0	5	9
Grand Total	0	0	0	0	0	0	21	1	0	22	1	0	0	0	1	1	20	0	0	21	44	
Approach %	0.0	0.0	0.0	0.0		0.0	95.5	4.5	0.0		100.0	0.0	0.0	0.0		4.8	95.2	0.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	47.7	2.3	0.0	50.0	2.3	0.0	0.0	0.0	2.3	2.3	45.5	0.0	0.0	47.7		
Exiting Leg Total	0					21					2					21					44	

Peak Hour Analysis from 10:00 AM to 02:00 PM begins at:

11:15 AM	Alfred Street					Broadway					Cedar Street					Broadway						
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total	
11:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	0	3	4
11:30 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	3	0	0	0	3	5
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
12:00 PM	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	1	0	0	0	1	5
Total Volume	0	0	0	0	0	0	5	1	0	6	1	0	0	0	1	0	8	0	0	0	8	15
% Approach Total	0.0	0.0	0.0	0.0		0.0	83.3	16.7	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	0.417	0.250	0.000	0.375	0.250	0.000	0.000	0.000	0.250	0.000	0.667	0.000	0.000	0.667	0.750	
Entering Leg	0	0	0	0	0	0	5	1	0	6	1	0	0	0	1	0	8	0	0	0	8	15
Exiting Leg										9					1						5	15
Total					0					15					2						13	30

PDI File #: **228516 B**  
 Location: **N: Alfred Street S: Cedar Street**  
 Location: **E: Broadway W: Broadway**  
 City, State: **Somerville, MA**  
 Client: **GM2/ S. Siragusa**  
 Site Code: **TBA**  
 Count Date: **Saturday, April 9, 2022**  
 Start Time: **10:00 AM**  
 End Time: **2:00 PM**  
 Class:



### Single-Unit Trucks

	Alfred Street					Broadway					Cedar Street					Broadway					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	1	0	2	0	0	0	0	0	0	2	0	0	2	4
10:15 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	
10:30 AM	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	1	2	0	0	3	7
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	0	4	3	0	7	1	0	0	0	1	1	7	0	0	8	16
11:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5
11:15 AM	0	0	0	0	0	0	2	1	0	3	2	0	0	0	2	0	1	0	0	1	6
11:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	0	5	1	0	6	2	0	0	0	2	0	6	0	0	6	14
12:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
12:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	1	0	3	5
Total	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	5	1	0	6	11
1:00 PM	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	0	3	0	0	3	7
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
1:30 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	3
1:45 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	4	3	0	7	0	0	0	0	0	0	9	0	0	9	16
Grand Total	0	0	0	0	0	0	18	7	0	25	3	0	0	0	3	1	27	1	0	29	57
Approach %	0.0	0.0	0.0	0.0		0.0	72.0	28.0	0.0		100.0	0.0	0.0	0.0		3.4	93.1	3.4	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	31.6	12.3	0.0	43.9	5.3	0.0	0.0	0.0	5.3	1.8	47.4	1.8	0.0	50.9	
Exiting Leg Total	1					30					8					18					57

Peak Hour Analysis from 10:00 AM to 02:00 PM begins at:

10:30 AM	Alfred Street					Broadway					Cedar Street					Broadway					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	
10:30 AM	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	1	2	0	0	3	7
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
11:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5
11:15 AM	0	0	0	0	0	0	2	1	0	3	2	0	0	0	2	0	1	0	0	1	6
Total Volume	0	0	0	0	0	0	5	3	0	8	2	0	0	0	2	1	9	0	0	10	20
% Approach Total	0.0	0.0	0.0	0.0		0.0	62.5	37.5	0.0		100.0	0.0	0.0	0.0		10.0	90.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.375	0.000	0.500	0.250	0.000	0.000	0.000	0.250	0.250	0.563	0.000	0.000	0.625	0.714
Entering Leg	0	0	0	0	0	0	5	3	0	8	2	0	0	0	2	1	9	0	0	10	20
Exiting Leg	0					11					4					5					20
Total	0					19					6					15					40

PDI File #: **228516 B**  
 Location: **N: Alfred Street S: Cedar Street**  
 Location: **E: Broadway W: Broadway**  
 City, State: **Somerville, MA**  
 Client: **GM2/ S. Siragusa**  
 Site Code: **TBA**  
 Count Date: **Saturday, April 9, 2022**  
 Start Time: **10:00 AM**  
 End Time: **2:00 PM**  
 Class:



### Articulated Trucks

	Alfred Street					Broadway					Cedar Street					Broadway					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	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	1	0	0	1
10:30 AM	0	0	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	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
11:00 AM	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
11:30 AM	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	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	0	0	0	0	0	0	0	0
12:30 PM	0	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	0
Total	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	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	1	0	0	0	0	0	0	0	0	0	0	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	2
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	
Exiting Leg Total	0					1					1					0					2

Peak Hour Analysis from 10:00 AM to 02:00 PM begins at:

10:00 AM	Alfred Street					Broadway					Cedar Street					Broadway						
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total	
10:00 AM	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	1	0	0	1	1	
10:30 AM	0	0	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	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	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	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.250	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
Exiting Leg	0					1					0					0					0	1
Total	0					1					0					1						

PDI File #: 228516 B  
 Location: N: Alfred Street S: Cedar Street  
 Location: E: Broadway W: Broadway  
 City, State: Somerville, MA  
 Client: GM2/ S. Siragusa  
 Site Code: TBA  
 Count Date: Saturday, April 9, 2022  
 Start Time: 10:00 AM  
 End Time: 2:00 PM  
 Class:



### Bicycles (on Roadway and Crosswalks)

	Alfred Street							Broadway							Cedar Street							Broadway							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		
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	2	0	0	0	0	0	2	
10:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	1	0	0	0	0	1	0	3	0	0	0	0	3	6
10:30 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	1	
10:45 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	2	1	0	0	0	2	0	3	1	0	0	0	0	0	1	6	
Total	0	0	0	0	0	0	0	0	3	1	0	0	1	5	1	0	1	0	2	0	4	1	5	0	0	0	0	6	15	
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	3	0	0	0	0	3	3	
11:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	1	0	3	0	0	0	0	3	5	
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	1	0	0	0	0	1	1	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	4	0	0	0	0	4	5	
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	1	2	0	11	0	0	0	0	11	14	
12:00 PM	0	0	0	0	0	0	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
12:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	1	3	
12:30 PM	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	1	4	
12:45 PM	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	2	2	0	0	0	0	0	0	0	5	
Total	0	0	0	0	0	0	0	0	10	2	0	0	0	12	0	0	0	0	0	2	2	2	0	0	0	0	0	2	16	
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	
1:15 PM	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	0	0	2	4	
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	1	0	0	0	0	1	2	
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	1	0	0	0	0	1	1	
Total	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	4	0	0	0	0	4	7	
Grand Total	0	0	0	0	0	0	0	0	17	3	0	0	1	21	1	0	1	0	3	3	8	3	20	0	0	0	0	23	52	
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	81.0	14.3	0.0	0.0	4.8		12.5	0.0	12.5	0.0	37.5	37.5		13.0	87.0	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	32.7	5.8	0.0	0.0	1.9	40.4	1.9	0.0	1.9	0.0	5.8	5.8	15.4	5.8	38.5	0.0	0.0	0.0	0.0	44.2		
Exiting Leg Total	0							22							12							18							52	

Peak Hour Analysis from 10:00 AM to 02:00 PM begins at:

10:15 AM	Alfred Street							Broadway							Cedar Street							Broadway									
	from North							from East							from South							from West									
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total		
10:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	0	0	1	0	0	0	0	1	0	3	0	0	0	0	3	6
10:30 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	1	
10:45 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	1	1	0	0	2	0	3	1	0	0	0	0	0	1	6	
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	3	0	0	0	0	3	3	
Total Volume	0	0	0	0	0	0	0	0	3	1	0	0	0	1	5	1	0	1	0	2	0	4	1	6	0	0	0	0	7	16	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	60.0	20.0	0.0	0.0	20.0		25.0	0.0	25.0	0.0	50.0	0.0		14.3	85.7	0.0	0.0	0.0	0.0				
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.250	0.000	0.000	0.250	0.625		0.250	0.000	0.250	0.000	0.250	0.000	0.333	0.250	0.500	0.000	0.000	0.000	0.000	0.583	0.667	
Entering Leg	0	0	0	0	0	0	0	0	3	1	0	0	1	5		1	0	1	0	2	0	4	1	6	0	0	0	0	7	16	
Exiting Leg	0							8							4							4							16		
Total	0							13							8							11							32		

PDI File #: 228516 B  
 Location: N: Alfred Street S: Cedar Street  
 Location: E: Broadway W: Broadway  
 City, State: Somerville, MA  
 Client: GM2/ S. Siragusa  
 Site Code: TBA  
 Count Date: Saturday, April 9, 2022  
 Start Time: 10:00 AM  
 End Time: 2:00 PM  
 Class:



### Pedestrians

	Alfred Street							Broadway							Cedar Street							Broadway							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	
10:00 AM	0	0	0	0	1	5	6	0	0	0	0	0	0	0	0	0	0	0	2	6	8	0	0	0	0	2	4	6	20
10:15 AM	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	7	2	9	0	0	0	0	0	0	0	12
10:30 AM	0	0	0	0	3	3	6	0	0	0	0	1	0	1	0	0	0	0	5	12	17	0	0	0	0	3	2	5	29
10:45 AM	0	0	0	0	3	2	5	0	0	0	0	1	1	2	0	0	0	0	10	5	15	0	0	0	0	3	1	4	26
Total	0	0	0	0	8	12	20	0	0	0	0	2	1	3	0	0	0	0	24	25	49	0	0	0	0	8	7	15	87
11:00 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3	11	14	0	0	0	0	1	1	2	17
11:15 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	6	4	10	0	0	0	0	0	4	4	15
11:30 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3	5	8	0	0	0	0	3	2	5	14
11:45 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	4	9	13	0	0	0	0	3	1	4	18
Total	0	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	16	29	45	0	0	0	0	7	8	15	64
12:00 PM	0	0	0	0	2	4	6	0	0	0	0	0	0	0	0	0	0	0	5	2	7	0	0	0	0	0	1	1	14
12:15 PM	0	0	0	0	3	6	9	0	0	0	0	0	0	0	0	0	0	0	3	6	9	0	0	0	0	7	4	11	29
12:30 PM	0	0	0	0	4	9	13	0	0	0	0	0	1	1	0	0	0	0	5	2	7	0	0	0	0	2	4	6	27
12:45 PM	0	0	0	0	2	5	7	0	0	0	0	0	0	0	0	0	0	0	8	6	14	0	0	0	0	6	2	8	29
Total	0	0	0	0	11	24	35	0	0	0	0	0	1	1	0	0	0	0	21	16	37	0	0	0	0	15	11	26	99
1:00 PM	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	4	4	8	0	0	0	0	3	1	4	15
1:15 PM	0	0	0	0	2	3	5	0	0	0	0	0	1	1	0	0	0	0	10	4	14	0	0	0	0	0	1	1	21
1:30 PM	0	0	0	0	1	5	6	0	0	0	0	0	0	0	0	0	0	0	4	6	10	0	0	0	0	2	2	4	20
1:45 PM	0	0	0	0	6	5	11	0	0	0	0	0	0	0	0	0	0	0	6	12	18	0	0	0	0	4	4	8	37
Total	0	0	0	0	12	13	25	0	0	0	0	0	1	1	0	0	0	0	24	26	50	0	0	0	0	9	8	17	93
Grand Total	0	0	0	0	32	52	84	0	0	0	0	2	3	5	0	0	0	0	85	96	181	0	0	0	0	39	34	73	343
Approach %	0	0	0	0	38.1	61.9		0	0	0	0	40	60		0	0	0	0	47	53		0	0	0	0	53.4	46.6		
Total %	0	0	0	0	9.33	15.2	24.5	0	0	0	0	0.58	0.87	1.46	0	0	0	0	24.8	28	52.8	0	0	0	0	11.4	9.91	21.3	
Exiting Leg Total	84							5							181							73							343

Peak Hour Analysis from 10:00 AM to 02:00 PM begins at:

12:15 PM	Alfred Street							Broadway							Cedar Street							Broadway								
	from North							from East							from South							from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total	
12:15 PM	0	0	0	0	3	6	9	0	0	0	0	0	0	0	0	0	0	0	3	6	9	0	0	0	0	7	4	11	29	
12:30 PM	0	0	0	0	4	9	13	0	0	0	0	0	0	1	1	0	0	0	5	2	7	0	0	0	0	2	4	6	27	
12:45 PM	0	0	0	0	2	5	7	0	0	0	0	0	0	0	0	0	0	0	8	6	14	0	0	0	0	6	2	8	29	
1:00 PM	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	4	4	8	0	0	0	0	3	1	4	15	
Total Volume	0	0	0	0	12	20	32	0	0	0	0	0	0	1	1	0	0	0	20	18	38	0	0	0	0	18	11	29	100	
% Approach Total	0.0	0.0	0.0	0.0	37.5	62.5		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	52.6	47.4		0.0	0.0	0.0	0.0	62.1	37.9			
PHF	0.000	0.000	0.000	0.000	0.750	0.556	0.615	0.000	0.000	0.000	0.000	0.000	0.250	0.250		0.000	0.000	0.000	0.000	0.625	0.750	0.679	0.000	0.000	0.000	0.000	0.643	0.688	0.659	0.862
Entering Leg	0	0	0	0	12	20	32	0	0	0	0	0	0	1	1	0	0	0	0	20	18	38	0	0	0	0	18	11	29	100
Exiting Leg	32							1							38							29							100	
Total	64							2							76							58							200	

PDI File #: 228516 C  
Location: N: Boston Avenue S: Boston Avenue  
Location: E: Broadway W: Broadway SW: Rogers Avenue  
City, State: Somerville, MA  
Client: GM2/ S. Siragusa  
Site Code: TBA  
Count Date: Thursday, April 7, 2022  
Start Time: 6:00 AM  
End Time: 8:00 PM  
Class:

PRECISION  
D A T A  
INDUSTRIES, LLC  
157 Washington Street, Suite 2  
Hudson, MA 01749  
Office: 508-875-0100 Fax: 508-875-0118

Cars and Heavy Vehicles (Combined)

	Boston Avenue						Broadway						Boston Avenue						Rogers Avenue						Broadway						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	
6:00 AM	2	1	0	10	0	13	4	16	0	0	0	20	7	2	1	0	0	10	0	0	0	0	0	0	1	0	18	1	0	20	63
6:15 AM	0	1	2	8	0	11	7	24	1	2	0	34	4	0	0	0	0	4	0	0	0	0	0	0	0	2	28	1	0	31	80
6:30 AM	2	1	2	18	0	23	8	49	0	0	0	57	4	5	1	0	0	10	0	0	0	0	0	0	0	0	29	0	0	29	119
6:45 AM	5	5	5	15	0	30	18	47	2	1	0	68	9	3	3	0	0	15	0	0	0	0	0	0	0	4	49	0	0	53	166
Total	9	8	9	51	0	77	37	136	3	3	0	179	24	10	5	0	0	39	0	0	0	0	0	0	1	6	124	2	0	133	428
7:00 AM	3	1	5	29	0	38	15	46	1	3	0	65	6	7	3	1	0	17	0	0	0	0	0	0	1	2	56	2	0	61	181
7:15 AM	4	1	6	33	0	44	6	71	1	4	0	82	6	4	3	0	0	13	0	0	0	0	0	0	1	0	68	1	1	71	210
7:30 AM	4	2	9	23	3	41	17	84	0	4	0	105	12	12	0	0	0	24	0	0	0	0	0	0	0	4	78	2	0	84	254
7:45 AM	5	1	7	21	0	34	16	86	3	3	0	108	10	5	4	0	0	19	0	0	0	0	0	0	4	3	85	2	0	94	255
Total	16	5	27	106	3	157	54	287	5	14	0	360	34	28	10	1	0	73	0	0	0	0	0	0	6	9	287	7	1	310	900
8:00 AM	11	3	3	41	0	58	16	77	14	4	0	111	8	4	7	2	0	21	1	0	0	0	0	1	5	4	88	1	0	98	289
8:15 AM	9	3	12	23	0	47	15	68	2	2	0	87	7	6	0	1	0	14	0	0	0	0	0	0	4	2	70	2	0	78	226
8:30 AM	6	1	14	22	0	43	17	69	2	3	0	91	12	3	1	1	0	17	0	0	0	0	0	0	4	6	100	0	0	110	261
8:45 AM	4	1	9	13	0	27	19	51	2	4	0	76	10	4	1	0	0	15	0	0	0	0	0	0	3	5	83	0	0	91	209
Total	30	8	38	99	0	175	67	265	20	13	0	365	37	17	9	4	0	67	1	0	0	0	0	1	16	17	341	3	0	377	985
9:00 AM	5	2	3	18	0	28	8	60	3	1	1	73	4	5	1	0	0	10	0	0	0	0	0	0	4	2	81	1	0	88	199
9:15 AM	1	0	11	35	0	47	20	49	7	1	0	77	8	5	2	1	0	16	0	0	0	0	0	0	3	1	78	1	0	83	223
9:30 AM	3	1	4	29	0	37	7	38	5	3	0	53	10	5	1	0	0	16	0	0	0	0	0	0	9	5	60	6	0	80	186
9:45 AM	7	3	6	17	0	33	17	48	6	4	0	75	7	5	2	1	0	15	2	0	0	0	0	2	5	4	61	2	2	74	199
Total	16	6	24	99	0	145	52	195	21	9	1	278	29	20	6	2	0	57	2	0	0	0	0	2	21	12	280	10	2	325	807
10:00 AM	4	2	5	20	0	31	15	48	5	3	0	71	9	3	1	0	0	13	0	0	0	0	0	0	3	4	55	1	0	63	178
10:15 AM	8	2	2	11	0	23	19	42	0	2	0	63	5	2	1	0	0	8	0	0	0	0	0	0	2	0	55	2	0	59	153
10:30 AM	3	2	1	17	0	23	12	49	1	0	0	62	7	2	1	0	0	10	0	0	0	0	0	0	1	8	56	0	0	65	160
10:45 AM	3	0	4	20	0	27	19	45	3	4	0	71	7	9	0	0	0	16	0	0	0	0	0	0	1	4	63	0	0	68	182
Total	18	6	12	68	0	104	65	184	9	9	0	267	28	16	3	0	0	47	0	0	0	0	0	0	7	16	229	3	0	255	673
11:00 AM	3	4	1	13	0	21	13	50	3	3	0	69	3	5	1	2	0	11	0	0	0	0	0	0	2	3	53	2	0	60	161
11:15 AM	2	1	2	12	0	17	13	40	3	1	0	57	9	5	1	0	0	15	0	0	0	0	0	0	2	2	75	2	0	81	170
11:30 AM	8	2	2	20	0	32	10	56	5	1	0	72	2	1	0	0	0	3	0	1	0	0	0	1	4	4	65	1	0	74	182
11:45 AM	3	5	1	21	0	30	21	38	5	3	0	67	6	3	0	0	0	9	0	0	0	0	0	0	3	2	71	1	1	78	184
Total	16	12	6	66	0	100	57	184	16	8	0	265	20	14	2	2	0	38	0	1	0	0	0	1	11	11	264	6	1	293	697
12:00 PM	4	1	5	16	0	26	14	41	3	2	0	60	4	5	2	3	0	14	0	0	0	0	0	0	5	0	50	0	0	55	155
12:15 PM	2	0	5	16	0	23	25	52	2	0	0	79	6	6	2	1	0	15	0	0	0	0	0	0	2	4	87	2	2	97	214
12:30 PM	2	1	6	12	0	21	18	48	1	1	0	68	6	4	1	0	0	11	0	0	0	0	0	0	3	7	62	1	0	73	173
12:45 PM	0	1	6	17	0	24	13	43	4	8	0	68	10	4	2	0	0	16	0	0	0	0	0	0	6	5	83	0	0	94	202
Total	8	3	22	61	0	94	70	184	10	11	0	275	26	19	7	4	0	56	0	0	0	0	0	0	16	16	282	3	2	319	744
1:00 PM	5	1	6	15	0	27	17	63	1	1	0	82	6	3	1	1	0	11	0	0	0	0	0	0	3	3	56	3	1	66	186
1:15 PM	3	1	2	16	0	22	17	53	2	3	0	75	8	2	2	1	0	13	1	0	0	0	0	1	5	4	75	0	0	84	195
1:30 PM	6	1	6	22	0	35	17	42	1	2	0	62	9	6	1	0	0	16	0	0	0	0	0	0	2	3	65	5	0	75	188
1:45 PM	4	1	6	15	0	26	16	40	2	2	0	60	9	4	3	0	0	16	0	0	0	0	0	0	3	7	71	2	1	84	186
Total	18	4	20	68	0	110	67	198	6	8	0	279	32	15	7	2	0	56	1	0	0	0	0	1	13	17	267	10	2	309	755
2:00 PM	5	3	2	15	1	26	12	55	2	3	0	72	2	5	3	0	0	10	0	0	0	0	0	0	4	4	53	1	0	62	170
2:15 PM	7	1	5	19	0	32	20	55	6	2	0	83	7	3	2	2	0	14	0	0	0	0	0	0	2	4	83	3	0	92	221
2:30 PM	2	2	5	20	0	29	12	66	4	3	0	85	7	9	0	0	0	16	0	0	0	0	0	0	5	1	72	0	0	78	208
2:45 PM	4	1	3	28	0	36	18	71	5	5	0	99	4	5	1	1	0	11	0	0	0	0	0	0	3	6	94	1	0	104	250
Total	18	7	15	82	1	123	62	247	17	13	0	339	20	22	6	3	0	51	0	0	0	0	0	0	14	15	302	5	0	336	849
3:00 PM	1	3	5	13	0	22	22	70	4	2	0	98	5	10	3	1	0	19	0	0	0	0	0	0	4	3	81	0	0	88	227
3:15 PM	0	2	4	13	0	19	22	75	4	4	0	105	3	15	1	2	0	21	0	0	0	0	0	0	3	3	85	2	0	93	238
3:30 PM	2	2	8	22	0	34	22	68	3	2	0	95	4	13	4	1	0	22	0	0	0	0	0	0	4	3	95	1	0	103	254
3:45 PM	5	3	7	18	0	33	16	73	4	2	0	95	12	8	4	1	0	25	0	0	0	0	0	0	8	5	89	0	0	102	255
Total	8	10	24	66	0	108	82	286	15	10	0	393	24	46	12	5	0	87	0	0	0	0	0	0	19	14	350	3	0	386	974
4:00 PM	6	1	9	13	0	29	15	74	6	4	0	99	4	6	0	0	0	10	0	0	0	0	0	0	1	5	99	1	0	106	244

**PRECISION  
DATA  
INDUSTRIES, LLC**  
157 Washington Street, Suite 2  
Hudson, MA 01749  
Office: 508-875-0100 Fax: 508-875-0118

Class:

AM Peak Hour Analysis from 06:00 AM to 10:00 AM begins at:

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



PDI File #: 228516 C  
Location: N: Boston Avenue S: Boston Avenue  
Location: E: Broadway W: Broadway SW: Rogers Avenue  
City, State: Somerville, MA  
Client: GM2/ S. Siragusa  
Site Code: TBA  
Count Date: Thursday, April 7, 2022  
Start Time: 6:00 AM  
End Time: 8:00 PM  
Class:

PRECISION  
D A T A  
INDUSTRIES, LLC  
157 Washington Street, Suite 2  
Hudson, MA 01749  
Office: 508-875-0100 Fax: 508-875-0118

Cars and Heavy Vehicles (Combined)

1:45 PM	Boston Avenue						Broadway						Boston Avenue						Rogers Avenue						Broadway						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	
1:45 PM	Boston Avenue						Broadway						Boston Avenue						Rogers Avenue						Broadway						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	4	1	6	15	0	26	16	40	2	2	0	60	9	4	3	0	0	16	0	0	0	0	0	0	3	7	71	2	1	84	186
2:15 PM	5	3	2	15	1	26	12	55	2	3	0	72	2	5	3	0	0	10	0	0	0	0	0	0	4	4	53	1	0	62	170
2:30 PM	7	1	5	19	0	32	20	55	6	2	0	83	7	3	2	2	0	14	0	0	0	0	0	0	2	4	83	3	0	92	221
Total Volume	2	2	5	20	0	29	12	66	4	3	0	85	7	9	0	0	0	16	0	0	0	0	0	0	5	1	72	0	0	78	208
% Approach Total	18	7	18	69	1	113	60	216	14	10	0	300	25	21	8	2	0	56	0	0	0	0	0	0	14	16	279	6	1	316	785
PHF	15.9	6.2	15.9	61.1	0.9		20.0	72.0	4.7	3.3	0.0		44.6	37.5	14.3	3.6	0.0		0.0	0.0	0.0	0.0	0.0		4.4	5.1	88.3	1.9	0.3		
	0.643	0.583	0.750	0.863	0.250	0.883	0.750	0.818	0.583	0.833	0.000	0.882	0.694	0.583	0.667	0.250	0.000	0.875	0.000	0.000	0.000	0.000	0.000		0.700	0.571	0.840	0.500	0.250	0.859	0.888
Cars	18	7	18	65	1	109	56	208	14	10	0	288	22	21	7	2	0	52	0	0	0	0	0	0	14	15	265	5	1	300	749
Cars %	100.0	100.0	100.0	94.2	100.0	96.5	93.3	96.3	100.0	100.0	0.0	96.0	88.0	100.0	87.5	100.0	0.0	92.9	0.0	0.0	0.0	0.0	0.0	0.0	100.0	93.8	95.0	83.3	100.0	94.9	95.4
Heavy Vehicles	0	0	0	4	0	4	4	8	0	0	0	12	3	0	1	0	0	4	0	0	0	0	0	0	0	1	14	1	0	16	36
Heavy Vehicles %	0.0	0.0	0.0	5.8	0.0	3.5	6.7	3.7	0.0	0.0	0.0	4.0	12.0	0.0	12.5	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.3	5.0	16.7	0.0	5.1	4.6
Cars Enter Leg	18	7	18	65	1	109	56	208	14	10	0	288	22	21	7	2	0	52	0	0	0	0	0	0	14	15	265	5	1	300	749
Heavy Enter Leg	0	0	0	4	0	4	4	8	0	0	0	12	3	0	1	0	0	4	0	0	0	0	0	0	0	1	14	1	0	16	36
Total Entering Leg	18	7	18	69	1	113	60	216	14	10	0	300	25	21	8	2	0	56	0	0	0	0	0	0	14	16	279	6	1	316	785
Cars Exiting Leg																															749
Heavy Exiting Leg																															36
Total Exiting Leg																															785

PM Peak Hour Analysis from 2:00 PM to 08:00 PM begins at:

5:00 PM	Boston Avenue						Broadway						Boston Avenue						Rogers Avenue						Broadway						
	from North						from East						from South						from Southwest						from West						
	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	
5:00 PM	1	2	8	12	0	23	20	67	5	3	0	95	8	10	4	2	0	24	0	0	0	0	0	0	5	11	111	3	0	130	272
5:15 PM	5	2	15	26	0	48	13	67	5	1	0	86	10	9	0	1	0	20	0	0	0	0	0	0	5	9	96	2	0	112	266
5:30 PM	4	1	10	16	0	31	14	65	6	1	0	86	11	5	5	0	0	21	0	0	0	0	0	0	4	4	118	0	0	126	264
5:45 PM	1	3	4	17	0	25	17	64	5	7	0	93	16	9	1	1	0	27	0	0	0	0	0	0	3	7	101	2	0	113	258
Total Volume	11	8	37	71	0	127	64	263	21	12	0	360	45	33	10	4	0	92	0	0	0	0	0	0	17	31	426	7	0	481	1060
% Approach Total	8.7	6.3	29.1	55.9	0.0		17.8	73.1	5.8	3.3	0.0		48.9	35.9	10.9	4.3	0.0		0.0	0.0	0.0	0.0	0.0		3.5	6.4	88.6	1.5	0.0		
PHF	0.550	0.667	0.617	0.683	0.000	0.661	0.800	0.981	0.875	0.429	0.000	0.947	0.703	0.825	0.500	0.500	0.000	0.852	0.000	0.000	0.000	0.000	0.000		0.850	0.705	0.903	0.583	0.000	0.925	0.974
Cars	11	8	37	70	0	126	63	253	21	12	0	349	45	33	9	4	0	91	0	0	0	0	0	0	16	31	414	6	0	467	1033
Cars %	100.0	100.0	100.0	98.6	0.0	99.2	98.4	96.2	100.0	100.0	0.0	96.9	100.0	100.0	90.0	100.0	0.0	98.9	0.0	0.0	0.0	0.0	0.0	0.0	94.1	100.0	97.2	85.7	0.0	97.1	97.5
Heavy Vehicles	0	0	0	1	0	1	1	10	0	0	0	11	0	0	1	0	0	1	0	0	0	0	0	0	1	0	12	1	0	14	27
Heavy Vehicles %	0.0	0.0	0.0	1.4	0.0	0.8	1.6	3.8	0.0	0.0	0.0	3.1	0.0	0.0	10.0	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	5.9	0.0	2.8	14.3	0.0	2.9	2.5
Cars Enter Leg	11	8	37	70	0	126	63	253	21	12	0	349	45	33	9	4	0	91	0	0	0	0	0	0	16	31	414	6	0	467	1033
Heavy Enter Leg	0	0	0	1	0	1	1	10	0	0	0	11	0	0	1	0	0	1	0	0	0	0	0	0	1	0	12	1	0	14	27
Total Entering Leg	11	8	37	71	0	127	64	263	21	12	0	360	45	33	10	4	0	92	0	0	0	0	0	0	17	31	426	7	0	481	1060
Cars Exiting Leg																															
Heavy Exiting Leg																															
Total Exiting Leg																															

PDI File #: 228516 C  
Location: N: Boston Avenue S: Boston Avenue  
Location: E: Broadway W: Broadway SW: Rogers Avenue  
City, State: Somerville, MA  
Client: GM2/ S. Siragusa  
Site Code: TBA  
Count Date: Thursday, April 7, 2022  
Start Time: 6:00 AM  
End Time: 8:00 PM  
Class:

PRECISION  
D A T A  
INDUSTRIES, LLC  
157 Washington Street, Suite 2  
Hudson, MA 01749  
Office: 508-875-0100 Fax: 508-875-0118

Cars

	Boston Avenue						Broadway						Boston Avenue						Rogers Avenue						Broadway						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	
6:00 AM	1	1	0	10	0	12	4	13	0	0	0	17	7	2	1	0	0	10	0	0	0	0	0	0	1	0	16	1	0	18	57
6:15 AM	0	1	2	8	0	11	6	19	1	2	0	28	4	0	0	0	0	4	0	0	0	0	0	0	0	2	26	1	0	29	72
6:30 AM	2	1	2	18	0	23	7	45	0	0	0	52	4	5	1	0	0	10	0	0	0	0	0	0	0	0	27	0	0	27	112
6:45 AM	4	5	5	15	0	29	16	41	2	1	0	60	9	3	3	0	0	15	0	0	0	0	0	0	0	4	46	0	0	50	154
Total	7	8	9	51	0	75	33	118	3	3	0	157	24	10	5	0	0	39	0	0	0	0	0	0	1	6	115	2	0	124	395
7:00 AM	3	1	4	28	0	36	15	42	1	3	0	61	6	7	3	1	0	17	0	0	0	0	0	0	1	2	51	2	0	56	170
7:15 AM	4	1	6	31	0	42	6	68	1	4	0	79	6	4	3	0	0	13	0	0	0	0	0	0	1	0	63	1	1	66	200
7:30 AM	4	2	9	23	3	41	17	82	0	3	0	102	11	12	0	0	0	23	0	0	0	0	0	0	0	4	72	2	0	78	244
7:45 AM	4	1	7	21	0	33	16	81	3	3	0	103	10	5	4	0	0	19	0	0	0	0	0	0	3	3	82	1	0	89	244
Total	15	5	26	103	3	152	54	273	5	13	0	345	33	28	10	1	0	72	0	0	0	0	0	0	5	9	268	6	1	289	858
8:00 AM	11	3	3	39	0	56	16	74	14	4	0	108	8	4	7	2	0	21	1	0	0	0	0	1	5	4	84	1	0	94	280
8:15 AM	8	3	12	21	0	44	15	62	2	2	0	81	7	6	0	1	0	14	0	0	0	0	0	0	4	2	64	2	0	72	211
8:30 AM	6	1	13	21	0	41	16	65	2	3	0	86	12	3	1	1	0	17	0	0	0	0	0	0	4	6	95	0	0	105	249
8:45 AM	4	1	9	11	0	25	19	47	2	4	0	72	10	4	1	0	0	15	0	0	0	0	0	0	3	5	77	0	0	85	197
Total	29	8	37	92	0	166	66	248	20	13	0	347	37	17	9	4	0	67	1	0	0	0	0	1	16	17	320	3	0	356	937
9:00 AM	5	2	3	18	0	28	8	58	3	1	1	71	4	5	1	0	0	10	0	0	0	0	0	0	4	2	78	1	0	85	194
9:15 AM	1	0	10	32	0	43	19	44	7	1	0	71	8	5	2	1	0	16	0	0	0	0	0	0	3	1	76	1	0	81	211
9:30 AM	3	1	4	28	0	36	7	32	5	3	0	47	10	5	1	0	0	16	0	0	0	0	0	0	9	5	57	6	0	77	176
9:45 AM	7	3	6	17	0	33	16	45	6	4	0	71	7	5	2	1	0	15	2	0	0	0	0	2	5	4	58	2	2	71	192
Total	16	6	23	95	0	140	50	179	21	9	1	260	29	20	6	2	0	57	2	0	0	0	0	2	21	12	269	10	2	314	773
10:00 AM	4	2	5	20	0	31	15	43	5	3	0	66	9	3	1	0	0	13	0	0	0	0	0	0	3	4	51	0	0	58	168
10:15 AM	7	2	2	10	0	21	18	40	0	2	0	60	5	2	1	0	0	8	0	0	0	0	0	0	2	0	50	2	0	54	143
10:30 AM	3	2	1	15	0	21	10	45	1	0	0	56	7	2	1	0	0	10	0	0	0	0	0	0	1	7	54	0	0	62	149
10:45 AM	3	0	4	19	0	26	19	42	3	4	0	68	7	9	0	0	0	16	0	0	0	0	0	0	1	4	58	0	0	63	173
Total	17	6	12	64	0	99	62	170	9	9	0	250	28	16	3	0	0	47	0	0	0	0	0	0	7	15	213	2	0	237	633
11:00 AM	3	4	0	12	0	19	13	48	3	3	0	67	3	5	1	1	0	10	0	0	0	0	0	0	2	3	49	1	0	55	151
11:15 AM	2	1	2	12	0	17	13	38	3	1	0	55	9	4	1	0	0	14	0	0	0	0	0	0	2	1	73	2	0	78	164
11:30 AM	7	2	2	16	0	27	8	55	5	1	0	69	2	1	0	0	0	3	0	1	0	0	0	1	4	3	61	1	0	69	169
11:45 AM	3	5	1	19	0	28	21	35	5	2	0	63	5	3	0	0	0	8	0	0	0	0	0	0	3	2	68	1	1	75	174
Total	15	12	5	59	0	91	55	176	16	7	0	254	19	13	2	1	0	35	0	1	0	0	0	1	11	9	251	5	1	277	658
12:00 PM	4	1	5	16	0	26	14	36	3	1	0	54	4	5	2	3	0	14	0	0	0	0	0	0	5	0	49	0	0	54	148
12:15 PM	2	0	5	16	0	23	23	45	2	0	0	70	4	6	1	1	0	12	0	0	0	0	0	0	2	3	82	1	2	90	195
12:30 PM	2	1	6	12	0	21	17	45	1	0	0	63	6	4	0	0	0	10	0	0	0	0	0	0	3	7	59	1	0	70	164
12:45 PM	0	1	6	17	0	24	13	40	4	8	0	65	10	4	2	0	0	16	0	0	0	0	0	0	6	5	77	0	0	88	193
Total	8	3	22	61	0	94	67	166	10	9	0	252	24	19	5	4	0	52	0	0	0	0	0	0	16	15	267	2	2	302	700
1:00 PM	5	1	6	14	0	26	17	59	1	1	0	78	6	3	0	1	0	10	0	0	0	0	0	0	3	2	52	3	1	61	175
1:15 PM	3	1	2	15	0	21	17	50	2	3	0	72	7	2	2	0	0	11	1	0	0	0	0	1	5	4	68	0	0	77	182
1:30 PM	6	1	6	19	0	32	17	37	1	2	0	57	9	6	1	0	0	16	0	0	0	0	0	0	2	1	61	4	0	68	173
1:45 PM	4	1	6	15	0	26	16	38	2	2	0	58	7	4	3	0	0	14	0	0	0	0	0	0	3	7	70	2	1	83	181
Total	18	4	20	63	0	105	67	184	6	8	0	265	29	15	6	1	0	51	1	0	0	0	0	1	13	14	251	9	2	289	711
2:00 PM	5	3	2	13	1	24	11	53	2	3	0	69	2	5	2	0	0	9	0	0	0	0	0	0	4	3	50	0	0	57	159
2:15 PM	7	1	5	17	0	30	18	52	6	2	0	78	7	3	2	2	0	14	0	0	0	0	0	0	2	4	79	3	0	88	210
2:30 PM	2	2	5	20	0	29	11	65	4	3	0	83	6	9	0	0	0	15	0	0	0	0	0	0	5	1	66	0	0	72	199
2:45 PM	4	1	3	25	0	33	18	66	5	5	0	94	4	5	1	1	0	11	0	0	0	0	0	0	3	6	91	1	0	101	239
Total	18	7	15	75	1	116	58	236	17	13	0	324	19	22	5	3	0	49	0	0	0	0	0	0	14	14	286	4	0	318	807
3:00 PM	1	3	5	13	0	22	21	65	4	2	0	92	5	10	3	1	0	19	0	0	0	0	0	0	4	3	77	0	0	84	217
3:15 PM	0	2	4	13	0	19	21	71	4	4	0	100	3	15	1	2	0	21	0	0	0	0	0	0	3	3	80	2	0	88	228
3:30 PM	2	2	8	19	0	31	22	65	3	2	0	92	4	13	4	1	0	22	0	0	0	0	0	0	4	3	91	1	0	99	244
3:45 PM	5	3	7	18	0	33	16	70	4	2	0	92	12	8	4	1	0	25	0	0	0	0	0	0	8	5	87	0	0	100	250
Total	8	10	24	63	0	105	80	271	15	10	0	376	24	46	12	5	0	87	0	0	0	0	0	0	19	14	335	3	0	371	939
4:00 PM	6	1	9	13	0	29	15	71	5	4	0	95	4	6	0	0	0	10	0	0	0	0	0	0	1	5	97	1	0	104	238

PDI File #: 228516 C  
Location: N: Boston Avenue S: Boston Avenue  
Location: E: Broadway W: Broadway SW: Rogers Avenue  
City, State: Somerville, MA  
Client: GM2/ S. Siragusa  
Site Code: TBA  
Count Date: Thursday, April 7, 2022  
Start Time: 6:00 AM  
End Time: 8:00 PM  
Class:

PRECISION  
D A T A  
INDUSTRIES, LLC  
157 Washington Street, Suite 2  
Hudson, MA 01749  
Office: 508-875-0100 Fax: 508-875-0118

Cars

	Boston Avenue						Broadway						Boston Avenue						Rogers Avenue						Broadway						Total
	from North						from East						from South						from Southwest						from West						
	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	
4:15 PM	4	0	6	17	0	27	18	46	3	2	0	69	2	12	1	0	0	15	0	0	0	0	0	0	5	7	72	3	0	87	198
4:30 PM	2	2	5	18	0	27	23	66	2	4	0	95	4	10	1	1	0	16	0	0	0	0	0	0	5	7	93	2	1	108	246
4:45 PM	2	3	7	12	0	24	18	46	5	4	0	73	7	8	1	0	0	16	0	0	0	0	0	0	3	7	101	0	0	111	224
Total	14	6	27	60	0	107	74	229	15	14	0	332	17	36	3	1	0	57	0	0	0	0	0	0	14	26	363	6	1	410	906
5:00 PM	1	2	8	11	0	22	19	65	5	3	0	92	8	10	4	2	0	24	0	0	0	0	0	0	5	11	106	2	0	124	262
5:15 PM	5	2	15	26	0	48	13	63	5	1	0	82	10	9	0	1	0	20	0	0	0	0	0	0	5	9	93	2	0	109	259
5:30 PM	4	1	10	16	0	31	14	61	6	1	0	82	11	5	4	0	0	20	0	0	0	0	0	0	3	4	116	0	0	123	256
5:45 PM	1	3	4	17	0	25	17	64	5	7	0	93	16	9	1	1	0	27	0	0	0	0	0	0	3	7	99	2	0	111	256
Total	11	8	37	70	0	126	63	253	21	12	0	349	45	33	9	4	0	91	0	0	0	0	0	0	16	31	414	6	0	467	1033
6:00 PM	4	1	9	12	0	26	13	56	1	5	0	75	14	14	2	1	0	31	0	0	0	0	0	0	8	10	111	2	0	131	263
6:15 PM	4	5	10	18	0	37	14	48	6	3	0	71	3	12	1	0	0	16	0	0	0	0	0	0	4	8	98	3	0	113	237
6:30 PM	0	1	7	22	0	30	15	50	5	3	0	73	4	5	0	1	0	10	0	0	0	0	0	0	3	6	92	1	0	102	215
6:45 PM	3	1	6	23	0	33	7	49	7	4	0	67	5	7	6	4	0	22	0	0	0	0	0	0	3	5	85	0	0	93	215
Total	11	8	32	75	0	126	49	203	19	15	0	286	26	38	9	6	0	79	0	0	0	0	0	0	18	29	386	6	0	439	930
7:00 PM	1	1	11	12	0	25	12	46	2	2	0	62	11	4	3	0	0	18	1	0	0	0	0	1	1	4	92	2	0	99	205
7:15 PM	2	3	3	12	0	20	14	50	2	2	0	68	9	4	0	0	0	13	0	0	0	0	0	0	3	0	52	1	0	56	157
7:30 PM	0	1	8	18	0	27	8	41	2	6	0	57	3	7	1	0	0	11	0	0	0	0	0	0	4	7	84	0	0	95	190
7:45 PM	1	2	3	14	0	20	11	37	2	4	0	54	4	3	1	3	0	11	0	0	0	0	0	0	0	5	69	0	0	74	159
Total	4	7	25	56	0	92	45	174	8	14	0	241	27	18	5	3	0	53	1	0	0	0	0	1	8	16	297	3	0	324	711
Grand Total	191	98	314	987	4	1594	823	2880	185	149	1	4038	381	331	89	35	0	836	5	1	0	0	0	6	179	227	4035	67	9	4517	10991
Approach %	12.0	6.1	19.7	61.9	0.3		20.4	71.3	4.6	3.7	0.0		45.6	39.6	10.6	4.2	0.0		83.3	16.7	0.0	0.0	0.0		4.0	5.0	89.3	1.5	0.2		
Total %	1.7	0.9	2.9	9.0	0.0	14.5	7.5	26.2	1.7	1.4	0.0	36.7	3.5	3.0	0.8	0.3	0.0	7.6	0.0	0.0	0.0	0.0	0.0	0.1	1.6	2.1	36.7	0.6	0.1	41.1	
Exiting Leg Total	1225						5405						695						497						3169						10991

AM Peak Hour Analysis from 06:00 AM to 10:00 AM begins at:

7:45 AM	Boston Avenue						Broadway						Boston Avenue						Rogers Avenue						Broadway						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	
7:45 AM	4	1	7	21	0	33	16	81	3	3	0	103	10	5	4	0	0	19	0	0	0	0	0	0	3	3	82	1	0	89	244
8:00 AM	11	3	3	39	0	56	16	74	14	4	0	108	8	4	7	2	0	21	1	0	0	0	0	1	5	4	84	1	0	94	280
8:15 AM	8	3	12	21	0	44	15	62	2	2	0	81	7	6	0	1	0	14	0	0	0	0	0	0	4	2	64	2	0	72	211
8:30 AM	6	1	13	21	0	41	16	65	2	3	0	86	12	3	1	1	0	17	0	0	0	0	0	0	4	6	95	0	0	105	249
Total Volume	29	8	35	102	0	174	63	282	21	12	0	378	37	18	12	4	0	71	1	0	0	0	0	1	16	15	325	4	0	360	984
% Approach Total	16.7	4.6	20.1	58.6	0.0		16.7	74.6	5.6	3.2	0.0		52.1	25.4	16.9	5.6	0.0		100.0	0.0	0.0	0.0	0.0		4.4	4.2	90.3	1.1	0.0		
PHF	0.659	0.667	0.673	0.654	0.000	0.777	0.984	0.870	0.375	0.750	0.000	0.875	0.771	0.750	0.429	0.500	0.000	0.845	0.250	0.000	0.000	0.000	0.000	0.250	0.800	0.625	0.855	0.500	0.000	0.857	0.879
Entering Leg	29	8	35	102	0	174	63	282	21	12	0	378	37	18	12	4	0	71	1	0	0	0	0	1	16	15	325	4	0	360	984
Exiting Leg	85						464						63						49						323						984
Total	259						842						134						50						683						1968

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

1:45 PM	Boston Avenue						Broadway						Boston Avenue						Rogers Avenue						Broadway						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	
1:45 PM	4	1	6	15	0	26	16	38	2	2	0	58	7	4	3	0	0	14	0	0	0	0	0	0	3	7	70	2	1	83	181
2:00 PM	5	3	2	13	1	24	11	53	2	3	0	69	2	5	2	0	0	9	0	0	0	0	0	0	4	3	50	0	0	57	159
2:15 PM	7	1	5	17	0	30	18	52	6	2	0	78	7	3	2	2	0	14	0	0	0	0	0	0	2	4	79	3	0	88	210
2:30 PM	2	2	5	20	0	29	11	65	4	3	0	83	6	9	0	0	0	15	0	0	0	0	0	0	5	1	66	0	0	72	199
Total Volume	18	7	18	65	1	109	56	208	14	10	0	288	22	21	7	2	0	52	0	0	0	0	0	0	14	15	265	5	1	300	749
% Approach Total	16.5	6.4	16.5	59.6	0.9		19.4	72.2	4.9	3.5	0.0		42.3	40.4	13.5	3.8	0.0		0.0	0.0	0.0	0.0	0.0	0.0	4.7	5.0	88.3	1.7	0.3		
PHF	0.643	0.583	0.750	0.813	0.250	0.908	0.778	0.800	0.583	0.833	0.000	0.867	0.786	0.583	0.583	0.250	0.000	0.867	0.000	0.000	0.000	0.000	0.000	0.000	0.700	0.536	0.839	0.417	0.250	0.852	0.892

PDI File #: **228516 C**  
 Location: **N: Boston Avenue S: Boston Avenue**  
 Location: **E: Broadway W: Broadway SW: Rogers Avenue**  
 City, State: **Somerville, MA**  
 Client: **GM2/ S. Siragusa**  
 Site Code: **TBA**  
 Count Date: **Thursday, April 7, 2022**  
 Start Time: **6:00 AM**  
 End Time: **8:00 PM**  
 Class:

PRECISION  
 D A T A  
 INDUSTRIES, LLC  
 157 Washington Street, Suite 2  
 Hudson, MA 01749  
 Office: 508-875-0100 Fax: 508-875-0118

**Cars**

	Boston Avenue						Broadway						Boston Avenue						Rogers Avenue						Broadway						
	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	
	Total																														
Entering Leg	18	7	18	65	1	109	56	208	14	10	0	288	22	21	7	2	0	52	0	0	0	0	0	0	14	15	265	5	1	300	749
Exiting Leg						83						352						43						37						234	749
Total						192						640						95						37						534	1498

PM Peak Hour Analysis from 2:00 PM to 08:00 PM begins at:

5:15 PM	Boston Avenue						Broadway						Boston Avenue						Rogers Avenue						Broadway						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	
5:15 PM	5	2	15	26	0	48	13	63	5	1	0	82	10	9	0	1	0	20	0	0	0	0	0	0	5	9	93	2	0	109	259
5:30 PM	4	1	10	16	0	31	14	61	6	1	0	82	11	5	4	0	0	20	0	0	0	0	0	0	3	4	116	0	0	123	256
5:45 PM	1	3	4	17	0	25	17	64	5	7	0	93	16	9	1	1	0	27	0	0	0	0	0	0	3	7	99	2	0	111	256
6:00 PM	4	1	9	12	0	26	13	56	1	5	0	75	14	14	2	1	0	31	0	0	0	0	0	0	8	10	111	2	0	131	263
Total Volume	14	7	38	71	0	130	57	244	17	14	0	332	51	37	7	3	0	98	0	0	0	0	0	0	19	30	419	6	0	474	1034
% Approach Total	10.8	5.4	29.2	54.6	0.0		17.2	73.5	5.1	4.2	0.0		52.0	37.8	7.1	3.1	0.0		0.0	0.0	0.0	0.0	0.0		4.0	6.3	88.4	1.3	0.0		
PHF	0.700	0.583	0.633	0.683	0.000	0.677	0.838	0.953	0.708	0.500	0.000	0.892	0.797	0.661	0.438	0.750	0.000	0.790	0.000	0.000	0.000	0.000	0.000		0.594	0.750	0.903	0.750	0.000	0.905	0.983
Entering Leg	14	7	38	71	0	130	57	244	17	14	0	332	51	37	7	3	0	98	0	0	0	0	0	0	19	30	419	6	0	474	1034
Exiting Leg						100						541						82						46						265	1034
Total						230						873						180						46						739	2068

PDI File #: 228516 C  
Location: N: Boston Avenue S: Boston Avenue  
Location: E: Broadway W: Broadway SW: Rogers Avenue  
City, State: Somerville, MA  
Client: GM2/ S. Siragusa  
Site Code: TBA  
Count Date: Thursday, April 7, 2022  
Start Time: 6:00 AM  
End Time: 8:00 PM  
Class:

PRECISION  
D A T A  
INDUSTRIES, LLC  
157 Washington Street, Suite 2  
Hudson, MA 01749  
Office: 508-875-0100 Fax: 508-875-0118

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

	Boston Avenue							Broadway							Boston Avenue							Rogers Avenue							Broadway							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						
6:00 AM	1	0	0	0	0	1	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	6				
6:15 AM	0	0	0	0	0	0	1	5	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	8					
6:30 AM	0	0	0	0	0	0	1	4	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	7						
6:45 AM	1	0	0	0	0	1	2	6	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	12						
Total	2	0	0	0	0	2	4	18	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	33						
7:00 AM	0	0	1	1	0	2	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	11						
7:15 AM	0	0	0	2	0	2	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	10						
7:30 AM	0	0	0	0	0	0	0	2	0	1	0	3	1	0	0	0	0	1	0	0	0	0	0	0	0	6	0	0	6	10						
7:45 AM	1	0	0	0	0	1	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	1	0	5	11					
Total	1	0	1	3	0	5	0	14	0	1	0	15	1	0	0	0	0	1	0	0	0	0	0	0	1	0	19	1	0	21	42					
8:00 AM	0	0	0	2	0	2	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	9						
8:15 AM	1	0	0	2	0	3	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	15						
8:30 AM	0	0	1	1	0	2	1	4	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	12						
8:45 AM	0	0	0	2	0	2	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	12						
Total	1	0	1	7	0	9	1	17	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	21	0	0	21	48						
9:00 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	3	0	0	3	5						
9:15 AM	0	0	1	3	0	4	1	5	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	12						
9:30 AM	0	0	0	1	0	1	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	10						
9:45 AM	0	0	0	0	0	0	1	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	7						
Total	0	0	1	4	0	5	2	16	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	34						
10:00 AM	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5	10						
10:15 AM	1	0	0	1	0	2	1	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	10						
10:30 AM	0	0	0	2	0	2	2	4	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	11						
10:45 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	5	0	0	5	9						
Total	1	0	0	4	0	5	3	14	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	1	16	1	0	18	40					
11:00 AM	0	0	1	1	0	2	0	2	0	0	0	2	0	0	0	1	0	1	0	0	0	0	0	0	0	4	1	0	5	10						
11:15 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	1	0	0	0	1	0	0	0	0	0	0	0	1	2	0	3	6						
11:30 AM	1	0	0	4	0	5	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	5	13						
11:45 AM	0	0	0	2	0	2	0	3	0	1	0	4	1	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	3	10						
Total	1	0	1	7	0	9	2	8	0	1	0	11	1	1	0	1	0	3	0	0	0	0	0	0	0	2	13	1	0	16	39					
12:00 PM	0	0	0	0	0	0	0	5	0	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	7						
12:15 PM	0	0	0	0	0	0	2	7	0	0	0	9	2	0	1	0	0	3	0	0	0	0	0	0	0	1	5	1	0	7	19					
12:30 PM	0	0	0	0	0	0	1	3	0	1	0	5	0	0	1	0	0	1	0	0	0	0	0	0	0	3	0	0	3	9						
12:45 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	6	0	0	6	9						
Total	0	0	0	0	0	0	3	18	0	2	0	23	2	0	2	0	0	4	0	0	0	0	0	0	0	1	15	1	0	17	44					
1:00 PM	0	0	0	1	0	1	0	4	0	0	0	4	0	0	1	0	0	1	0	0	0	0	0	0	0	1	4	0	0	5	11					
1:15 PM	0	0	0	1	0	1	0	3	0	0	0	3	1	0	0	1	0	2	0	0	0	0	0	0	0	7	0	0	7	13						
1:30 PM	0	0	0	3	0	3	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	1	0	7	15					
1:45 PM	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	1	5						
Total	0	0	0	5	0	5	0	14	0	0	0	14	3	0	1	1	0	5	0	0	0	0	0	0	0	3	16	1	0	20	44					
2:00 PM	0	0	0	2	0	2	1	2	0	0	0	3	0	0	1	0	0	1	0	0	0	0	0	0	0	1	3	1	0	5	11					
2:15 PM	0	0	0	2	0	2	2	3	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	11					
2:30 PM	0	0	0	0	0	0	1	1	0	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0	0	6	0	0	6	9						
2:45 PM	0	0	0	3	0	3	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	11						
Total	0	0	0	7	0	7	4	11	0	0	0	15	1	0	1	0	0	2	0	0	0	0	0	0	0	1	16	1	0	18	42					
3:00 PM	0	0	0	0	0	0	1	5	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	10						
3:15 PM	0	0	0	0	0	0	1	4	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	10						
3:30 PM	0	0	0	3	0	3	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	10						
3:45 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	2	0	0	2	5						
Total	0	0	0	3	0	3	2	15	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	35						
4:00 PM	0	0	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	6						

**PRECISION  
DATA  
INDUSTRIES, LLC**  
157 Washington Street, Suite 2  
Hudson, MA 01749  
Office: 508-875-0100 Fax: 508-875-0118

Class:

Exiting Leg Total	35						248						16						7						190						496
Buses	0	0	0	0	0	0	2	112	0	0	0	114	0	0	0	0	0	0	0	0	0	0	1	0	113	0	0	114	228		
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	7.4	62.6	0.0	0.0	0.0	54.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	58.2	0.0	0.0	53.8	46.0			
Exiting Leg Total	2						113						0						1						112						228
Single-Unit Trucks	5	0	4	44	0	53	24	58	1	3	0	86	8	1	5	3	0	17	0	0	0	0	0	0	0	0	0	86	242		
% Single-Unit	83.3	0.0	100.0	97.8	0.0	96.4	88.9	32.4	100.0	75.0	0.0	40.8	88.9	100.0	100.0	100.0	0.0	94.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.6	48.8			
Exiting Leg Total	32						122						14						6						68						242
Articulated Trucks	1	0	0	1	0	2	1	9	0	1	0	11	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	12	26		
% Articulated	16.7	0.0	0.0	2.2	0.0	3.6	3.7	5.0	0.0	25.0	0.0	5.2	11.1	0.0	0.0	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.7	5.2			
Exiting Leg Total	1						13						2						0						10						26

AM Peak Hour Analysis from 06:00 AM to 10:00 AM begins at:

8:00 AM	Boston Avenue						Broadway						Boston Avenue						Rogers Avenue						Broadway							
	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		Total
8:00 AM	0	0	0	2	0	2	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	9
8:15 AM	1	0	0	2	0	3	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	15	
8:30 AM	0	0	1	1	0	2	1	4	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	12	
8:45 AM	0	0	0	2	0	2	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	12	
Total Volume	1	0	1	7	0	9	1	17	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	0	0	21	48	
% Approach Total	11.1	0.0	11.1	77.8	0.0		5.6	94.4	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0			
PHF	0.250	0.000	0.250	0.875	0.000	0.750	0.250	0.708	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	0.875	0.000	0.000	0.875	0.800	
Buses	0	0	0	0	0	0	0	16	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	26	
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	94.1	0.0	0.0	0.0	88.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	47.6	0.0	0.0	47.6	54.2	
Single-Unit Trucks	1	0	1	6	0	8	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	21	
Single-Unit %	100.0	0.0	100.0	85.7	0.0	88.9	100.0	5.9	0.0	0.0	0.0	11.1	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	52.4	0.0	0.0	52.4	43.8	
Articulated Trucks	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Articulated %	0.0	0.0	0.0	14.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.1	
Buses	0	0	0	0	0	0	0	16	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	26	

**PRECISION  
DATA  
INDUSTRIES, LLC**  
157 Washington Street, Suite 2  
Hudson, MA 01749  
Office: 508-875-0100 Fax: 508-875-0118

[illegible]

11:30 AM	Boston Avenue						Broadway						Boston Avenue						Rogers Avenue						Broadway						
	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	1	0	0	4	0	5	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	5	13
11:45 AM	0	0	0	2	0	2	0	3	0	1	0	4	1	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	3	10
12:00 PM	0	0	0	0	0	0	0	5	0	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	7
12:15 PM	0	0	0	0	0	0	2	7	0	0	0	9	2	0	1	0	0	3	0	0	0	0	0	0	0	1	5	1	0	7	19
Total Volume	1	0	0	6	0	7	4	16	0	2	0	22	3	0	1	0	0	4	0	0	0	0	0	0	0	2	13	1	0	16	49
% Approach Total	14.3	0.0	0.0	85.7	0.0		18.2	72.7	0.0	9.1	0.0		75.0	0.0	25.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	81.3	6.3	0.0		
PHF	0.250	0.000	0.000	0.375	0.000	0.350	0.500	0.571	0.000	0.500	0.000	0.611	0.375	0.000	0.250	0.000	0.000	0.333	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.650	0.250	0.000	0.571	0.645
Buses	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	5	0	0	5	9
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	18.2	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	38.5	0.0	0.0	31.3	18.4
Single-Unit Trucks	1	0	0	6	0	7	4	10	0	2	0	16	3	0	1	0	0	4	0	0	0	0	0	0	0	2	7	1	0	10	37
Single-Unit %	100.0	0.0	0.0	100.0	0.0	100.0	100.0	62.5	0.0	100.0	0.0	72.7	100.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	53.8	100.0	0.0	62.5	75.5
Articulated Trucks	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.7	0.0	0.0	6.3	6.1
Buses	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	5	0	0	5	9
Single-Unit Trucks	1	0	0	6	0	7	4	10	0	2	0	16	3	0	1	0	0	4	0	0	0	0	0	0	0	2	7	1	0	10	37
Articulated Trucks	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
Total Entering Leg	1	0	0	6	0	7	4	16	0	2	0	22	3	0	1	0	0	4	0	0	0	0	0	0	0	0	2				

2:00 PM	Boston Avenue						Broadway						Boston Avenue						Rogers Avenue						Broadway							
	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		Total
2:00 PM	0	0	0	2	0	2	1	2	0	0	0	3	0	0	1	0	0	1	0	0	0	0	0	0	0	1	3	1	0	0	5	11
2:15 PM	0	0	0	2	0	2	2	3	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	11	
2:30 PM	0	0	0	0	0	0	1	1	0	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0	0	0	6	0	0	6	9	
2:45 PM	0	0	0	3	0	3	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	11	
Total Volume	0	0	0	7	0	7	4	11	0	0	0	15	1	0	1	0	0	2	0	0	0	0	0	0	0	0	1	16	1	0	18	42
% Approach Total	0.0	0.0	0.0	100.0	0.0		26.7	73.3	0.0	0.0	0.0		50.0	0.0	50.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	5.6	88.9	5.6	0.0			
PHF	0.000	0.000	0.000	0.583	0.000	0.583	0.500	0.550	0.000	0.000	0.000	0.750	0.250	0.000	0.250	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.667	0.250	0.000	0.750	0.955	
Buses	0	0	0	0	0	0	1	8	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	15	
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	25.0	72.7	0.0	0.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	37.5	0.0	0.0	33.3	35.7	
Single-Unit Trucks	0	0	0	7	0	7	3	3	0	0	0	6	1	0	1	0	0	2	0	0	0	0	0	0	0	0	10	1	0	11	26	
Single-Unit %	0.0	0.0	0.0	100.0	0.0	100.0	75.0	27.3	0.0	0.0	0.0	40.0	100.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	62.5	100.0	0.0	61.1	61.9	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	5.6	2.4	
Buses	0	0	0	0	0	0	1	8	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	15	
Single-Unit Trucks	0	0	0	7	0	7	3	3	0	0	0	6	1	0	1	0	0	2	0	0	0	0	0	0	0	0	10	1	0	11	26	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	
Total Entering Leg	0	0	0	7	0	7	4	11	0	0	0	15	1	0	1	0	0	2	0	0	0	0	0	0	0	0	1					



PDI File #: 228516 C  
 Location: N: Boston Avenue S: Boston Avenue  
 Location: E: Broadway W: Broadway SW: Rogers Avenue  
 City, State: Somerville, MA  
 Client: GM2/ S. Siragusa  
 Site Code: TBA  
 Count Date: Thursday, April 7, 2022  
 Start Time: 6:00 AM  
 End Time: 8:00 PM

PRECISION  
 D A T A  
 INDUSTRIES, LLC  
 157 Washington Street, Suite 2  
 Hudson, MA 01749  
 Office: 508-875-0100 Fax: 508-875-0118

Class:

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

	Boston Avenue						Broadway						Boston Avenue						Rogers Avenue						Broadway						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	
Buses	1						6						0						0						8						15
Single-Unit Trucks	4						18						0						0						4						26
Articulated Trucks	0						0						1						0						0						1
Total Exiting Leg	5						24						1						0						12						42

PDI File #: 228516 C  
Location: N: Boston Avenue S: Boston Avenue  
Location: E: Broadway W: Broadway SW: Rogers Avenue  
City, State: Somerville, MA  
Client: GM2/ S. Siragusa  
Site Code: TBA  
Count Date: Thursday, April 7, 2022  
Start Time: 6:00 AM  
End Time: 8:00 PM  
Class:

PRECISION  
D A T A  
INDUSTRIES, LLC  
157 Washington Street, Suite 2  
Hudson, MA 01749  
Office: 508-875-0100 Fax: 508-875-0118

Buses

	Boston Avenue						Broadway						Boston Avenue						Rogers Avenue						Broadway						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		
6:00 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	0	2	0	0	2	4
6:15 AM	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	6
6:30 AM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	5	
6:45 AM	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	9	
Total	0	0	0	0	0	0	0	15	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	24	
7:00 AM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	7	
7:15 AM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	8	
7:30 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	3	0	0	3	4	
7:45 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	1	0	2	0	0	3	6
Total	0	0	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	14	0	0	15	25
8:00 AM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	5	
8:15 AM	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	8	
8:30 AM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	5	
8:45 AM	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	8	
Total	0	0	0	0	0	0	0	16	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	26	
9:00 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	0	0	2	3	
9:15 AM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	5	
9:30 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	3	0	0	3	4	
9:45 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	2	0	0	2	3	
Total	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	15	
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	0	0	2	3	
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	3	0	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	0	0	0	0	1	
10:45 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	2	0	0	2	3	
Total	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	7	0	0	7	11	
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	1	0	0	1	2	
11:15 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	0	0	0	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	2	0	0	2	2	
11:45 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	0	0	0	0	2	
Total	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	3	0	0	3	7	
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	1	0	0	1	1	
12:15 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4	
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	
Total	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	8	
1:00 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	0	0	2	5	
1:15 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	
1:30 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4	
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	0	0	0	0	1	
Total	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	13	
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	2	0	0	2	2	
2:15 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	1	0	0	1	4	
2:30 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	1	0	0	1	2	
2:45 PM	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	7	
Total	0	0	0	0	0	0	1	8	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	15	
3:00 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	3	0	0	3	6	
3:15 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	5	
3:30 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	5	
3:45 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4	
Total	0	0	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	20	
4:00 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	1	0	0	1	4	

PDI File #: 228516 C  
Location: N: Boston Avenue S: Boston Avenue  
Location: E: Broadway W: Broadway SW: Rogers Avenue  
City, State: Somerville, MA  
Client: GM2/ S. Siragusa  
Site Code: TBA  
Count Date: Thursday, April 7, 2022  
Start Time: 6:00 AM  
End Time: 8:00 PM  
Class:

PRECISION  
D A T A  
INDUSTRIES, LLC  
157 Washington Street, Suite 2  
Hudson, MA 01749  
Office: 508-875-0100 Fax: 508-875-0118

Buses

	Boston Avenue						Broadway						Boston Avenue						Rogers Avenue						Broadway						Total	
	from North						from East						from South						from Southwest						from West							
	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total		
4:15 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	5	
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3		
4:45 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
Total	0	0	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	15	
5:00 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3		
5:15 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	0	0	2	5	
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	0	0	2	5	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	
Total	0	0	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	17	
6:00 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	1	0	0	1	4	
6:15 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3	
6:30 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	3	0	0	3	6	
6:45 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	3	0	0	3	4	
Total	0	0	0	0	0	0	1	8	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	17	
7:00 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3	
7:15 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	7	
7:30 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	
7:45 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	0	0	1	2	
Total	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	15	
Grand Total	0	0	0	0	0	0	2	112	0	0	0	114	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	113	0	0	114	228
Approach %	0.0	0.0	0.0	0.0	0.0		1.8	98.2	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		0.9	0.0	99.1	0.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.9	49.1	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	49.6	0.0	0.0	50.0		
Exiting Leg Total	2						113						0						1						112						228	

AM Peak Hour Analysis from 06:00 AM to 10:00 AM begins at:

6:30 AM	Boston Avenue						Broadway						Boston Avenue						Rogers Avenue						Broadway						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	
6:30 AM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	5
6:45 AM	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	9
7:00 AM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	7
7:15 AM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	8
Total Volume	0	0	0	0	0	0	0	15	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	29
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.700	0.000	0.000	0.700	0.806
Entering Leg	0	0	0	0	0	0	0	15	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	29
Exiting Leg	0						14						0						0						15						29
Total	0						29						0						0						29						58

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

12:45 PM	Boston Avenue						Broadway						Boston Avenue						Rogers Avenue						Broadway							
	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	Total	
12:45 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	2	0	0	2	2
1:00 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	0	0	2	5	
1:15 PM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	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	0	0	0	0	0	0	0	0	2	0	0	2	4	
Total Volume	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	14	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.000	0.000	0.000	1.000	0.700

PDI File #: **228516 C**  
 Location: **N: Boston Avenue S: Boston Avenue**  
 Location: **E: Broadway W: Broadway SW: Rogers Avenue**  
 City, State: **Somerville, MA**  
 Client: **GM2/ S. Siragusa**  
 Site Code: **TBA**  
 Count Date: **Thursday, April 7, 2022**  
 Start Time: **6:00 AM**  
 End Time: **8:00 PM**  
 Class:

PRECISION  
 D A T A  
 INDUSTRIES, LLC  
 157 Washington Street, Suite 2  
 Hudson, MA 01749  
 Office: 508-875-0100 Fax: 508-875-0118

# **Buses**

	Boston Avenue						Broadway						Boston Avenue						Rogers Avenue						Broadway						
	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	Total
Entering Leg	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	14
Exiting Leg						0						8						0						0						6	14
Total						0						14						0						0						14	28

PM Peak Hour Analysis from 2:00 PM to 08:00 PM begins at:

2:45 PM	Boston Avenue						Broadway						Boston Avenue						Rogers Avenue						Broadway								
	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		Total	
2:45 PM	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	7
3:00 PM	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	6	
3:15 PM	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	3	0	0	3	5	
3:30 PM	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	3	0	0	3	5		
Total Volume	0	0	0	0	0	0	0	0	12	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	23	
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0				
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.600	0.000	0.000	0.000	0.600	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.917	0.000	0.000	0.917	0.821		
Entering Leg	0	0	0	0	0	0	0	12	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	23		
Exiting Leg						0						11																		12	23		
Total						0						23						0						0						23	46		

PDI File #: 228516 C  
Location: N: Boston Avenue S: Boston Avenue  
Location: E: Broadway W: Broadway SW: Rogers Avenue  
City, State: Somerville, MA  
Client: GM2/ S. Siragusa  
Site Code: TBA  
Count Date: Thursday, April 7, 2022  
Start Time: 6:00 AM  
End Time: 8:00 PM  
Class:

PRECISION  
D A T A  
INDUSTRIES, LLC  
157 Washington Street, Suite 2  
Hudson, MA 01749  
Office: 508-875-0100 Fax: 508-875-0118

Single-Unit Trucks

	Boston Avenue						Broadway						Boston Avenue						Rogers Avenue						Broadway						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		
6:00 AM	1	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
6:15 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	0	0	0	0	1	
6:30 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	2	
6:45 AM	1	0	0	0	0	1	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
Total	2	0	0	0	0	2	4	2	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
7:00 AM	0	0	1	1	0	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4	
7:15 AM	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
7:30 AM	0	0	0	0	0	0	0	1	0	1	0	2	1	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	3	6	
7:45 AM	1	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	4	
Total	1	0	1	3	0	5	0	3	0	1	0	4	1	0	0	0	0	1	0	0	0	0	0	0	0	0	5	1	0	6	16	
8:00 AM	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4	
8:15 AM	1	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	6	
8:30 AM	0	0	1	1	0	2	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	7	
8:45 AM	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4	
Total	1	0	1	6	0	8	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	21	
9:00 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	
9:15 AM	0	0	1	3	0	4	1	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
9:30 AM	0	0	0	1	0	1	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
9:45 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	1	0	0	1	3	
Total	0	0	1	4	0	5	2	8	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	17	
10:00 AM	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5	
10:15 AM	0	0	0	1	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3	
10:30 AM	0	0	0	2	0	2	2	3	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	9	
10:45 AM	0	0	0	1	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
Total	0	0	0	4	0	4	3	8	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	4	19	
11:00 AM	0	0	1	1	0	2	0	1	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	3	1	0	4	8	
11:15 AM	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	1	2	0	0	3	5	
11:30 AM	1	0	0	4	0	5	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	11	
11:45 AM	0	0	0	2	0	2	0	1	0	1	0	2	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	7	
Total	1	0	1	7	0	9	2	4	0	1	0	7	1	1	0	1	0	3	0	0	0	0	0	0	0	0	2	9	1	0	12	31
12:00 PM	0	0	0	0	0	0	0	4	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
12:15 PM	0	0	0	0	0	0	2	4	0	0	0	6	2	0	1	0	0	3	0	0	0	0	0	0	0	1	3	1	0	5	14	
12:30 PM	0	0	0	0	0	0	1	2	0	0	0	3	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0	3	7	
12:45 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	3	0	0	3	6	
Total	0	0	0	0	0	0	3	13	0	1	0	17	2	0	2	0	0	4	0	0	0	0	0	0	0	0	1	9	1	0	11	32
1:00 PM	0	0	0	1	0	1	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	2	0	0	3	6
1:15 PM	0	0	0	1	0	1	0	2	0	0	0	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	4	0	0	4	8	
1:30 PM	0	0	0	3	0	3	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	0	5	11	
1:45 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	1	0	0	1	4	
Total	0	0	0	5	0	5	0	7	0	0	0	7	2	0	1	1	0	4	0	0	0	0	0	0	0	0	3	9	1	0	13	29
2:00 PM	0	0	0	2	0	2	1	2	0	0	0	3	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1	0	2	8	
2:15 PM	0	0	0	2	0	2	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	7	
2:30 PM	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	5	0	0	5	7	
2:45 PM	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4	
Total	0	0	0	7	0	7	3	3	0	0	0	6	1	0	1	0	0	2	0	0	0	0	0	0	0	0	10	1	0	11	26	
3:00 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	1	0	0	1	4	
3:15 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	2	0	0	2	5	
3:30 PM	0	0	0	3	0	3	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	5	
3:45 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total	0	0	0	3	0	3	2	6	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	15	
4:00 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	1	2	

PDI File #: 228516 C  
Location: N: Boston Avenue S: Boston Avenue  
Location: E: Broadway W: Broadway SW: Rogers Avenue  
City, State: Somerville, MA  
Client: GM2/ S. Siragusa  
Site Code: TBA  
Count Date: Thursday, April 7, 2022  
Start Time: 6:00 AM  
End Time: 8:00 PM  
Class:

PRECISION  
D A T A  
INDUSTRIES, LLC  
157 Washington Street, Suite 2  
Hudson, MA 01749  
Office: 508-875-0100 Fax: 508-875-0118

Single-Unit Trucks

	Boston Avenue							Broadway						Boston Avenue						Rogers Avenue						Broadway						Total
	from North							from East						from South						from Southwest						from West						
	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total		
4:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	2	4
4:30 PM	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	1	0	0	1	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	1	1	1	0	0	3	0	0	0	1	0	1	0	0	0	0	0	0	0	5	0	0	5	9	4
5:00 PM	0	0	0	1	0	1	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	1	1	1	0	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	2	1	0	4	8
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
6:30 PM	0	0	0	0	0	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	3	6
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	1	2	1	0	0	0	3	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2	0	0	3	8
7:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 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
7:30 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
7:45 PM	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Grand Total	5	0	4	44	0	53	24	58	1	3	0	86	8	1	5	3	0	17	0	0	0	0	0	0	2	7	70	7	0	86	242	
Approach %	9.4	0.0	7.5	83.0	0.0		27.9	67.4	1.2	3.5	0.0		47.1	5.9	29.4	17.6	0.0		0.0	0.0	0.0	0.0	0.0		2.3	8.1	81.4	8.1	0.0			
Total %	2.1	0.0	1.7	18.2	0.0	21.9	9.9	24.0	0.4	1.2	0.0	35.5	3.3	0.4	2.1	1.2	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8	2.9	28.9	2.9	0.0	35.5		
Exiting Leg Total	32						122						14						6						68						242	

AM Peak Hour Analysis from 06:00 AM to 10:00 AM begins at:

7:45 AM	Boston Avenue						Broadway						Boston Avenue						Rogers Avenue						Broadway						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		
7:45 AM	1	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	4
8:00 AM	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4
8:15 AM	1	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	6
8:30 AM	0	0	1	1	0	2	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	7
Total Volume	2	0	1	4	0	7	1	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	1	0	11	21
% Approach Total	28.6	0.0	14.3	57.1	0.0		33.3	66.7	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	90.9	9.1	0.0			
PHF	0.500	0.000	0.250	0.500	0.000	0.875	0.250	0.500	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.250	0.000	0.688	0.750	
Entering Leg	2	0	1	4	0	7	1	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	1	0	11	21
Exiting Leg	2						14						1						0						0						4	
Total	9						17						1						0						15						42	

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

11:30 AM	Boston Avenue						Broadway						Boston Avenue						Rogers Avenue						Broadway							
	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	Total	
11:30 AM	1	0	0	4	0	5	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	11
11:45 AM	0	0	0	2	0	2	0	1	0	1	0	2	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	2	7
12:00 PM	0	0	0	0	0	0	0	4	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
12:15 PM	0	0	0	0	0	0	2	4	0	0	0	6	2	0	1	0	0	3	0	0	0	0	0	0	0	0	1	3	1	0	5	14
Total Volume	1	0	0	6	0	7	4	10	0	2	0	16	3	0	1	0	0	4	0	0	0	0	0	0	0	0	2	7	1	0	10	37
% Approach Total	14.3	0.0	0.0	85.7	0.0		25.0	62.5	0.0	12.5	0.0		75.0	0.0	25.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	20.0	70.0	10.0	0.0		
PHF	0.250	0.000	0.000	0.375	0.000	0.350	0.500	0.625	0.000	0.500	0.000	0.667	0.375	0.000	0.250	0.000	0.000	0.333	0.000	0.000	0.000	0.000	0.000	0.000		0.000	0.500	0.583	0.250	0.000	0.500	0.661

PDI File #: **228516 C**  
 Location: **N: Boston Avenue S: Boston Avenue**  
 Location: **E: Broadway W: Broadway SW: Rogers Avenue**  
 City, State: **Somerville, MA**  
 Client: **GM2/ S. Siragusa**  
 Site Code: **TBA**  
 Count Date: **Thursday, April 7, 2022**  
 Start Time: **6:00 AM**  
 End Time: **8:00 PM**  
 Class:

PRECISION  
 D A T A  
 INDUSTRIES, LLC  
 157 Washington Street, Suite 2  
 Hudson, MA 01749  
 Office: 508-875-0100 Fax: 508-875-0118

### Single-Unit Trucks

		Boston Avenue						Broadway						Boston Avenue						Rogers Avenue						Broadway						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	0	0	6	0	7	4	10	0	2	0	16	3	0	1	0	0	4	0	0	0	0	0	0	0	2	7	1	0	10	
Entering Leg																																
Exiting Leg																																
Total																																

PM Peak Hour Analysis from 2:00 PM to 08:00 PM begins at:

2:00 PM	Boston Avenue						Broadway						Boston Avenue						Rogers Avenue						Broadway						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	2	0	2	1	2	0	0	0	3	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0	2	8
2:15 PM	0	0	0	2	0	2	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	7
2:30 PM	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	5	0	0	5	7	
2:45 PM	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4	
Total Volume	0	0	0	7	0	7	3	3	0	0	0	6	1	0	1	0	0	2	0	0	0	0	0	0	0	0	10	1	0	11	26	
% Approach Total	0.0	0.0	0.0	100.0	0.0		50.0	50.0	0.0	0.0	0.0		50.0	0.0	50.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	90.9	9.1	0.0			
PHF	0.000	0.000	0.000	0.583	0.000	0.583	0.750	0.375	0.000	0.000	0.000	0.500	0.250	0.000	0.250	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.250	0.000	0.550	0.813	
Entering Leg	0	0	0	7	0	7	3	3	0	0	0	6	1	0	1	0	0	2	0	0	0	0	0	0	0	0	10	1	0	11	26	
Exiting Leg						4						18						0											4	26		
Total						11						24					2						0							15	52	



**PRECISION  
DATA  
INDUSTRIES, LLC**  
157 Washington Street, Suite 2  
Hudson, MA 01749  
Office: 508-875-0100 Fax: 508-875-0118

[illegible]

PDI File #: 228516 C  
Location: N: Boston Avenue S: Boston Avenue  
Location: E: Broadway W: Broadway SW: Rogers Avenue  
City, State: Somerville, MA  
Client: GM2/ S. Siragusa  
Site Code: TBA  
Count Date: Thursday, April 7, 2022  
Start Time: 6:00 AM  
End Time: 8:00 PM  
Class:

PRECISION  
D A T A  
INDUSTRIES, LLC  
157 Washington Street, Suite 2  
Hudson, MA 01749  
Office: 508-875-0100 Fax: 508-875-0118

Articulated Trucks

	Boston Avenue						Broadway						Boston Avenue						Rogers Avenue						Broadway						Total	
	from North						from East						from South						from Southwest						from West							
	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	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	1	0	0	1	2	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 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	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 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	
7:15 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	
7:30 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	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	1	0	0	1	0	2	1	9	0	1	0	11	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	11	0	0	12	26
Approach %	50.0	0.0	0.0	50.0	0.0		9.1	81.8	0.0	9.1	0.0		100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	8.3	91.7	0.0	0.0			
Total %	3.8	0.0	0.0	3.8	0.0	7.7	3.8	34.6	0.0	3.8	0.0	42.3	3.8	0.0	0.0	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.8	42.3	0.0	0.0	46.2		
Exiting Leg Total	1						13						2						0						10						26	

AM Peak Hour Analysis from 06:00 AM to 10:00 AM begins at:

9:30 AM	Boston Avenue						Broadway						Boston Avenue						Rogers Avenue						Broadway						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		
9:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
9:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
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	2	0	0	2	2	
10:15 AM	1	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3	
Total Volume	1	0	0	0	0	1	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	7	
% Approach Total	100.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0			
PHF	0.250	0.000	0.000	0.000	0.000	0.250	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	0.375	0.000	0.000	0.375	0.583	
Entering Leg	1	0	0	0	0	1	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	7	
Exiting Leg	0						0						0						0						0						4	7
Total	1						6						0						0						7						14	

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

10:00 AM	Boston Avenue						Broadway						Boston Avenue						Rogers Avenue						Broadway						
	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
10:15 AM	1	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
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	1
10:45 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 Volume	1	0	0	0	0	1	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	10
% Approach Total	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	
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	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.583	0.000	0.000	0.583	0.625

PDI File #: **228516 C**  
 Location: **N: Boston Avenue S: Boston Avenue**  
 Location: **E: Broadway W: Broadway SW: Rogers Avenue**  
 City, State: **Somerville, MA**  
 Client: **GM2/ S. Siragusa**  
 Site Code: **TBA**  
 Count Date: **Thursday, April 7, 2022**  
 Start Time: **6:00 AM**  
 End Time: **8:00 PM**  
 Class:

PRECISION  
 D A T A  
 INDUSTRIES, LLC  
 157 Washington Street, Suite 2  
 Hudson, MA 01749  
 Office: 508-875-0100 Fax: 508-875-0118

### Articulated Trucks

	Boston Avenue						Broadway						Boston Avenue						Rogers Avenue						Broadway						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	0	0	0	0	1	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	
Entering Leg	1	0	0	0	0	1	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	10
Exiting Leg						0						7						0						0						3	10
Total						1						9						0						0						10	20

PM Peak Hour Analysis from 2:00 PM to 08:00 PM begins at:

4:30 PM	Boston Avenue						Broadway						Boston Avenue						Rogers Avenue						Broadway						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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	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	1	0	0	1	3
% Approach Total	0.0	0.0	0.0	0.0	0.0		50.0	50.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.750	
Entering Leg	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	1	0	0	1	3
Exiting Leg						1						1																	1	3	
Total						1						3																	2		

**PRECISION  
DATA  
INDUSTRIES, LLC**  
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[illegible]

**PRECISION  
DATA  
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### Bicycles (on Roadway and Crosswalks)

	Boston Avenue								Broadway								Boston Avenue								Rogers Avenue								Broadway								Total				
	from North								from East								from South								from Southwest								from West												
	Right	Bear Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total					
4:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	4
4:30 PM	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	3	
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	4	
Total	1	0	0	0	0	0	0	0	1	2	2	0	0	0	0	0	4	0	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	14	
5:00 PM	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	0	0	0	0	0	0	0	0	0	0	0	1	9	
5:15 PM	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	3	1	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	2	9	
5:30 PM	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	0	0	0	0	1	0	1	0	0	2	1	0	0	0	3	8		
5:45 PM	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	4	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	1	7		
Total	0	0	1	2	0	0	0	2	5	1	0	0	0	0	0	0	1	2	7	1	0	0	0	0	10	1	0	0	0	0	1	1	3	0	0	4	1	0	0	1	6	25			
6:00 PM	0	0	1	0	0	0	1	2	0	1	0	0	0	0	0	0	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	5		
6:15 PM	0	0	0	1	0	0	1	2	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3		
6:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
6:45 PM	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
Total	0	0	1	2	0	0	0	2	5	2	2	0	0	0	0	0	4	1	3	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	
7:00 PM	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
7:15 PM	2	0	1	0	0	0	1	4	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5		
7:30 PM	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
7:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
Total	2	0	1	0	0	0	5	8	1	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10		
Grand Total	5	0	17	14	0	1	19	56	25	15	0	0	0	0	0	40	7	23	3	0	0	1	3	37	2	1	0	0	0	4	5	12	0	6	22	1	0	0	4	33		178			
Approach %	8.9	0.0	30.4	25.0	0.0	1.8	33.9		62.5	37.5	0.0	0.0	0.0	0.0	0.0		18.9	62.2	8.1	0.0	0.0	2.7	8.1		16.7	8.3	0.0	0.0	0.0	33.3	41.7		0.0	18.2	66.7	3.0	0.0	0.0	12.1						
Total %	2.8	0.0	9.6	7.9	0.0	0.6	10.7	31.5	14.0	8.4	0.0	0.0	0.0	0.0	0.0	22.5	3.9	12.9	1.7	0.0	0.0	0.6	1.7	20.8		1.1	0.6	0.0	0.0	0.0	2.2	2.8	6.7		0.0	3.4	12.4	0.6	0.0	0.0	2.2	18.5			
Exiting Leg Total	69								44								29								9								27								178				

AM Peak Hour Analysis from 06:00 AM to 10:00 AM begins at:

[illegible]

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

12:00 PM	Boston Avenue								Broadway								Boston Avenue								Rogers Avenue								Broadway									
	from North								from East								from South								from Southwest								from West									
	Right	Bear Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
12:00 PM	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	1	4	6	
12:15 PM	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	6	
12:30 PM	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	6	6	
12:45 PM	0	0	0	0	0	0	0	3	3	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	4	4	4
Total Volume	0	0	3	1	0	0	3	7	3	0	0	0	0	0	0	0	3	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	4	0	0	1	5	17	17	
% Approach Total	0.0	0.0	42.9	14.3	0.0	0.0	42.9	0.100	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.375	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	80.0	0.0	0.0	0.0	20.0	0.700	0.700		
PHF	0.000	0.000	0.375	0.250	0.000	0.000	0.250	0.583	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.333	0.000	0.000	0.000	0.250	0.333	0.700	0.700		

PDI File #: 228516 C  
Location: N: Boston Avenue S: Boston Avenue  
Location: E: Broadway W: Broadway SW: Rogers Avenue  
City, State: Somerville, MA  
Client: GM2/ S. Siragusa  
Site Code: TBA  
Count Date: Thursday, April 7, 2022  
Start Time: 6:00 AM  
End Time: 8:00 PM  
Class:

PRECISION  
D A T A  
INDUSTRIES, LLC  
157 Washington Street, Suite 2  
Hudson, MA 01749  
Office: 508-875-0100 Fax: 508-875-0118

Bicycles (on Roadway and Crosswalks)

	Boston Avenue								Broadway								Boston Avenue								Rogers Avenue								Broadway								Total	
	from North								from East								from South								from Southwest								from West									
	Right	Bear Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
Entering Leg	0	0	3	1	0	0	3	7	3	0	0	0	0	0	0	3	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	5	17
Exiting Leg								8								5							3																	1	17	
Total								15								8							5																6	34		

PM Peak Hour Analysis from 2:00 PM to 08:00 PM begins at:

5:15 PM	Boston Avenue								Broadway								Boston Avenue								Rogers Avenue								Broadway										
	from North								from East								from South								from Southwest								from West										
	Right	Bear Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total			
5:15 PM	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	1	1	1	1	0	0	0	0	3	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1	2	9
5:30 PM	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	1	0	1	0	0	2	1	0	0	0	3	8		
5:45 PM	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	4	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	1	7		
6:00 PM	0	0	1	0	0	0	1	2	0	1	0	0	0	0	0	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	5		
Total Volume	0	0	2	2	0	0	3	7	1	1	0	0	0	0	0	2	2	8	1	0	0	0	0	11	1	0	0	0	0	1	1	3	0	0	4	1	0	0	1	6	29		
% Approach Total	0.0	0.0	28.6	28.6	0.0	0.0	42.9		50.0	50.0	0.0	0.0	0.0	0.0	0.0		18.2	72.7	9.1	0.0	0.0	0.0	0.0		33.3	0.0	0.0	0.0	0.0	33.3	33.3		0.0	0.0	66.7	16.7	0.0	0.0	16.7				
PHF	0.000	0.000	0.500	0.250	0.000	0.000	0.375	0.875	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.667	0.250	0.000	0.000	0.000	0.000	0.688	0.250	0.000	0.000	0.000	0.000	0.250	0.250	0.750	0.000	0.000	0.500	0.250	0.000	0.000	0.250	0.500	0.806		
Entering Leg	0	0	2	2	0	0	3	7	1	1	0	0	0	0	0	2	2	8	1	0	0	0	0	11	1	0	0	0	0	1	1	3	0	0	4	1	0	0	1	6	29		
Exiting Leg							13	8								8							3									2							3	29			
Total							20								10								14								5							9	58				

**PRECISION  
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	Boston Avenue								Broadway								Boston Avenue								Rogers Avenue								Broadway								Total	
	from North								from East								from South								from Southwest								from West									
	Right	Bear Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
6:15 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
6:30 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	6	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	4	
Total	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	5	2	7	0	0	0	0	0	0	1	3	4	0	0	0	0	0	0	0	0	13
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	0	6	2	8	0	0	0	0	0	0	0	0	11
7:15 AM	0	0	0	0	0	0	3	0	3	0	0	0	0	1	0	1	0	0	0	0	0	2	2	4	0	0	0	0	0	6	1	7	0	0	0	0	0	2	0	2	17	
7:30 AM	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	1	1	0	0	0	0	2	4	6	0	0	0	0	0	3	5	8	0	0	0	0	0	0	1	1	18	
7:45 AM	0	0	0	0	0	0	2	2	4	0	0	0	0	0	1	3	4	0	0	0	0	0	2	2	0	0	0	0	0	9	4	13	0	0	0	0	0	0	0	0	23	
Total	0	0	0	0	0	0	6	3	9	0	0	0	0	0	2	4	6	0	0	0	0	6	10	16	0	0	0	0	0	0	24	12	36	0	0	0	0	0	2	1	3	70
8:00 AM	0	0	0	0	0	4	7	11	0	0	0	0	0	1	1	2	0	0	0	0	0	6	0	6	0	0	0	0	0	1	4	5	0	0	0	0	0	1	0	1	25	
8:15 AM	0	0	0	0	0	4	4	8	0	0	0	0	0	1	1	2	0	0	0	0	0	4	2	6	0	0	0	0	0	4	2	6	0	0	0	0	0	1	2	3	25	
8:30 AM	0	0	0	0	0	4	4	8	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3	8	0	0	0	0	0	1	1	2	0	0	0	0	0	2	0	2	20	
8:45 AM	0	0	0	0	0	0	1	6	7	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	0	6	4	10	0	0	0	0	0	0	2	23	
Total	0																																									



PDI File #: 228516 C  
Location: N: Boston Avenue S: Boston Avenue  
Location: E: Broadway W: Broadway SW: Rogers Avenue  
City, State: Somerville, MA  
Client: GM2/ S. Siragusa  
Site Code: TBA  
Count Date: Thursday, April 7, 2022  
Start Time: 6:00 AM  
End Time: 8:00 PM  
Class:

PRECISION  
D A T A  
INDUSTRIES, LLC  
157 Washington Street, Suite 2  
Hudson, MA 01749  
Office: 508-875-0100 Fax: 508-875-0118

Pedestrians

	Boston Avenue									Broadway									Boston Avenue									Rogers Avenue									Broadway									Total
	from North									from East									from South									from Southwest									from West									
	Right	Bear Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total						
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	1	13	0	0	0	0	0	1	6	7	0	0	0	0	0	0	0	1	1	21					
4:30 PM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	4	1	5	0	0	0	0	0	4	2	6	0	0	0	0	0	0	0	2	2	14					
4:45 PM	0	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	5	5	10	0	0	0	0	0	0	0	0	0	17					
Total	0	0	0	0	0	3	2	5	0	0	0	0	0	0	0	0	0	0	0	0	18	5	23	0	0	0	0	0	19	15	34	0	0	0	0	0	0	3	3	65						
5:00 PM	0	0	0	0	0	4	5	9	0	0	0	0	0	1	0	1	0	0	0	0	2	7	9	0	0	0	0	0	7	12	19	0	0	0	0	0	0	0	0	0	38					
5:15 PM	0	0	0	0	0	3	8	11	0	0	0	0	0	0	0	0	0	0	0	0	4	5	9	0	0	0	0	0	8	4	12	0	0	0	0	0	0	0	1	1	33					
5:30 PM	0	0	0	0	0	7	2	9	0	0	0	0	0	0	0	0	0	0	0	0	4	5	9	0	0	0	0	0	14	8	22	0	0	0	0	0	0	0	0	0	40					
5:45 PM	0	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	0	6	6	12	0	0	0	0	0	5	9	14	0	0	0	0	0	0	2	2	32						
Total	0	0	0	0	0	17	16	33	0	0	0	0	0	1	0	1	0	0	0	0	16	23	39	0	0	0	0	0	34	33	67	0	0	0	0	0	0	3	3	143						
6:00 PM	0	0	0	0	0	7	7	14	0	0	0	0	0	0	0	0	0	0	0	0	6	5	11	0	0	0	0	0	1	9	10	0	0	0	0	0	0	0	0	0	35					
6:15 PM	0	0	0	0	0	5	4	9	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8	16	0	0	0	0	0	7	8	15	0	0	0	0	0	0	0	0	0	32				
6:30 PM	0	0	0	0	0	2	4	6	0	0	0	0	0	0	0	0	0	0	0	0	5	8	13	0	0	0	0	0	4	11	15	0	0	0	0	0	0	0	0	0	34					
6:45 PM	0	0	0	0	0	4	1	5	0	0	0	0	0	0	0	0	0	0	0	0	5	6	11	0	0	0	0	0	3	8	11	0	0	0	0	0	0	0	0	0	27					
Total	0	0	0	0	0	18	16	34	0	0	0	0	0	0	0	0	0	0	0	0	16	27	43	0	0	0	0	0	15	36	51	0	0	0	0	0	0	0	0	0	128					
7:00 PM	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	3	5	8	0	0	0	0	0	0	0	1	1	15					
7:15 PM	0	0	0	0	0	2	3	5	0	0	0	0	0	0	0	0	0	0	0	0	8	4	12	0	0	0	0	0	5	6	11	0	0	0	0	0	0	2	0	2	30					
7:30 PM	0	0	0	0	0	1	2	3	0	0	0	0	0	0	3	3	0	0	0	0	4	1	5	0	0	0	0	0	5	7	12	0	0	0	0	0	0	0	2	2	25					
7:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	4	5	0	0	0	0	0	1	1	2	0	0	0	0	0	0	1	1	9						
Total	0	0	0	0	0	4	7	11	0	0	0	0	0	0	3	3	0	0	0	0	15	11	26	0	0	0	0	0	14	19	33	0	0	0	0	0	2	4	6	79						
Grand Total	0	0	0	0	0	109	120	229	0	0	0	0	0	14	18	32	0	0	0	0	157	154	311	0	0	0	0	0	198	225	423	0	0	0	0	0	23	30	53	1048						
Approach %	0	0	0	0	0	47.6	52.4		0	0	0	0	0	43.8	56.3		0	0	0	0	50.5	49.5		0	0	0	0	0	46.8	53.2		0	0	0	0	0	43.4	56.6								
Total %	0	0	0	0	0	10.4	11.5	21.9	0	0	0	0	0	1.34	1.72	3.05	0	0	0	0	15	14.7	29.7	0	0	0	0	0	18.9	21.5	40.4	0	0	0	0	0	2.19	2.86	5.06							
Exiting Leg Total	229									32									311									423									53									1048

AM Peak Hour Analysis from 06:00 AM to 10:00 AM begins at:

7:45 AM	Boston Avenue									Broadway									Boston Avenue									Rogers Avenue									Broadway									Total
	from North									from East									from South									from Southwest									from West									
	Right	Bear Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total						
7:45 AM	0	0	0	0	0	2	2	4	0	0	0	0	0	1	3	4	0	0	0	0	0	0	2	2	0	0	0	0	0	9	4	13	0	0	0	0	0	0	0	0	0	23				
8:00 AM	0	0	0	0	0	4	7	11	0	0	0	0	0	1	1	2	0	0	0	0	0	6	0	6	0	0	0	0	0	1	4	5	0	0	0	0	0	1	0	1	25					
8:15 AM	0	0	0	0	0	4	4	8	0	0	0	0	0	1	1	2	0	0	0	0	0	4	2	6	0	0	0	0	0	4	2	6	0	0	0	0	0	1	2	3	25					
8:30 AM	0	0	0	0	0	4	4	8	0	0	0	0	0	0	0	0	0	0	0	0	5	3	8	0	0	0	0	0	1	1	2	0	0	0	0	0	2	0	2	20						
Total Volume	0	0	0	0	0	14	17	31	0	0	0	0	0	3	5	8	0	0	0	0	0	15	7	22	0	0	0	0	0	15	11	26	0	0	0	0	0	4	2	6	93					
% Approach Total	0.0	0.0	0.0	0.0	0.0	45.2	54.8		0.0	0.0	0.0	0.0	0.0	37.5	62.5		0.0	0.0	0.0	0.0	0.0	68.2	31.8		0.0	0.0	0.0	0.0	0.0	57.7	42.3		0.0	0.0	0.0	0.0	0.0	66.7	33.3							
PHF	0.000	0.000	0.000	0.000	0.000	0.875	0.607	0.705	0.000	0.000	0.000	0.000	0.000	0.750	0.417	0.500	0.000	0.000	0.000	0.000	0.000	0.625	0.583	0.688	0.000	0.000	0.000	0.000	0.000	0.417	0.688	0.500	0.000	0.000	0.000	0.000	0.000	0.500	0.250	0.500	0.930					
Entering Leg	0	0	0	0	0	14	17	31	0	0	0	0	0	3	5	8	0	0	0	0	0	15	7	22	0	0	0	0	0	15	11	26	0	0	0	0	0	4	2	6	93					
Exiting Leg	31								8								22								26								6								93					
Total	62								16								44								52								12								186					

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

12:00 PM	Boston Avenue
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PDI File #: 228516 C  
Location: N: Boston Avenue S: Boston Avenue  
Location: E: Broadway W: Broadway SW: Rogers Avenue  
City, State: Somerville, MA  
Client: GM2/ S. Siragusa  
Site Code: TBA  
Count Date: Thursday, April 7, 2022  
Start Time: 6:00 AM  
End Time: 8:00 PM  
Class:

PRECISION  
D A T A  
INDUSTRIES, LLC  
157 Washington Street, Suite 2  
Hudson, MA 01749  
Office: 508-875-0100 Fax: 508-875-0118

Pedestrians

	Boston Avenue									Broadway									Boston Avenue									Rogers Avenue									Broadway									Total	
	from North									from East									from South									from Southwest									from West										
	Right	Bear Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total							
	0	0	0	0	0	13	14	27	0	0	0	0	0	1	2	3	0	0	0	0	0	11	10	21	0	0	0	0	0	17	20	37	0	0	0	0	0	4	2	6	94						
Entering Leg																																														6	
Exiting Leg																																															
Total	54									6									42									74									12										

PM Peak Hour Analysis from 2:00 PM to 08:00 PM begins at:

5:00 PM	Boston Avenue								Broadway								Boston Avenue								Rogers Avenue								Broadway								Total		
	from North								from East								from South								from Southwest								from West										
	Right	Bear Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total			
5:00 PM	0	0	0	0	0	4	5	9	0	0	0	0	0	1	0	1	0	0	0	0	2	7	9	0	0	0	0	0	7	12	19	0	0	0	0	0	0	0	0	0	0	38	
5:15 PM	0	0	0	0	0	3	8	11	0	0	0	0	0	0	0	0	0	0	0	0	4	5	9	0	0	0	0	0	8	4	12	0	0	0	0	0	0	0	1	1	33		
5:30 PM	0	0	0	0	0	7	2	9	0	0	0	0	0	0	0	0	0	0	0	0	4	5	9	0	0	0	0	0	14	8	22	0	0	0	0	0	0	0	0	0	40		
5:45 PM	0	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	0	6	6	12	0	0	0	0	0	5	9	14	0	0	0	0	0	0	0	2	2	32		
Total Volume	0	0	0	0	0	17	16	33	0	0	0	0	0	1	0	1	0	0	0	0	16	23	39	0	0	0	0	0	34	33	67	0	0	0	0	0	0	3	3	3	143		
% 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	100.0	0.0		0.0	0.0	0.0	0.0	0.0	41.0	59.0		0.0	0.0	0.0	0.0	0.0	50.7	49.3		0.0	0.0	0.0	0.0	0.0	0.0	100.0				
PHF	0.000	0.000	0.000	0.000	0.000	0.607	0.500	0.750	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	0.667	0.821	0.813	0.000	0.000	0.000	0.000	0.000	0.607	0.688	0.761	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.375		0.894	
Entering Leg	0	0	0	0	0	17	16	33	0	0	0	0	0	1	0	1	0	0	0	0	16	23	39	0	0	0	0	0	34	33	67	0	0	0	0	0	0	3	3	3	143		
Exiting Leg								33								1							39							67										3	143		
Total								66								2							78							134										6	286		

PDI File #: **228516 C**  
 Location: **N: Boston Avenue S: Boston Avenue**  
 Location: **E: Broadway W: Broadway SW: Rogers Avenue**  
 City, State: **Somerville, MA**  
 Client: **GM2/ S. Siragusa**  
 Site Code: **TBA**  
 Count Date: **Saturday, April 9, 2022**  
 Start Time: **10:00 AM**  
 End Time: **2:00 PM**  
 Class:

PRECISION  
 D A T A  
 INDUSTRIES, LLC  
 157 Washington Street, Suite 2  
 Hudson, MA 01749  
 Office: 508-875-0100 Fax: 508-875-0118

**Cars and Heavy Vehicles (Combined)**

	Boston Avenue						Broadway						Boston Avenue						Rogers Avenue						Broadway						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	6	1	5	21	0	33	18	52	7	2	0	79	6	7	1	0	0	14	0	0	1	1	0	2	6	4	72	0	1	83	211
10:15 AM	7	5	6	13	0	31	12	49	3	2	0	66	11	8	0	0	0	19	0	0	0	0	0	0	12	8	69	4	1	94	210
10:30 AM	7	2	4	20	0	33	12	52	6	0	0	70	13	6	2	0	0	21	0	0	0	0	0	0	11	7	66	4	1	89	213
10:45 AM	6	0	2	25	0	33	10	65	5	4	0	84	6	5	6	0	1	18	0	0	0	0	0	0	11	7	70	3	1	92	227
Total	26	8	17	79	0	130	52	218	21	8	0	299	36	26	9	0	1	72	0	0	1	1	0	2	40	26	277	11	4	358	861
11:00 AM	6	3	1	18	0	28	17	52	3	3	0	75	7	6	4	2	0	19	0	0	0	0	0	0	17	14	78	1	0	110	232
11:15 AM	11	3	6	25	0	45	16	52	3	1	0	72	7	7	4	1	0	19	0	0	0	0	0	0	6	8	67	2	2	85	221
11:30 AM	5	4	8	20	0	37	15	83	2	1	0	101	9	10	8	0	0	27	0	0	0	0	0	0	10	8	90	2	1	111	276
11:45 AM	7	2	4	16	0	29	16	64	1	4	0	85	7	7	0	2	0	16	0	0	0	0	0	0	15	8	85	4	1	113	243
Total	29	12	19	79	0	139	64	251	9	9	0	333	30	30	16	5	0	81	0	0	0	0	0	0	48	38	320	9	4	419	972
12:00 PM	12	2	5	22	0	41	19	61	5	4	0	89	9	9	1	3	0	22	0	0	0	0	0	0	12	8	75	5	0	100	252
12:15 PM	10	3	14	24	1	52	18	56	4	4	0	82	14	7	0	1	0	22	0	0	0	0	0	0	12	4	88	5	1	110	266
12:30 PM	5	4	5	16	0	30	21	77	1	8	0	107	14	6	3	0	0	23	0	0	0	0	0	0	5	11	100	2	0	118	278
12:45 PM	1	3	7	14	0	25	19	62	6	3	0	90	17	6	4	2	0	29	0	0	0	0	0	0	7	7	82	0	0	96	240
Total	28	12	31	76	1	148	77	256	16	19	0	368	54	28	8	6	0	96	0	0	0	0	0	0	36	30	345	12	1	424	1036
1:00 PM	9	4	3	21	0	37	18	67	2	8	0	95	10	6	4	1	0	21	0	1	0	0	0	1	3	3	89	3	0	98	252
1:15 PM	2	4	1	21	0	28	16	51	3	1	1	72	17	8	3	1	0	29	0	0	0	0	0	0	2	7	106	1	0	116	245
1:30 PM	4	3	4	17	0	28	20	54	1	1	0	76	4	7	4	0	0	15	0	0	0	0	0	0	10	6	80	2	0	98	217
1:45 PM	5	3	7	22	0	37	17	52	4	7	0	80	8	2	3	1	0	14	0	0	0	0	0	0	5	3	102	3	0	113	244
Total	20	14	15	81	0	130	71	224	10	17	1	323	39	23	14	3	0	79	0	1	0	0	0	1	20	19	377	9	0	425	958
Grand Total	103	46	82	315	1	547	264	949	56	53	1	1323	159	107	47	14	1	328	0	1	1	1	0	3	144	113	1319	41	9	1626	3827
Approach %	18.8	8.4	15.0	57.6	0.2		20.0	71.7	4.2	4.0	0.1		48.5	32.6	14.3	4.3	0.3		0.0	33.3	33.3	33.3	0.0		8.9	6.9	81.1	2.5	0.6		
Total %	2.7	1.2	2.1	8.2	0.0	14.3	6.9	24.8	1.5	1.4	0.0	34.6	4.2	2.8	1.2	0.4	0.0	8.6	0.0	0.0	0.0	0.0	0.1		3.8	3.0	34.5	1.1	0.2	42.5	
Exiting Leg Total	414						1795						249						260						1109						3827
Cars	103	46	80	306	1	536	254	923	56	50	1	1284	155	107	47	14	1	324	0	1	1	1	0	3	143	113	1289	39	9	1593	3740
% Cars	100.0	100.0	97.6	97.1	100.0	98.0	96.2	97.3	100.0	94.3	100.0	97.1	97.5	100.0	100.0	100.0	98.8		0.0	100.0	100.0	100.0	0.0	100.0	99.3	100.0	97.7	95.1	100.0	98.0	97.7
Exiting Leg Total	402						1752						244						259						1083						3740
Heavy Vehicles	0	0	2	9	0	11	10	26	0	3	0	39	4	0	0	0	0	4	0	0	0	0	0	0	1	0	30	2	0	33	87
% Heavy Vehicles	0.0	0.0	2.4	2.9	0.0	2.0	3.8	2.7	0.0	5.7	0.0	2.9	2.5	0.0	0.0	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	2.3	4.9	0.0	2.0	2.3
Exiting Leg Total	12						43						5						1						26						87

Peak Hour Analysis from 10:00 AM to 02:00 PM begins at:

11:45 AM	Boston Avenue						Broadway						Boston Avenue						Rogers Avenue						Broadway						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	
11:45 AM	7	2	4	16	0	29	16	64	1	4	0	85	7	7	0	2	0	16	0	0	0	0	0	0	15	8	85	4	1	113	243
12:00 PM	12	2	5	22	0	41	19	61	5	4	0	89	9	9	1	3	0	22	0	0	0	0	0	0	12	8	75	5	0	100	252
12:15 PM	10	3	14	24	1	52	18	56	4	4	0	82	14	7	0	1	0	22	0	0	0	0	0	0	12	4	88	5	1	110	266
12:30 PM	5	4	5	16	0	30	21	77	1	8	0	107	14	6	3	0	0	23	0	0	0	0	0	0	5	11	100	2	0	118	278
Total Volume	34	11	28	78	1	152	74	258	11	20	0	363	44	29	4	6	0	83	0	0	0	0	0	0	44	31	348	16	2	441	1039
% Approach Total	22.4	7.2	18.4	51.3	0.7		20.4	71.1	3.0	5.5	0.0		53.0	34.9	4.8	7.2	0.0		0.0	0.0	0.0	0.0	0.0		10.0	7.0	78.9	3.6	0.5		
PHF	0.708	0.688	0.500	0.813	0.250	0.731	0.881	0.838	0.550	0.625	0.000	0.848	0.786	0.806	0.333	0.500	0.000	0.902	0.000	0.000	0.000	0.000	0.000		0.733	0.705	0.870	0.800	0.500	0.934	0.934
Cars	34	11	28	78	1	152	71	251	11	19	0	352	43	29	4	6	0	82	0	0	0	0	0	0	44	31	342	15	2	434	1020
Cars %	100.0	100.0	100.0	100.0	100.0	100.0	95.9	97.3	100.0	95.0	0.0	97.0	97.7	100.0	100.0	100.0	0.0	98.8	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	98.3	93.8	100.0	98.4	98.2
Heavy Vehicles	0	0	0	0	0	0	3	7	0	1	0	11	1	0	0	0	0	1	0	0	0	0	0	0	0	0	6	1	0	7	19
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	4.1	2.7	0.0	5.0	0.0	3.0	2.3	0.0	0.0	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7	6.3	0.0	1.6	1.8
Cars Enter Leg	34	11	28	78	1	152	71	251	11	19	0	352	43	29	4	6	0	82	0	0	0	0	0	0	44	31	342	15	2	434	1020
Heavy Enter Leg	0	0	0	0	0	0	3	7	0	1	0	11	1	0	0	0	0	1	0	0	0	0	0	0	0	0	6	1	0	7	19
Total Entering Leg	34	11	28	78	1	152	74	258	11	20	0	363	44	29	4	6	0	83	0	0	0	0	0	0	44	31	348	16	2	441	1039
Cars Exiting Leg						116						463						78												291	1020
Heavy Exiting Leg						4						7						1						0						7	19
Total Exiting Leg						120						470						79						72						298	1039

PDI File #: **228516 C**  
 Location: **N: Boston Avenue S: Boston Avenue**  
 Location: **E: Broadway W: Broadway SW: Rogers Avenue**  
 City, State: **Somerville, MA**  
 Client: **GM2/ S. Siragusa**  
 Site Code: **TBA**  
 Count Date: **Saturday, April 9, 2022**  
 Start Time: **10:00 AM**  
 End Time: **2:00 PM**  
 Class:

**PRECISION  
D A T A  
INDUSTRIES, LLC**  
 157 Washington Street, Suite 2  
 Hudson, MA 01749  
 Office: 508-875-0100 Fax: 508-875-0118

**Cars**

	Boston Avenue						Broadway						Boston Avenue						Rogers Avenue						Broadway						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	6	1	4	20	0	31	17	50	7	2	0	76	5	7	1	0	0	13	0	0	1	1	0	2	6	4	71	0	1	82	204
10:15 AM	7	5	6	12	0	30	11	48	3	2	0	64	11	8	0	0	0	19	0	0	0	0	0	0	12	8	68	4	1	93	206
10:30 AM	7	2	3	20	0	32	12	51	6	0	0	69	13	6	2	0	0	21	0	0	0	0	0	0	11	7	64	4	1	87	209
10:45 AM	6	0	2	24	0	32	9	62	5	4	0	80	6	5	6	0	1	18	0	0	0	0	0	0	11	7	69	2	1	90	220
Total	26	8	15	76	0	125	49	211	21	8	0	289	35	26	9	0	1	71	0	0	1	1	0	2	40	26	272	10	4	352	839
11:00 AM	6	3	1	15	0	25	17	51	3	3	0	74	7	6	4	2	0	19	0	0	0	0	0	0	17	14	76	1	0	108	226
11:15 AM	11	3	6	25	0	45	15	51	3	1	0	70	7	7	4	1	0	19	0	0	0	0	0	0	6	8	63	2	2	81	215
11:30 AM	5	4	8	20	0	37	14	83	2	1	0	100	9	10	8	0	0	27	0	0	0	0	0	0	10	8	87	2	1	108	272
11:45 AM	7	2	4	16	0	29	15	63	1	3	0	82	7	7	0	2	0	16	0	0	0	0	0	0	15	8	83	4	1	111	238
Total	29	12	19	76	0	136	61	248	9	8	0	326	30	30	16	5	0	81	0	0	0	0	0	0	48	38	309	9	4	408	951
12:00 PM	12	2	5	22	0	41	19	58	5	4	0	86	9	9	1	3	0	22	0	0	0	0	0	0	12	8	74	4	0	98	247
12:15 PM	10	3	14	24	1	52	16	56	4	4	0	80	14	7	0	1	0	22	0	0	0	0	0	0	12	4	87	5	1	109	263
12:30 PM	5	4	5	16	0	30	21	74	1	8	0	104	13	6	3	0	0	22	0	0	0	0	0	0	5	11	98	2	0	116	272
12:45 PM	1	3	7	13	0	24	19	57	6	3	0	85	17	6	4	2	0	29	0	0	0	0	0	0	7	7	79	0	0	93	231
Total	28	12	31	75	1	147	75	245	16	19	0	355	53	28	8	6	0	95	0	0	0	0	0	0	36	30	338	11	1	416	1013
1:00 PM	9	4	3	21	0	37	18	66	2	6	0	92	10	6	4	1	0	21	0	1	0	0	0	1	2	3	85	3	0	93	244
1:15 PM	2	4	1	20	0	27	16	50	3	1	1	71	16	8	3	1	0	28	0	0	0	0	0	0	2	7	106	1	0	116	242
1:30 PM	4	3	4	17	0	28	20	53	1	1	0	75	4	7	4	0	0	15	0	0	0	0	0	0	10	6	79	2	0	97	215
1:45 PM	5	3	7	21	0	36	15	50	4	7	0	76	7	2	3	1	0	13	0	0	0	0	0	0	5	3	100	3	0	111	236
Total	20	14	15	79	0	128	69	219	10	15	1	314	37	23	14	3	0	77	0	1	0	0	0	1	19	19	370	9	0	417	937
Grand Total	103	46	80	306	1	536	254	923	56	50	1	1284	155	107	47	14	1	324	0	1	1	1	0	3	143	113	1289	39	9	1593	3740
Approach %	19.2	8.6	14.9	57.1	0.2		19.8	71.9	4.4	3.9	0.1		47.8	33.0	14.5	4.3	0.3		0.0	33.3	33.3	33.3	0.0		9.0	7.1	80.9	2.4	0.6		
Total %	2.8	1.2	2.1	8.2	0.0	14.3	6.8	24.7	1.5	1.3	0.0	34.3	4.1	2.9	1.3	0.4	0.0	8.7	0.0	0.0	0.0	0.0	0.1		3.8	3.0	34.5	1.0	0.2	42.6	
Exiting Leg Total	402						1752						244						259						1083						3740

Peak Hour Analysis from 10:00 AM to 02:00 PM begins at:

11:30 AM	Boston Avenue						Broadway						Boston Avenue						Rogers Avenue						Broadway						
	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	5	4	8	20	0	37	14	83	2	1	0	100	9	10	8	0	0	27	0	0	0	0	0	0	10	8	87	2	1	108	272
11:45 AM	7	2	4	16	0	29	15	63	1	3	0	82	7	7	0	2	0	16	0	0	0	0	0	0	15	8	83	4	1	111	238
12:00 PM	12	2	5	22	0	41	19	58	5	4	0	86	9	9	1	3	0	22	0	0	0	0	0	0	12	8	74	4	0	98	247
12:15 PM	10	3	14	24	1	52	16	56	4	4	0	80	14	7	0	1	0	22	0	0	0	0	0	0	12	4	87	5	1	109	263
Total Volume	34	11	31	82	1	159	64	260	12	12	0	348	39	33	9	6	0	87	0	0	0	0	0	0	49	28	331	15	3	426	1020
% Approach Total	21.4	6.9	19.5	51.6	0.6		18.4	74.7	3.4	3.4	0.0		44.8	37.9	10.3	6.9	0.0		0.0	0.0	0.0	0.0	0.0		11.5	6.6	77.7	3.5	0.7		
PHF	0.708	0.688	0.554	0.854	0.250	0.764	0.842	0.783	0.600	0.750	0.000	0.870	0.696	0.825	0.281	0.500	0.000	0.806	0.000	0.000	0.000	0.000	0.000		0.817	0.875	0.951	0.750	0.750	0.959	0.938
Entering Leg	34	11	31	82	1	159	64	260	12	12	0	348	39	33	9	6	0	87	0	0	0	0	0	0	49	28	331	15	3	426	1020
Exiting Leg						113						452						71						78						306	1020
Total						272						800						158						78						732	2040

PDI File #: **228516 C**  
 Location: **N: Boston Avenue S: Boston Avenue**  
 Location: **E: Broadway W: Broadway SW: Rogers Avenue**  
 City, State: **Somerville, MA**  
 Client: **GM2/ S. Siragusa**  
 Site Code: **TBA**  
 Count Date: **Saturday, April 9, 2022**  
 Start Time: **10:00 AM**  
 End Time: **2:00 PM**  
 Class:

PRECISION  
 D A T A  
 INDUSTRIES, LLC  
 157 Washington Street, Suite 2  
 Hudson, MA 01749  
 Office: 508-875-0100 Fax: 508-875-0118

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

	Boston Avenue							Broadway							Boston Avenue							Rogers Avenue							Broadway						
	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	1	1	0	2	1	2	0	0	0	3	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	7			
10:15 AM	0	0	0	1	0	1	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4			
10:30 AM	0	0	1	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4				
10:45 AM	0	0	0	1	0	1	1	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	7			
Total	0	0	2	3	0	5	3	7	0	0	0	10	1	0	0	0	0	1	0	0	0	0	0	0	0	0	5	1	0	6	22				
11:00 AM	0	0	0	3	0	3	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	6				
11:15 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	4	0	0	4	6				
11:30 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	3	0	0	3	4				
11:45 AM	0	0	0	0	0	0	1	1	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	5				
Total	0	0	0	3	0	3	3	3	0	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	21				
12:00 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	1	1	0	2	5				
12:15 PM	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	1	0	0	1	3				
12:30 PM	0	0	0	0	0	0	0	3	0	0	0	3	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	6				
12:45 PM	0	0	0	1	0	1	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	9				
Total	0	0	0	1	0	1	2	11	0	0	0	13	1	0	0	0	0	1	0	0	0	0	0	0	0	0	7	1	0	8	23				
1:00 PM	0	0	0	0	0	0	0	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	5	8			
1:15 PM	0	0	0	1	0	1	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3				
1:30 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	1	0	0	1	2				
1:45 PM	0	0	0	1	0	1	2	2	0	0	0	4	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	8				
Total	0	0	0	2	0	2	2	5	0	2	0	9	2	0	0	0	0	2	0	0	0	0	0	0	0	1	0	7	0	0	8	21			
Grand Total	0	0	2	9	0	11	10	26	0	3	0	39	4	0	0	0	0	4	0	0	0	0	0	0	0	1	0	30	2	0	33	87			
Approach %	0.0	0.0	18.2	81.8	0.0		25.6	66.7	0.0	7.7	0.0		100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		3.0	0.0	90.9	6.1	0.0						
Total %	0.0	0.0	2.3	10.3	0.0	12.6	11.5	29.9	0.0	3.4	0.0	44.8	4.6	0.0	0.0	0.0	0.0	4.6	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	34.5	2.3	0.0	37.9					
Exiting Leg Total	12						43						5						1						26						87				
Buses	0	0	0	0	0	0	0	22	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0	0	20	42				
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	84.6	0.0	0.0	0.0	56.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	66.7	0.0	0.0	60.6	48.3				
Exiting Leg Total	0						20						0						0						22						42				
Single-Unit Trucks	0	0	2	9	0	11	10	4	0	3	0	17	4	0	0	0	0	4	0	0	0	0	0	0	1	0	10	2	0	13	45				
% Single-Unit	0.0	0.0	100.0	100.0	0.0	100.0	100.0	15.4	0.0	100.0	0.0	43.6	100.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	33.3	100.0	0.0	39.4	51.7				
Exiting Leg Total	12						23						5						1						4						45				
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Exiting Leg Total	0						0						0						0						0						0				

Peak Hour Analysis from 10:00 AM to 02:00 PM begins at:

12:15 PM	Boston Avenue						Broadway						Boston Avenue						Rogers Avenue						Broadway						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	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
12:30 PM	0	0	0	0	0	0	0	3	0	0	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	6
12:45 PM	0	0	0	1	0	1	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	9	
1:00 PM	0	0	0	0	0	0	0	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	5	8	
Total Volume	0	0	0	1	0	1	2	9	0	2	0	13	1	0	0	0	0	0	1	0	0	0	0	0	1	0	10	0	0	11	26	
% Approach Total	0.0	0.0	0.0	100.0	0.0		15.4	69.2	0.0	15.4	0.0		100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		9.1	0.0	90.9	0.0	0.0		
PHF	0.000	0.000	0.000	0.250	0.000	0.250	0.250	0.450	0.000	0.250	0.000	0.650	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.625	0.000	0.000	0.550	0.722	
Buses	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	13	
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	77.8	0.0	0.0	0.0	53.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	60.0	0.0	0.0	54.5	50.0	
Single-Unit Trucks	0	0	0	1	0	1	2	2	0	2	0	6	1	0	0	0	0	1	0	0	0	0	0	0	1	0	4	0	0	5	13	
Single-Unit %	0.0	0.0	0.0	100.0	0.0	100.0	100.0	22.2	0.0	100.0	0.0	46.2	100.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	40.0	0.0	0.0	45.5	50.0	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Buses	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	13	
Single-Unit Trucks	0	0	0	1	0	1	2	2	0	2	0	6	1	0	0	0	0	1	0	0	0	0	0	0	1	0	4	0	0	5	13	

PDI File #: **228516 C**  
 Location: **N: Boston Avenue S: Boston Avenue**  
 Location: **E: Broadway W: Broadway SW: Rogers Avenue**  
 City, State: **Somerville, MA**  
 Client: **GM2/ S. Siragusa**  
 Site Code: **TBA**  
 Count Date: **Saturday, April 9, 2022**  
 Start Time: **10:00 AM**  
 End Time: **2:00 PM**  
 Class:

PRECISION  
 D A T A  
 INDUSTRIES, LLC  
 157 Washington Street, Suite 2  
 Hudson, MA 01749  
 Office: 508-875-0100 Fax: 508-875-0118

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

	Boston Avenue						Broadway						Boston Avenue						Rogers Avenue						Broadway						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		
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Entering Leg	0	0	0	1	0	1	2	9	0	2	0	13	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	10	0	0	11	26
Buses						0						6						0												7	13	
Single-Unit Trucks						2						6						2							1					2	13	
Articulated Trucks						0						0						0												0	0	
Total Exiting Leg						2						12						2							1					9	26	

PDI File #: **228516 C**  
 Location: **N: Boston Avenue S: Boston Avenue**  
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 Client: **GM2/ S. Siragusa**  
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**PRECISION**  
**D A T A**  
**INDUSTRIES, LLC**  
 157 Washington Street, Suite 2  
 Hudson, MA 01749  
 Office: 508-875-0100 Fax: 508-875-0118

**Buses**

	Boston Avenue						Broadway						Boston Avenue						Rogers Avenue						Broadway						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	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
10:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
10:30 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	1	0	0	1	2
10:45 AM	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	1	0	0	1	3
Total	0	0	0	0	0	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	9	
11:00 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	1	0	0	1	2
11:15 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	3	0	0	3	4
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	3	0	0	3	3
11:45 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	1	0	0	1	2
Total	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	8	0	0	8	11	
12:00 PM	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4
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	1	0	0	1	1
12:30 PM	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4
12:45 PM	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	5
Total	0	0	0	0	0	0	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	14	
1:00 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	2	0	0	2	3
1:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
1:45 PM	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	1	0	0	1	3
Total	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	0	0	4	8	
Grand Total	0	0	0	0	0	0	0	0	22	0	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	20	0	0	20	42	
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	52.4	0.0	0.0	0.0	0.0	52.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	47.6	0.0	0.0	47.6	42
Exiting Leg Total	0						20						0						0						22						42	

Peak Hour Analysis from 10:00 AM to 02:00 PM begins at:

12:00 PM	Boston Avenue						Broadway						Boston Avenue						Rogers Avenue						Broadway						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		
12:00 PM	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4
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	1	0	0	1	1
12:30 PM	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4
12:45 PM	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	5
Total Volume	0	0	0	0	0	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	14
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.750	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.000	0.625	0.700	
Entering Leg	0	0	0	0	0	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	14
Exiting Leg	0						5						0						0						9						14	
Total	0						14						0						0						14						28	



PDI File #: **228516 C**  
 Location: **N: Boston Avenue S: Boston Avenue**  
 Location: **E: Broadway W: Broadway SW: Rogers Avenue**  
 City, State: **Somerville, MA**  
 Client: **GM2/ S. Siragusa**  
 Site Code: **TBA**  
 Count Date: **Saturday, April 9, 2022**  
 Start Time: **10:00 AM**  
 End Time: **2:00 PM**  
 Class:

PRECISION  
 D A T A  
 INDUSTRIES, LLC  
 157 Washington Street, Suite 2  
 Hudson, MA 01749  
 Office: 508-875-0100 Fax: 508-875-0118

### Single-Unit Trucks

	Boston Avenue						Broadway						Boston Avenue						Rogers Avenue						Broadway						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	1	1	0	2	1	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4
10:15 AM	0	0	0	1	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
10:30 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
10:45 AM	0	0	0	1	0	1	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
Total	0	0	2	3	0	5	3	1	0	0	0	4	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2	1	0	3	13
11:00 AM	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4
11:15 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	0	0	1	2
11:30 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	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
Total	0	0	0	3	0	3	3	0	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	10
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	1	0	1	1
12:15 PM	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	2
12:30 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	2
12:45 PM	0	0	0	1	0	1	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4
Total	0	0	0	1	0	1	2	2	0	0	0	4	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	1	0	3	9
1:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	3	5
1:15 PM	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
1:30 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
1:45 PM	0	0	0	1	0	1	2	0	0	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	5
Total	0	0	0	2	0	2	2	1	0	2	0	5	2	0	0	0	0	2	0	0	0	0	0	0	1	0	3	0	0	4	13
Grand Total	0	0	2	9	0	11	10	4	0	3	0	17	4	0	0	0	0	4	0	0	0	0	0	0	1	0	10	2	0	13	45
Approach %	0.0	0.0	18.2	81.8	0.0		58.8	23.5	0.0	17.6	0.0		100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		7.7	0.0	76.9	15.4	0.0		
Total %	0.0	0.0	4.4	20.0	0.0	24.4	22.2	8.9	0.0	6.7	0.0	37.8	8.9	0.0	0.0	0.0	0.0	8.9	0.0	0.0	0.0	0.0	0.0		2.2	0.0	22.2	4.4	0.0	28.9	
Exiting Leg Total	12						23						5						1						4						45

Peak Hour Analysis from 10:00 AM to 02:00 PM begins at:

10:00 AM	Boston Avenue						Broadway						Boston Avenue						Rogers Avenue						Broadway						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	1	1	0	2	1	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	
10:15 AM	0	0	0	1	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3	
10:30 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2		
10:45 AM	0	0	0	1	0	1	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4		
Total Volume	0	0	2	3	0	5	3	1	0	0	0	4	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	1	0	3	13	
% Approach Total	0.0	0.0	40.0	60.0	0.0		75.0	25.0	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	66.7	33.3	0.0			
PHF	0.000	0.000	0.500	0.750	0.000	0.625	0.750	0.250	0.000	0.000	0.000	0.500	0.250	0.000	0.000	0.000	0.250		0.000	0.000	0.000	0.000	0.000	0.000		0.000	0.000	0.500	0.250	0.000	0.750	0.813
Entering Leg	0	0	2	3	0	5	3	1	0	0	0	4	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	1	0	3	13	
Exiting Leg	4						6						2						0						1						13	
Total	9						10						3						0						4						26	

PDI File #: **228516 C**  
 Location: **N: Boston Avenue S: Boston Avenue**  
 Location: **E: Broadway W: Broadway SW: Rogers Avenue**  
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 Client: **GM2/ S. Siragusa**  
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### Articulated Trucks

	Boston Avenue						Broadway						Boston Avenue						Rogers Avenue						Broadway						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	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	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	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	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	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	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	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0						0						0						0						0						

Peak Hour Analysis from 10:00 AM to 02:00 PM begins at:

10:00 AM	Boston Avenue						Broadway						Boston Avenue						Rogers Avenue						Broadway						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	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	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	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	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0						0						0						0						0						0
Total	0						0						0						0						0						0

### Bicycles (on Roadway and Crosswalks)

157 Washington Street, Suite 2  
Hudson, MA 01749  
Office: 508-875-0100 Fax: 508-875-0118

Peak Hour Analysis from 10:00 AM to 02:00 PM begins at:

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**PRECISION  
DATA  
INDUSTRIES, LLC**  
157 Washington Street, Suite 2  
Hudson, MA 01749  
Office: 508-875-0100 Fax: 508-875-0118

	Boston Avenue								Broadway								Boston Avenue								Rogers Avenue								Broadway								Total
	from North								from East								from South								from Southwest								from West								
	Right	Bear Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Right	Bear Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
10:00 AM	0	0	0	0	0	3	5	8	0	0	0	0	0	0	0	0	0	0	0	0	0	7	5	12	0	0	0	0	0	2	4	6	0	0	0	0	0	1	2	3	29
10:15 AM	0	0	0	0	0	5	8	13	0	0	0	0	0	0	0	0	0	0	0	0	1	4	5	0	0	0	0	0	12	15	27	0	0	0	0	0	2	0	2	47	
10:30 AM	0	0	0	0	0	6	6	12	0	0	0	0	0	4	0	4	0	0	0	0	0	12	12	24	0	0	0	0	0	14	4	18	0	0	0	0	0	0	0	0	58
10:45 AM	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	9	8	17	0	0	0	0	0	6	7	13	0	0	0	0	0	0	1	1	34
Total	0	0	0	0	0	16	20	36	0	0	0	0	0	4	0	4	0	0	0	0	0	29	29	58	0	0	0	0	0	34	30	64	0	0	0	0	0	3	3	6	168
11:00 AM	0	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	12	16	0	0	0	0	0	9	9	18	0	0	0	0	0	0	0	0	38
11:15 AM	0	0	0	0	0	6	4	10	0	0	0	0	0	0	0	0	0	0	0	0	0	5	8	13	0	0	0	0	0	10	10	20	0	0	0	0	0	2	0	2	45
11:30 AM	0	0	0	0	0	5	4	9	0	0	0	0	0	0	0	0	0	0	0	0	0	5	7	12	0	0	0	0	0	4	19	23	0	0	0	0	0	0	3	37	
11:45 AM	0	0	0	0	0	5	4	7	0	0	0	0	0	0	0	0	0	0	0	0	0	4	5	9	0	0	0	0	0	7	8	15	0	0	0	0	0	0	0	0	31
Total	0	0	0	0	0	17	13	30	0	0	0	0	0	0	0	0	0	0	0	0	0	18	32	50	0	0	0	0	0	30	46	76	0	0	0	0	0	2	3	5	161
12:00 PM	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	8	7	15	0	0	0	0	0	13	9	22	0	0	0	0	0	0	2	2	44
12:15 PM	0	0	0	0	0	14	0	14	0	0	0	0	0	2	2	0	0	0	0	0	0	6	7	13	0	0	0	0	0	12	16	28	0	0	0	0	0	3	5	8	65
12:30 PM	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6	3	9	0	0	0	0	0	9	15	24	0	0	0	0	0	1	1	2	38
12:45 PM	0	0	0	0	0	7	5	12	0	0	0	0	0	0	0	0	0	0	0	0	0	8	7	15	0	0	0	0	0	5	9	14	0	0	0	0	0	1	0		

Time	Boston Avenue									Broadway								Boston Avenue								Rogers Avenue								Broadway								
	from North									from East								from South								from Southwest								from West								
	Right	Left	Thru	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SO	CW-WB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Right	Left	Thru	U-Turn	CW-NWB	CW-SEB	Total	Hard Right	Left	Thru	U-Turn	CW-WB	CW-SB	Total	Total					
12:00 PM	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	8	7	15	0	0	0	0	0	13	9	22	0	0	0	0	0	2	2	44				
12:15 PM	0	0	0	0	0	14	0	14	0	0	0	0	0	2	2	0	0	0	0	6	7	13	0	0	0	0	0	12	16	28	0	0	0	0	3	5	8	65				
12:30 PM	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	6	3	9	0	0	0	0	0	9	15	24	0	0	0	0	1	1	2	38				
12:45 PM	0	0	0	0	0	7	5	12	0	0	0	0	0	0	0	0	0	0	0	8	7	15	0	0	0	0	0	5	9	14	0	0	0	0	1	0	1	42				
Total Volume	0	0	0	0	0	22	12	34	0	0	0	0	0	2	2	0	0	0	0	28	24	52	0	0	0	0	0	39	49	88	0	0	0	0	5	8	13	189				
% Approach Total	0.0	0.0	0.0	0.0	0.0	64.7	35.3		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	53.8	46.2		0.0	0.0	0.0	0.0	0.0	44.3	55.7		0.0	0.0	0.0	0.0	0.0	38.5	61.5				
PHF	0.000	0.000	0.000	0.000	0.000	0.393	0.600	0.607	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.875	0.857	0.867	0.000	0.000	0.000	0.000	0.000	0.750	0.766	0.786	0.000	0.000	0.000	0.000	0.000	0.417	0.400	0.406	0.727		
Entering Leg	0	0	0	0	0	22	12	34	0	0	0	0	0	2	2	0	0	0	0	0	28	24	52	0	0	0	0	0	39	49	88	0	0	0	0	5	8	13	189			
Exiting Leg							34							2							52							88								13	189					
Total							68							4							104								176							26	378					

## *APPENDIX B – SAFETY ANALYSIS*

---

Broadway at Boston Avenue														
Crash Number	City Town Name	Crash Date	Crash Severity	Crash Time	Light Conditions	Manner of Collision	Non-Motorist Type (All Persons)	Road Surface Condition	Vehicle Actions Prior to Crash (All Vehicles)	Vehicle Configuration (All Vehicles)	Vehicle Travel Directions (All Vehicles)	Weather Conditions	Latitude	Longitude
4545968	SOMERVILLE	04/08/2018	Not Reported	8:42 PM	Dark - lighted roadway	Single vehicle crash		Dry	V1: Travelling straight ahead / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1: Not Reported / V2: Not Reported	Clear/Clear	42.39965	-71.11142
4582041	SOMERVILLE	06/05/2018	Non-fatal injury	3:11 PM	Daylight	Rear-end		Wet	V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic	V1:(Passenger car) / V2:(Passenger car)	V1: W / V2: W	Rain	42.39965	-71.11142
4598142	SOMERVILLE	07/09/2018	Non-fatal injury	8:53 AM	Daylight	Angle		Dry	V1: Turning left / V2: Travelling straight ahead	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(MOPED)	V1: S / V2: N	Clear	42.39965	-71.11142
4598164	SOMERVILLE	08/17/2018	Non-fatal injury	8:45 PM	Dark - lighted roadway	Head-on		Wet	V1: Travelling straight ahead / V2: Parked / V3: Parked	V1:(Passenger car) / V2:(Light truck(van, mini-van, pickup, sport utility)) / V3:(Passenger car)	V1: Reported but invalid / V2: Not Reported / V3: Not Reported	Clear	42.39943	-71.11126
4666730	SOMERVILLE	01/19/2019	Non-fatal injury	2:26 AM	Dark - lighted roadway	Single vehicle crash		Dry	V1: Travelling straight ahead	V1:(Passenger car)	V1: W	Clear/Clear	42.39965	-71.11142
4738282	SOMERVILLE	07/26/2019	Property damage only (none injured)	1:01 PM	Daylight	Sideswipe, same direction		Dry	V1: Parked / V2: Turning left	V1:(Passenger car) / V2:(Tractor/semi-trailer)	V1: E / V2: N	Clear/Clear	42.39969	-71.11154

Data Level: CRASH

Query Type Spatial

Criteria: If you conducted an Advanced Query your SQL statement will be listed here

Broadway at Winchester Street														
Crash Number	City Town Name	Crash Date	Crash Severity	Crash Time	Light Conditions	Manner of Collision	Non-Motorist Type (All Persons)	Road Surface Condition	Vehicle Actions Prior to Crash (All Vehicles)	Vehicle Configuration (All Vehicles)	Vehicle Travel Directions	Weather Conditions	Latitude	Longitude
4400689	SOMERVILLE	05/22/2017	Non-fatal injury	4:43 AM	Dawn	Single vehicle crash	P3: Pedestrian	Wet	V1: Turning left	V1:(Passenger car)	V1: N	Rain	42.39894	-71.109346
4509636	SOMERVILLE	01/03/2018	Property damage only (none)	7:59 PM	Dark - lighted roadway	Rear-end		Wet	V1: Slowing or stopped in traffic / V2: Travelling straight ahead	V1:(Light truck(van, mini-van, pickup,	V1: E / V2: E	Clear	42.39894	-71.109347
4666732	SOMERVILLE	01/19/2019	Property damage only (none)	6:25 PM	Dark - lighted roadway	Sideswipe, same direction		Snow	V1: Travelling straight ahead / V2: Parked	V1:(Passenger car) / V2:(Passenger	V1: E / V2: Not Reported	Snow	42.39902	-71.109566
4763821	SOMERVILLE	09/25/2019	Unknown	1:33 PM	Daylight	Rear-end		Dry	V1: Parked	V1:(Passenger car)	V1: E	Clear	42.39897	-71.109429

Data Level: CRASH

Query Type: Spatial

Criteria: If you conducted an Advanced Query your SQL statement will be listed here



Broadway at Cedar Street														
Crash Number	City Town Name	Crash Date	Crash Severity	Crash Time	Light Conditions	Manner of Collision	Non-Motorist Type (All Persons)	Road Surface Condition	Vehicle Actions Prior to Crash (All Vehicles)	Vehicle Configuration (All Vehicles)	Vehicle Travel Directions (All Vehicles)	Weather Conditions	Latitude	Longitude
4383702	SOMERVILLE	05/15/2017	Non-fatal injury	6:58 PM	Daylight	Angle		Dry	V1: Turning left / V2: Travelling straight ahead	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Motorcycle)	V1: N / V2: W	Clear	42.39841	-71.10771
4521223	SOMERVILLE	02/05/2018	Non-fatal injury	3:22 PM	Daylight	Rear-end		Dry	V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic / V3: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car) / V3:(Passenger car)	V2: W / V3: Not Reported	Clear	42.39848	-71.10798
4537642	SOMERVILLE	03/16/2018	Non-fatal injury	8:27 PM	Dark - lighted roadway	Unknown		Dry	V1: Slowing or stopped in traffic / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1: E / V2: E	Clear/Clear	42.39848	-71.10798
4598151	SOMERVILLE	08/08/2018	Non-fatal injury	1:28 PM	Daylight	Single vehicle crash		Dry	V1: Travelling straight ahead	V1:(Light truck(van, mini-van, pickup, sport utility))	V1: W	Cloudy	42.39854	-71.10814
4645720	SOMERVILLE	11/07/2018	Non-fatal injury	11:29 PM	Dark - lighted roadway	Rear-end		Dry	V1: Travelling straight ahead / V2: Travelling straight ahead	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Passenger car)	V1: E / V2: E	Clear	42.39848	-71.10798
4652044	SOMERVILLE	12/10/2018	Non-fatal injury	6:00 PM	Daylight	Rear-end		Dry	V1: Slowing or stopped in traffic / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1: W / V2: W	Clear	42.39842	-71.10771
4667141	SOMERVILLE	01/30/2019	Non-fatal injury	3:58 PM	Daylight	Single vehicle crash	P1: Pedestrian	Dry	V1: Turning left	V1:(Passenger car)	V1: S	Clear	42.39854	-71.10814

Data Level: CRASH

Query Type Spatial

Criteria: If you conducted an Advanced Query your SQL statement will be listed here

## *APPENDIX C – PUBLIC TRANSIT*

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## *APPENDIX C.1 – MBTA BUS ROUTES*

---

Effective March 13, 2022

80

Arlington Ctr –  
Lechmere Sta

Schedule Change



## Connections

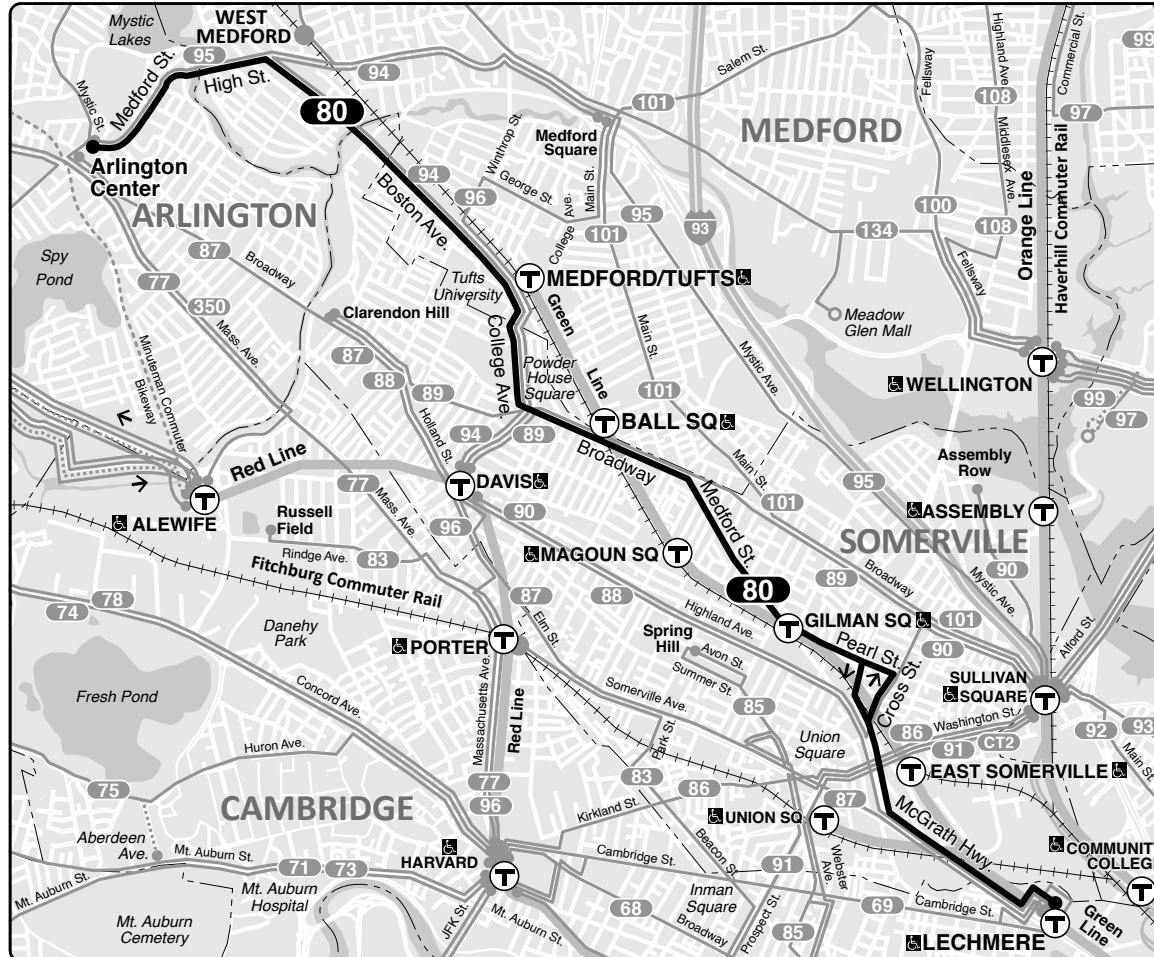
GREEN LINE D



Information **617-222-3200**  
Lost and Found **617-222-2229**  
TTY **617-222-5146**

Realtime arrival information, maps, and more

**mbta.com**



- Transfer to bus/subway available on CharlieCard—good for 2 hours, pay fare difference.

- Children 11 & under ride free with a paying customer.

All MBTA buses are accessible to people with disabilities.

	CharlieCard	Cash on board	Reduced fare
<b>Bus</b>	<b>\$1.70</b>	<b>\$1.70</b>	<b>\$0.85</b>
<b>Bus + Subway</b>	<b>\$2.40</b>	<b>\$4.10</b>	<b>\$1.10</b>

Complete fare/pass rules and free/reduced fare eligibility:  
**mbta.com/fares** or call **617-222-3200**

A125-3-22.0

**Weekday 80**

Inbound				Outbound			
Arlington Center	Powder Hse Square	Magoun Square	Lechmere Station	Lechmere Station	Magoun Square	Powder Hse Square	Arlington Center
5:00	5:07	5:10	5:24	5:28	5:39	5:42	5:55
5:30	5:37	5:40	5:54	6:07	6:18	6:21	6:34
6:00	6:09	6:13	6:28	6:37	6:49	6:52	7:09
6:25	6:34	6:38	6:53	7:02	7:14	7:17	7:37
6:45	6:54	6:58	7:19	7:27	7:39	7:42	8:04
7:05	7:17	7:22	7:43	7:49	8:04	8:07	8:30
7:25	7:37	7:42	8:03	8:12	8:27	8:30	8:50
7:50	8:02	8:07	8:28	8:35	8:48	8:51	9:08
8:10	8:22	8:27	8:48	8:58	9:10	9:13	9:30
8:35	8:47	8:52	9:10	9:25	9:37	9:40	9:57
8:55	9:06	9:10	9:27	10:05	10:17	10:20	10:37
9:15	9:26	9:30	9:47	10:45	10:57	11:00	11:17
9:35	9:46	9:50	10:07	11:25	11:37	11:40	11:57
10:05	10:16	10:20	10:37	<b>12:05</b>	<b>12:17</b>	<b>12:20</b>	<b>12:37</b>
10:45	10:56	11:00	11:17	<b>12:45</b>	<b>12:57</b>	<b>1:00</b>	<b>1:17</b>
11:25	11:36	11:40	11:57	<b>1:25</b>	<b>1:37</b>	<b>1:40</b>	<b>1:57</b>
<b>12:05</b>	<b>12:16</b>	<b>12:20</b>	<b>12:37</b>	<b>2:05</b>	<b>2:17</b>	<b>2:20</b>	<b>2:38</b>
<b>12:45</b>	<b>12:56</b>	<b>1:00</b>	<b>1:17</b>	<b>2:30</b>	<b>2:42</b>	<b>2:45</b>	<b>3:03</b>
<b>1:25</b>	<b>1:36</b>	<b>1:40</b>	<b>1:57</b>	<b>2:55</b>	<b>3:10</b>	<b>3:14</b>	<b>3:33</b>
<b>2:05</b>	<b>2:16</b>	<b>2:20</b>	<b>2:37</b>	<b>3:25</b>	<b>3:40</b>	<b>3:44</b>	<b>4:03</b>
<b>2:45</b>	<b>2:56</b>	<b>3:00</b>	<b>3:17</b>	<b>3:55</b>	<b>4:10</b>	<b>4:14</b>	<b>4:33</b>
<b>3:15</b>	<b>3:26</b>	<b>3:30</b>	<b>3:47</b>	<b>4:20</b>	<b>4:35</b>	<b>4:39</b>	<b>4:58</b>
<b>3:40</b>	<b>3:51</b>	<b>3:55</b>	<b>4:12</b>	<b>4:40</b>	<b>4:55</b>	<b>4:59</b>	<b>5:21</b>
<b>4:10</b>	<b>4:23</b>	<b>4:27</b>	<b>4:44</b>	<b>5:05</b>	<b>5:20</b>	<b>5:24</b>	<b>5:46</b>
<b>4:40</b>	<b>4:53</b>	<b>4:57</b>	<b>5:15</b>	<b>5:25</b>	<b>5:40</b>	<b>5:44</b>	<b>6:05</b>
<b>5:05</b>	<b>5:18</b>	<b>5:23</b>	<b>5:41</b>	<b>5:50</b>	<b>6:05</b>	<b>6:08</b>	<b>6:27</b>
<b>5:35</b>	<b>5:48</b>	<b>5:53</b>	<b>6:11</b>	<b>6:20</b>	<b>6:33</b>	<b>6:36</b>	<b>6:54</b>
<b>6:05</b>	<b>6:17</b>	<b>6:22</b>	<b>6:38</b>	<b>6:50</b>	<b>7:02</b>	<b>7:05</b>	<b>7:21</b>
<b>6:35</b>	<b>6:46</b>	<b>6:51</b>	<b>7:06</b>	<b>7:15</b>	<b>7:27</b>	<b>7:30</b>	<b>7:46</b>
<b>7:05</b>	<b>7:14</b>	<b>7:18</b>	<b>7:32</b>	<b>7:40</b>	<b>7:52</b>	<b>7:55</b>	<b>8:10</b>
<b>7:40</b>	<b>7:49</b>	<b>7:53</b>	<b>8:06</b>	<b>8:10</b>	<b>8:21</b>	<b>8:24</b>	<b>8:37</b>
<b>8:41</b>	<b>8:48</b>	<b>8:51</b>	<b>9:04</b>	<b>9:10</b>	<b>9:21</b>	<b>9:24</b>	<b>9:37</b>
<b>9:41</b>	<b>9:48</b>	<b>9:51</b>	<b>10:04</b>	<b>10:10</b>	<b>10:21</b>	<b>10:24</b>	<b>10:37</b>
<b>10:41</b>	<b>10:48</b>	<b>10:51</b>	<b>11:04</b>	<b>11:10</b>	<b>11:21</b>	<b>11:24</b>	<b>11:37</b>
<b>11:41</b>	<b>11:48</b>	<b>11:51</b>	12:04	12:10	12:19	12:21	12:33
12:41	12:48	12:51	1:04	W 1:10	1:19	1:21	1:33

W waits for last train to arrive Lechmere Station

PM times are **bold****Saturday 80**

Inbound				Outbound			
Arlington Center	Powder Hse Square	Magoun Square	Lechmere Station	Lechmere Station	Magoun Square	Powder Hse Square	Arlington Center
5:05	5:13	5:15	5:28	5:30	5:40	5:43	5:56
6:00	6:08	6:10	6:23	6:30	6:40	6:43	6:56
6:30	6:38	6:40	6:53	7:00	7:10	7:13	7:26
7:00	7:08	7:10	7:23	7:30	7:40	7:43	7:56
7:30	7:38	7:40	7:53	8:00	8:10	8:13	8:26
8:00	8:09	8:12	8:26	8:30	8:40	8:43	8:58
8:30	8:39	8:42	8:56	9:00	9:10	9:13	9:28
9:01	9:11	9:14	9:28	9:30	9:40	9:43	9:58
9:31	9:41	9:44	9:58	10:00	10:10	10:13	10:28
10:01	10:11	10:14	10:28	10:35	10:48	10:51	11:07
10:36	10:46	10:49	11:03	11:10	11:23	11:26	11:42
11:11	11:21	11:24	11:40	11:45	11:58	<b>12:01</b>	<b>12:17</b>
11:46	11:56	11:59	<b>12:15</b>	<b>12:20</b>	<b>12:33</b>	<b>12:36</b>	<b>12:52</b>
<b>12:21</b>	<b>12:31</b>	<b>12:34</b>	<b>12:50</b>	<b>12:55</b>	<b>1:08</b>	<b>1:11</b>	<b>1:27</b>
<b>12:56</b>	<b>1:06</b>	<b>1:09</b>	<b>1:25</b>	<b>1:30</b>	<b>1:43</b>	<b>1:46</b>	<b>2:02</b>
<b>1:31</b>	<b>1:41</b>	<b>1:44</b>	<b>2:00</b>	<b>2:05</b>	<b>2:18</b>	<b>2:21</b>	<b>2:37</b>
<b>2:06</b>	<b>2:16</b>	<b>2:19</b>	<b>2:35</b>	<b>2:40</b>	<b>2:53</b>	<b>2:56</b>	<b>3:12</b>
<b>2:41</b>	<b>2:51</b>	<b>2:54</b>	<b>3:10</b>	<b>3:15</b>	<b>3:28</b>	<b>3:31</b>	<b>3:47</b>
<b>3:16</b>	<b>3:26</b>	<b>3:29</b>	<b>3:45</b>	<b>3:50</b>	<b>4:03</b>	<b>4:06</b>	<b>4:22</b>
<b>3:51</b>	<b>4:01</b>	<b>4:04</b>	<b>4:20</b>	<b>4:25</b>	<b>4:38</b>	<b>4:41</b>	<b>4:57</b>
<b>4:26</b>	<b>4:36</b>	<b>4:39</b>	<b>4:55</b>	<b>5:00</b>	<b>5:13</b>	<b>5:16</b>	<b>5:32</b>
<b>5:01</b>	<b>5:11</b>	<b>5:14</b>	<b>5:30</b>	<b>5:35</b>	<b>5:47</b>	<b>5:49</b>	<b>6:04</b>
<b>5:36</b>	<b>5:46</b>	<b>5:49</b>	<b>6:05</b>	<b>6:15</b>	<b>6:27</b>	<b>6:29</b>	<b>6:44</b>
<b>6:11</b>	<b>6:21</b>	<b>6:24</b>	<b>6:40</b>	<b>7:21</b>	<b>7:33</b>	<b>7:35</b>	<b>7:50</b>
<b>6:50</b>	<b>7:00</b>	<b>7:03</b>	<b>7:19</b>	<b>8:21</b>	<b>8:33</b>	<b>8:35</b>	<b>8:50</b>
<b>7:55</b>	<b>8:03</b>	<b>8:06</b>	<b>8:19</b>	<b>9:23</b>	<b>9:33</b>	<b>9:35</b>	<b>9:48</b>
<b>8:55</b>	<b>9:03</b>	<b>9:06</b>	<b>9:19</b>	<b>10:23</b>	<b>10:32</b>	<b>10:34</b>	<b>10:47</b>
<b>9:55</b>	<b>10:02</b>	<b>10:05</b>	<b>10:17</b>	<b>11:23</b>	<b>11:32</b>	<b>11:34</b>	<b>11:47</b>
<b>10:55</b>	<b>11:02</b>	<b>11:05</b>	<b>11:17</b>	12:23	12:31	12:33	12:44
<b>11:55</b>	12:02	12:05	12:17	W 1:18	1:26	1:28	1:39
12:50	12:57	1:00	1:12				

Information in this timetable is subject to change without notice. Traffic and weather may affect running times.

Always check bus destination signs before boarding. Some buses may only serve a part, or skip portions of this route.

**Sunday 80**

Inbound				Outbound			
Arlington Center	Powder Hse Square	Magoun Square	Lechmere Station	Lechmere Station	Magoun Square	Powder Hse Square	Arlington Center
6:30	6:38	6:41	6:53	7:00	7:09	7:11	7:23
7:30	7:38	7:41	7:53	8:00	8:09	8:11	8:23
8:30	8:38	8:41	8:53	9:00	9:10	9:12	9:25
9:30	9:39	9:42	9:55	10:00	10:10	10:12	10:27
10:35	10:45	10:48	11:01	11:10	11:22	11:25	11:40
11:45	11:56	11:59	<b>12:13</b>	<b>12:20</b>	<b>12:32</b>	<b>12:35</b>	<b>12:50</b>
<b>12:55</b>	<b>1:06</b>	<b>1:09</b>	<b>1:23</b>	<b>1:30</b>	<b>1:42</b>	<b>1:45</b>	<b>2:00</b>
<b>2:05</b>	<b>2:16</b>	<b>2:19</b>	<b>2:33</b>	<b>2:40</b>	<b>2:52</b>	<b>2:55</b>	<b>3:10</b>
<b>3:15</b>	<b>3:26</b>	<b>3:29</b>	<b>3:43</b>	<b>3:50</b>	<b>4:01</b>	<b>4:04</b>	<b>4:19</b>
<b>4:25</b>	<b>4:36</b>	<b>4:39</b>	<b>4:53</b>	<b>5:00</b>	<b>5:11</b>	<b>5:14</b>	<b>5:29</b>
<b>5:35</b>	<b>5:45</b>	<b>5:48</b>	<b>6:00</b>	<b>6:10</b>	<b>6:21</b>	<b>6:24</b>	<b>6:38</b>
<b>6:45</b>	<b>6:54</b>	<b>6:57</b>	<b>7:09</b>	<b>7:20</b>	<b>7:31</b>	<b>7:34</b>	<b>7:47</b>
<b>7:55</b>	<b>8:04</b>	<b>8:07</b>	<b>8:19</b>	<b>8:30</b>	<b>8:40</b>	<b>8:42</b>	<b>8:55</b>
<b>9:05</b>	<b>9:14</b>	<b>9:17</b>	<b>9:29</b>	<b>9:40</b>	<b>9:50</b>	<b>9:52</b>	<b>10:05</b>
<b>10:15</b>	<b>10:24</b>	<b>10:27</b>	<b>10:39</b>	<b>10:50</b>	<b>10:59</b>	<b>11:01</b>	<b>11:13</b>
<b>11:25</b>	<b>11:33</b>	<b>11:36</b>	<b>11:48</b>	12:00	12:08	12:10	12:20

**2022 Holidays**

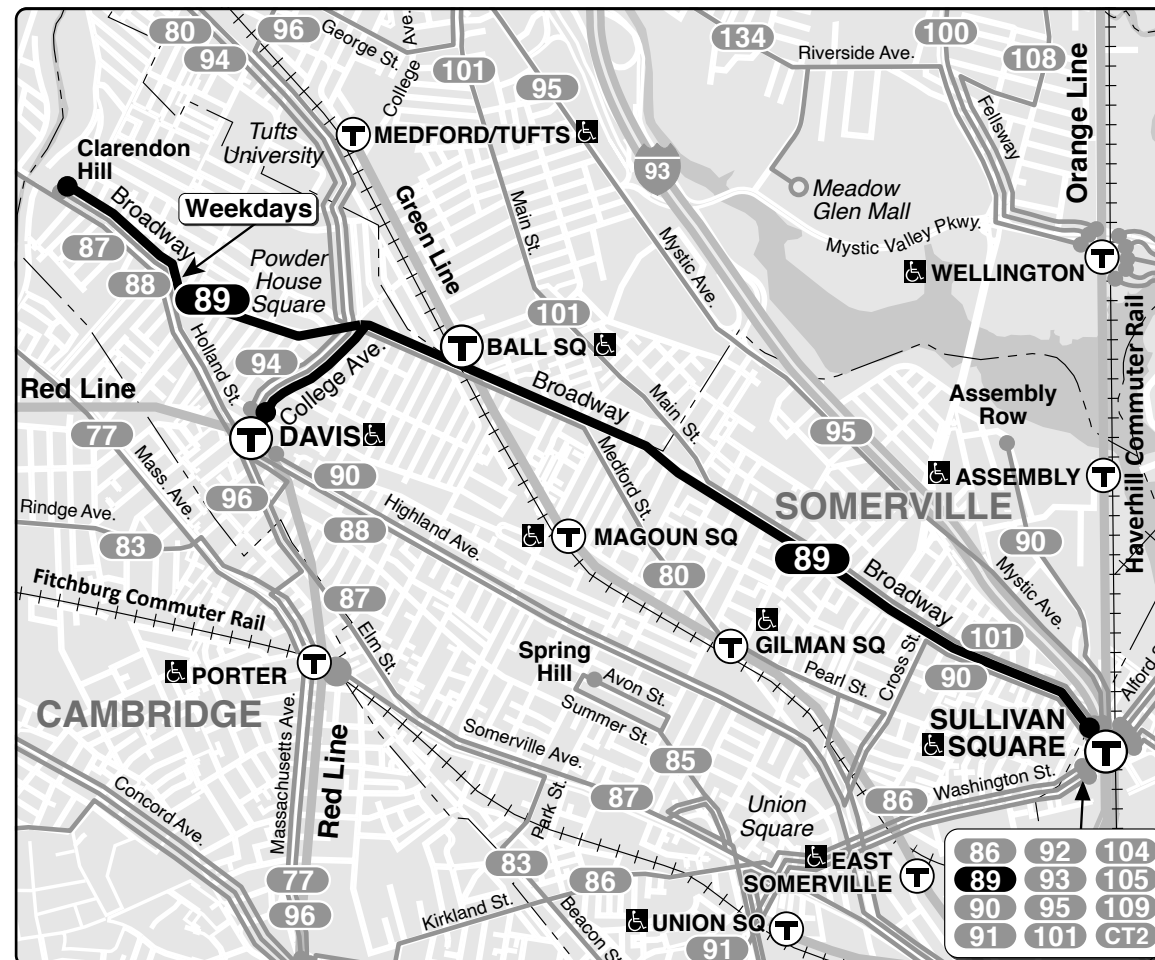
SUN Memorial Day  
 SUN Independence Day  
 SUN Labor Day  
 SUN Thanksgiving Day

SUN Christmas Day  
 SUN Christmas Day Observed  
 SAT New Year's Eve  
 SUN New Year's Day

Effective March 13, 2022

89

Clarendon Hill  
or Davis Sta –  
Sullivan Sta



- Transfer to bus/subway available on CharlieCard—good for 2 hours, pay fare difference.
- Children 11 & under ride free with a paying customer.
- ♿ All MBTA buses are accessible to people with disabilities.

	CharlieCard	Cash on board	Reduced fare
<b>Bus</b>	<b>\$1.70</b>	<b>\$1.70</b>	<b>\$0.85</b>
<b>Bus + Subway</b>	<b>\$2.40</b>	<b>\$4.10</b>	<b>\$1.10</b>

Complete fare/pass rules and free/reduced fare eligibility:  
[mbta.com/fares](https://www.mbta.com/fares) or call 617-222-3200

## Connections

RED LINE  
ORANGE LINE



Information **617-222-3200**  
Lost and Found **617-222-2229**  
TTY **617-222-5146**

Realtime arrival information, maps, and more

**mbta.com**

A126-4-22.0

Weekday <sup>89</sup>															
Inbound					Inbound				Outbound				Outbound		
	Davis Station	Clarendon Hill	Broadway & Main St	Sullivan Station	Davis Station	Clarendon Hill	Broadway & Main St	Sullivan Station		Sullivan Station	Broadway & Main St	Clarendon Hill	Davis Station		Sullivan Station
A	-	4:30	4:39	4:47	1:15	-	1:23	1:32	4:45	4:51	5:02	-	-	2:05	2:14
	5:00	-	5:06	5:14	1:40	-	1:48	1:57	5:15	5:21	5:32	-	-	2:30	2:39
	-	5:10	5:18	5:26	2:05	-	2:13	2:22	5:20	5:26	-	5:33	-	2:30	2:39
	5:15	-	5:21	5:29	2:30	-	2:38	2:47	5:35	5:41	-	5:48	-	2:55	3:04
	5:30	-	5:36	5:44	2:55	-	3:04	3:13	5:45	5:51	6:02	-	-	3:00	3:09
	-	5:40	5:48	5:56	-	3:00	3:11	3:20	5:50	5:56	-	6:04	-	3:20	3:29
	5:45	-	5:51	5:59	3:20	-	3:29	3:38	6:05	6:12	-	6:21	-	3:30	3:39
	6:00	-	6:06	6:14	-	3:30	3:41	3:50	6:15	6:22	6:35	-	-	3:45	3:54
	-	6:10	6:18	6:26	3:45	-	3:54	4:03	6:20	6:27	-	6:36	-	4:00	4:09
	6:15	-	6:21	6:29	-	4:00	4:11	4:20	6:35	6:42	-	6:51	-	4:08	4:17
	6:30	-	6:36	6:44	4:10	-	4:19	4:28	6:45	6:52	7:05	-	-	4:28	4:37
	-	6:40	6:48	6:56	-	4:30	4:41	4:50	6:50	6:57	-	7:08	-	4:30	4:39
	6:45	-	6:51	6:59	4:35	-	4:44	4:53	7:05	7:13	-	7:24	-	4:45	4:54
	7:00	-	7:08	7:16	4:56	-	5:05	5:14	7:10	7:18	7:31	-	-	5:00	5:09
	-	7:10	7:20	7:28	-	5:00	5:11	5:20	7:20	7:28	-	7:39	-	5:02	5:11
	7:15	-	7:23	7:31	5:14	-	5:23	5:32	7:35	7:43	-	7:54	-	5:22	5:31
	7:30	-	7:38	7:46	-	5:30	5:41	5:50	7:45	7:53	8:06	-	-	5:30	5:39
	-	7:40	7:50	7:58	5:32	-	5:41	5:50	7:50	7:58	-	8:09	-	5:40	5:49
	7:45	-	7:53	8:01	5:50	-	5:59	6:07	8:05	8:13	-	8:24	-	5:58	6:07
	8:00	-	8:08	8:16	-	6:00	6:10	6:18	8:10	8:18	8:31	-	-	6:00	6:09
	8:15	-	8:23	8:31	6:08	-	6:16	6:24	8:20	8:28	-	8:39	-	6:14	6:23
	-	8:15	8:25	8:33	6:28	-	6:36	6:44	8:35	8:43	-	8:54	-	6:30	6:39
	8:30	-	8:38	8:46	-	6:30	6:40	6:48	8:45	8:53	9:06	-	-	6:34	6:43
	-	8:40	8:50	8:58	6:50	-	6:58	7:06	8:50	8:58	-	9:09	-	6:52	7:01
	8:45	-	8:53	9:01	7:15	-	7:23	7:31	9:05	9:13	-	9:24	-	7:00	7:08
	9:05	-	9:13	9:21	7:40	-	7:48	7:56	9:15	9:23	9:36	-	-	7:12	7:20
	-	9:15	9:25	9:33	8:05	-	8:13	8:21	9:30	9:38	-	9:49	-	7:37	7:45
	9:30	-	9:38	9:46	8:30	-	8:38	8:46	9:55	10:03	-	10:14	-	8:05	8:13
	9:55	-	10:03	10:11	9:00	-	9:07	9:14	10:20	10:28	-	10:39	-	8:25	8:33
	10:20	-	10:28	10:36	9:45	-	9:52	9:59	10:45	10:53	-	11:04	-	8:50	8:58
	10:45	-	10:53	11:01	10:30	-	10:37	10:44	11:10	11:18	-	11:29	-	9:20	9:28
	11:10	-	11:18	11:26	11:15	-	11:21	11:28	11:35	11:43	-	11:54	-	10:05	10:12
	11:35	-	11:43	11:51	12:00	-	12:06	12:13	12:00	12:08	-	12:19	-	10:50	10:57
	12:00	-	12:08	12:17	12:45	-	12:51	12:58	12:25	12:33	-	12:44	-	11:35	11:42
	12:25	-	12:33	12:42	1:35	-	1:40	1:45	12:50	12:58	-	1:10	-	12:20	12:27
	12:50	-	12:58	1:07					1:15	1:24	-	1:36	W 1:20	1:26	-
									1:40	1:49	-	2:01			1:33

Saturday <sup>89</sup>															
Inbound				Outbound				Outbound				Outbound			
	Davis Station	Broadway & Main St	Sullivan Station		Sullivan Station	Broadway & Main St	Clarendon Hill	Davis Station		Sullivan Station	Broadway & Main St	Clarendon Hill	Davis Station		Sullivan Station
A	-	4:38	4:48	5:15	5:15	5:22	5:30	6:03	6:10	6:18	6:26	6:34	6:41	6:48	6:56
	5:35	5:41	5:48	6:03	6:10	6:18	6:26	6:34	6:41	6:48	6:56	7:04	7:11	7:18	7:26
	6:28	6:34	6:41	6:51	6:58	7:06	7:14	7:21	7:28	7:35	7:42	7:49	7:56	8:03	8:10
	7:16	7:23	7:31	7:39	7:47	7:55	8:03	8:11	8:19	8:27	8:35	8:43	8:51	8:59	9:07
	8:04	8:11	8:19	8:27	8:35	8:43	8:51	8:59	9:07	9:15	9:23	9:31	9:39	9:47	9:55
	8:52	8:59	9:09	9:15	9:24	9:33	9:41	9:49	9:57	10:03	10:11	10:24	10:32	10:40	10:48
	9:40	9:47	9:57	10:03	10:11	10:24	10:32	10:40	10:48	10:56	11:04	11:17	11:25	11:33	11:41
	10:28	10:35	10:45	10:30	10:38	10:51	10:59	11:07	11:15	11:23	11:31	11:39	11:47	11:55	12:03
	10:58	11:06	11:16	10:56	11:04	11:17	11:25	11:33	11:41	11:49	11:57	12:05	12:13	12:21	12:29
	11:24	11:32	11:42	11:22	11:30	11:43	11:51	12:00	12:08	12:16	12:24	12:32	12:40	12:48	12:56
	11:50	11:58	12:08	11:48	11:56	12:09	12:17	12:25	12:33	12:41	12:49	12:57	13:05	13:13	13:21
	12:16	12:24	12:34	12:14	12:22	12:35	12:43	12:51	13:00	13:08	13:16	13:24	13:32	13:40	13:48
	12:42	12:50	1:00	12:40	12:48	1:00	1:08	1:16	1:24	1:32	1:40	1:48	1:56	2:04	2:12
	1:08	1:16	1:26	1:06	1:17	1:28	1:34	1:42	1:52	2:00	2:08	2:18	2:26	2:34	2:42
	1:34	1:42	1:52	1:32	1:43	1:54	2:00	2:08	2:18	2:24	2:33	2:44	2:52	3:00	3:10
	2:00	2:08	2:18	1:58	2:07	2:18	2:26	2:34	2:44	2:50	2:59	3:10	3:18	3:26	3:36
	2:26	2:34	2:44	2:24	2:33	2:44	2:52	3:00	3:10	3:16	3:25	3:36	3:44	3:52	4:02
	2:52	3:00	3:10	2:50	2:59	3:10	3:18	3:26	3:36	3:42	3:51	4:02	4:10	4:17	4:27
	3:18	3:26	3:36	3:16	3:25	3:36	3:44	3:52	4:02	4:08	4:17	4:28	4:36	4:43	4:53
	3:44	3:52	4:02	3:42	3:51	4:02	4:10	4:17	4:27	4:34	4:43	4:54	5:02	5:09	5:19
	4:10	4:17	4:27	4:08	4:17	4:28	4:36	4:43	4:54	5:00	5:09	5:20	5:28	5:35	5:45
	4:36	4:43	4:53	4:34	4:43	4:54	5:02	5:09	5:19	5:26	5:35	5:46	5:54	6:01	6:11
	5:02	5:09	5:19	5:00	5:09	5:20	5:28	5:35	5:45	5:52	6:01	6:12	6:20	6:27	6:37
	5:28	5:35	5:45	5:26	5:35	5:46	5:54	6:01	6:11	6:18	6:27	6:38	6:46	6:53	7:03
	5:54	6:01	6:11	5:52	6:01	6:12	6:20	6:27	6:37	6:46	6:53	7:03	7:11	7:18	7:29
	6:20	6:27	6:37	6:18	6:27	6:38	6:46	6:53	7:03	7:11	7:18	7:29	7:37	7:42	7:52
	6:46	6:53	7:03	6:44	6:51	7:01	7:08	7:15	7:22	7:29	7:36	7:43	7:50	7:57	8:04
	7:35	7:42	7:52	7:33	7:40	7:47	7:54	8:01	8:08	8:15	8:22	8:29	8:36	8:43	8:50
	8:23	8:30	8:38	8:21	8:28	8:35	8:42	8:49	8:56	9:03	9:10	9:17	9:24	9:31	9:38
	9:11	9:18	9:26	9:09	9:16	9:23	9:30	9:37	9:44	9:51	9:58	10:05	10:12	10:19	10:26
	9:59	10:06	10:14	9:51	9:58	10:05	10:12	10:19	10:26	10:33	10:40	10:47	10:54	11:01	11:08
	10:47	10:54	11:02	10:39	10:46	10:53	11:00	11:07	11:14	11:21	11:28	11:35	11:42	11:49	11:56
	11:35	11:42	11:49	11:27	11:34	11:41	11:48	11:55	12:02	12:09	12:16	12:23	12:30	12:37	12:44
	12:23	12:30	12:37	12:45	12:53	1:01	1:06	1:13	1:20	1:27	1:34	1:41	1:48	1:55	2:02
	1:05	1:11	1:16	W 1:20	1:27	1:35									
	1:40	1:46	1:51												

Sunday <sup>89</sup>															
Inbound				Outbound				Outbound				Outbound			
	Davis Station	Broadway & Main St	Sullivan Station		Sullivan Station	Broadway & Main St	Clarendon Hill	Davis Station		Sullivan Station	Broadway & Main St	Clarendon Hill	Davis Station		Sullivan Station
A	-	5:24	5:39	6:											

Effective March 13, 2022

94

Medford Sq –  
Davis Sta

Schedule Change



Connections

RED LINE

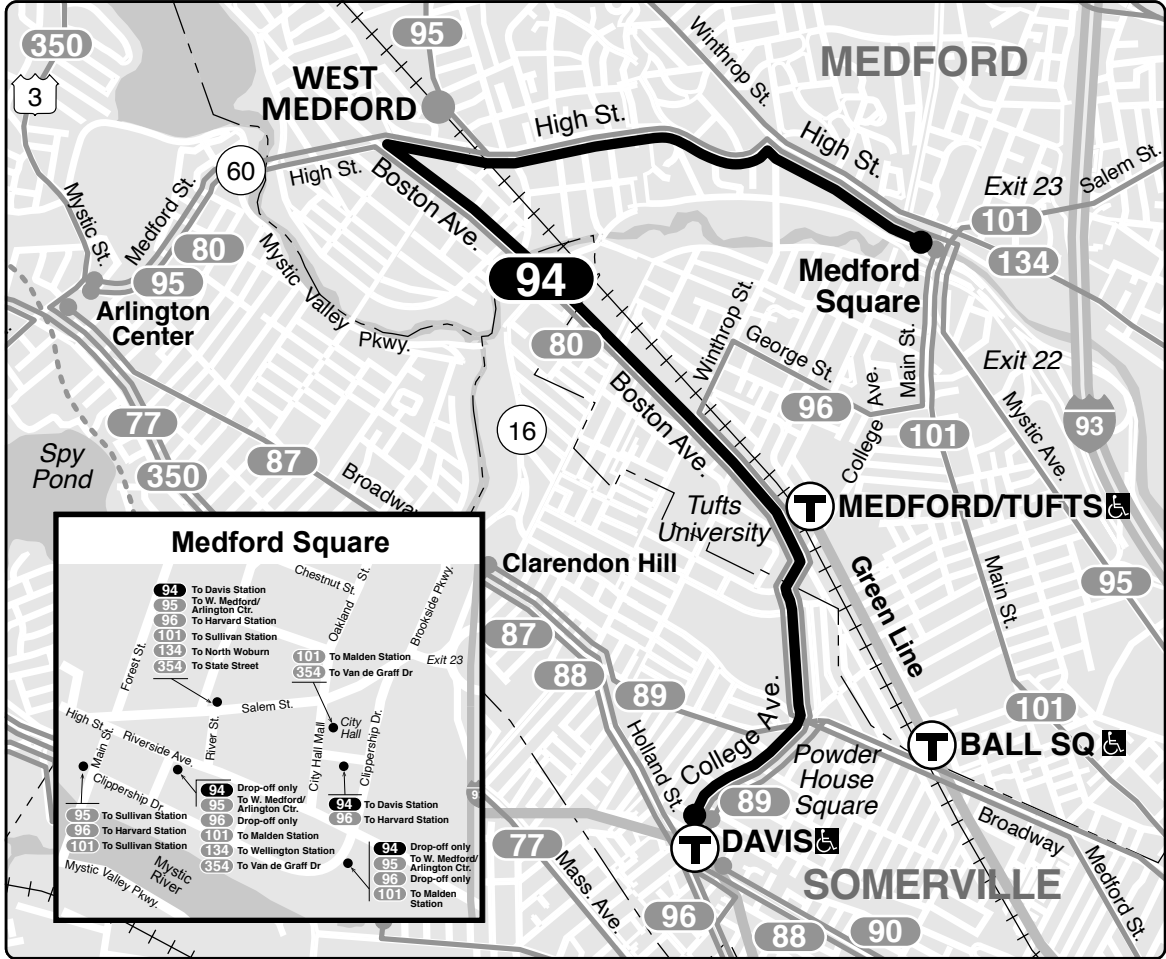
LOWELL LINE



Information **617-222-3200**  
Lost and Found **617-222-2229**  
TTY **617-222-5146**

Realtime arrival information, maps, and more

**mbta.com**



• Transfer to bus/subway available on CharlieCard—good for 2 hours, pay fare difference.

• Children 11 & under ride free with a paying customer.

All MBTA buses are accessible to people with disabilities.

	CharlieCard	Cash on board	Reduced fare
Bus	\$1.70	\$1.70	\$0.85
Bus + Subway	\$2.40	\$4.10	\$1.10

Complete fare/pass rules and free/reduced fare eligibility:  
[mbta.com/fares](https://www.mbta.com/fares) or call 617-222-3200

A126-3-22.0



Weekday <b>94</b>					
Inbound			Outbound		
Medford Square	Powder House Square	Davis Station	Davis Station	Powder House Square	Medford Square
5:15	5:26	5:38	6:00	6:02	6:19
5:45	5:56	6:09	6:30	6:32	6:49
6:15	6:27	6:40	7:00	7:02	7:28
6:45	6:57	7:13	A	7:00	7:04
7:15	7:32	7:48		7:30	7:34
7:45	8:03	8:19		8:00	8:02
8:15	8:35	8:51		8:30	8:32
8:45	9:04	9:16		9:00	9:02
9:15	9:31	9:43		9:30	9:32
9:45	10:01	10:13		10:10	10:12
10:20	10:36	10:48		11:00	11:02
11:05	11:21	11:33		11:50	11:52
11:55	<b>12:14</b>	<b>12:26</b>		<b>12:40</b>	<b>12:42</b>
<b>12:45</b>	<b>1:04</b>	<b>1:16</b>		<b>1:30</b>	<b>1:32</b>
<b>1:35</b>	<b>1:54</b>	<b>2:06</b>		<b>2:18</b>	<b>2:20</b>
<b>2:20</b>	<b>2:39</b>	<b>2:51</b>		<b>3:00</b>	<b>3:02</b>
<b>3:10</b>	<b>3:29</b>	<b>3:41</b>		<b>3:30</b>	<b>3:32</b>
<b>3:50</b>	<b>4:09</b>	<b>4:21</b>		<b>4:00</b>	<b>4:02</b>
<b>4:20</b>	<b>4:38</b>	<b>4:50</b>		<b>4:28</b>	<b>4:30</b>
<b>4:50</b>	<b>5:08</b>	<b>5:20</b>		<b>5:00</b>	<b>5:02</b>
<b>5:20</b>	<b>5:38</b>	<b>5:50</b>		<b>5:30</b>	<b>5:32</b>
<b>5:50</b>	<b>6:06</b>	<b>6:22</b>		<b>6:03</b>	<b>6:05</b>
<b>6:20</b>	<b>6:36</b>	<b>6:52</b>		<b>6:35</b>	<b>6:37</b>
<b>6:50</b>	<b>7:06</b>	<b>7:22</b>		<b>7:05</b>	<b>7:07</b>
<b>7:20</b>	<b>7:33</b>	<b>7:49</b>		<b>7:35</b>	<b>7:37</b>
<b>7:50</b>	<b>8:03</b>	<b>8:19</b>		<b>8:05</b>	<b>8:07</b>
<b>8:20</b>	<b>8:33</b>	<b>8:49</b>		<b>8:58</b>	<b>9:00</b>
<b>9:20</b>	<b>9:31</b>	<b>9:43</b>		<b>9:58</b>	<b>10:00</b>
<b>10:20</b>	<b>10:31</b>	<b>10:43</b>		<b>10:58</b>	<b>11:00</b>
<b>11:20</b>	<b>11:31</b>	<b>11:43</b>		<b>11:58</b>	12:00
12:20	12:31	12:43		12:58	1:00
					1:12

Saturday <b>94</b>					
Inbound			Outbound		
Medford Square	Powder House Square	Davis Station	Davis Station	Powder House Square	Medford Square
6:15	6:28	6:33	6:50	6:52	7:06
7:15	7:30	7:38	7:50	7:52	8:06
8:15	8:30	8:38	8:50	8:52	9:09
9:15	9:30	9:38	9:50	9:52	10:11
10:15	10:30	10:38	10:45	10:47	11:06
11:10	11:25	11:33	11:40	11:42	<b>12:01</b>
11:50	<b>12:05</b>	<b>12:13</b>	<b>12:20</b>	<b>12:22</b>	<b>12:42</b>
<b>12:35</b>	<b>12:50</b>	<b>12:58</b>	<b>1:10</b>	<b>1:12</b>	<b>1:31</b>
<b>1:15</b>	<b>1:29</b>	<b>1:37</b>	<b>1:50</b>	<b>1:52</b>	<b>2:11</b>
<b>2:00</b>	<b>2:15</b>	<b>2:24</b>	<b>2:35</b>	<b>2:37</b>	<b>2:56</b>
<b>2:45</b>	<b>3:00</b>	<b>3:09</b>	<b>3:20</b>	<b>3:22</b>	<b>3:41</b>
<b>3:30</b>	<b>3:45</b>	<b>3:54</b>	<b>4:05</b>	<b>4:07</b>	<b>4:26</b>
<b>4:15</b>	<b>4:30</b>	<b>4:39</b>	<b>4:50</b>	<b>4:52</b>	<b>5:11</b>
<b>5:00</b>	<b>5:15</b>	<b>5:24</b>	<b>5:35</b>	<b>5:37</b>	<b>5:56</b>
<b>5:45</b>	<b>6:00</b>	<b>6:09</b>	<b>6:20</b>	<b>6:22</b>	<b>6:41</b>
<b>6:30</b>	<b>6:45</b>	<b>6:54</b>	<b>7:05</b>	<b>7:07</b>	<b>7:25</b>
<b>7:15</b>	<b>7:29</b>	<b>7:35</b>	<b>7:50</b>	<b>7:52</b>	<b>8:10</b>
<b>8:15</b>	<b>8:29</b>	<b>8:35</b>	<b>8:50</b>	<b>8:52</b>	<b>9:08</b>
<b>9:15</b>	<b>9:28</b>	<b>9:33</b>	<b>9:50</b>	<b>9:52</b>	<b>10:07</b>
<b>10:15</b>	<b>10:28</b>	<b>10:33</b>	<b>10:50</b>	<b>10:52</b>	<b>11:05</b>
<b>11:15</b>	<b>11:27</b>	<b>11:32</b>	<b>11:50</b>	<b>11:52</b>	12:05
12:15	12:27	12:32	12:40	12:42	12:55

Sunday <b>94</b>					
Inbound			Outbound		
Medford Square	Powder House Square	Davis Station	Davis Station	Powder House Square	Medford Square
6:30	6:43	6:48	7:00	7:02	7:16
7:30	7:45	7:53	8:00	8:02	8:16
8:30	8:45	8:53	9:00	9:02	9:20
9:30	9:45	9:53	10:00	10:02	10:20
10:30	10:45	10:53	11:00	11:02	11:20
11:30	11:45	11:53	<b>12:00</b>	<b>12:02</b>	<b>12:21</b>
<b>12:32</b>	<b>12:47</b>	<b>12:55</b>	<b>1:02</b>	<b>1:04</b>	<b>1:22</b>
<b>1:36</b>	<b>1:50</b>	<b>1:58</b>	<b>2:08</b>	<b>2:10</b>	<b>2:28</b>
<b>2:38</b>	<b>2:53</b>	<b>3:02</b>	<b>3:08</b>	<b>3:10</b>	<b>3:28</b>
<b>3:38</b>	<b>3:53</b>	<b>4:02</b>	<b>4:08</b>	<b>4:10</b>	<b>4:28</b>
<b>4:38</b>	<b>4:53</b>	<b>5:02</b>	<b>5:08</b>	<b>5:10</b>	<b>5:28</b>
<b>5:38</b>	<b>5:53</b>	<b>6:02</b>	<b>6:08</b>	<b>6:10</b>	<b>6:28</b>
<b>6:38</b>	<b>6:53</b>	<b>7:01</b>	<b>7:08</b>	<b>7:10</b>	<b>7:27</b>
<b>7:38</b>	<b>7:52</b>	<b>7:58</b>	<b>8:08</b>	<b>8:10</b>	<b>8:27</b>
<b>8:38</b>	<b>8:52</b>	<b>8:58</b>	<b>9:08</b>	<b>9:10</b>	<b>9:25</b>
<b>9:38</b>	<b>9:51</b>	<b>9:56</b>	<b>10:08</b>	<b>10:10</b>	<b>10:24</b>
<b>10:38</b>	<b>10:51</b>	<b>10:56</b>	<b>11:08</b>	<b>11:10</b>	<b>11:23</b>
<b>11:38</b>	<b>11:50</b>	<b>11:55</b>	12:08	12:10	12:23

## 2022 Holidays

SUN Memorial Day	SUN Christmas Day
SUN Independence Day	SUN Christmas Day Observed
SUN Labor Day	SAT New Year's Eve
SUN Thanksgiving Day	SUN New Year's Day

For additional service between Medford Square & Davis Square refer to Route 96

A via Winthrop St and Brooks St

PM times are **bold**

Information in this timetable is subject to change without notice. Traffic and weather may affect running times.

Always check bus destination signs before boarding. Some buses may only serve a part, or skip portions of this route.

Effective March 13, 2022

96

Medford Sq –  
Harvard Sta

Schedule Change



### Connections

RED LINE

FITCHBURG LINE



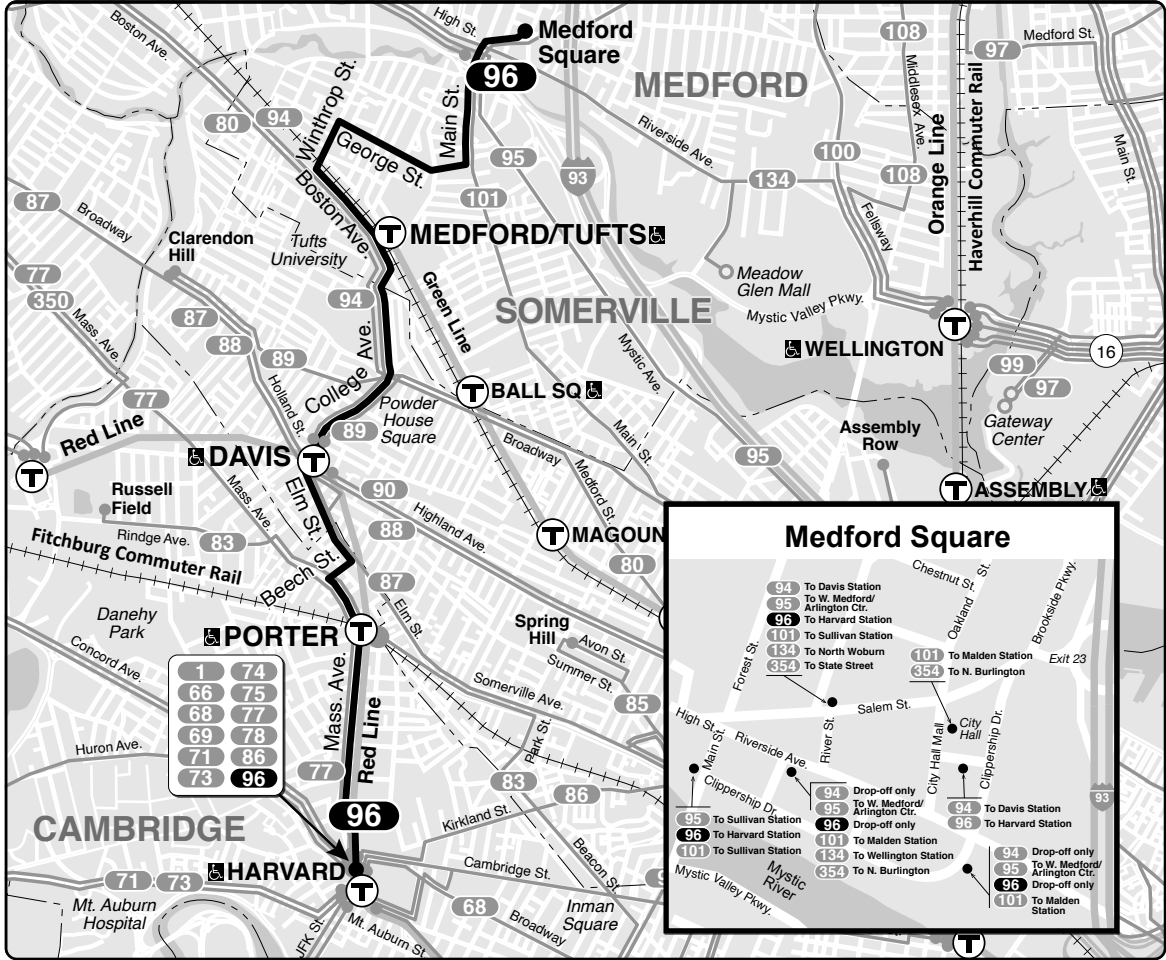
Information **617-222-3200**

Lost and Found **617-222-2229**

TTY **617-222-5146**

Realtime arrival information, maps, and more

**mbta.com**



• Transfer to bus/subway available on CharlieCard—good for 2 hours, pay fare difference.

• Children 11 & under ride free with a paying customer.

• All MBTA buses are accessible to people with disabilities.

CharlieCard | Cash on board | Reduced fare

Bus	<b>\$1.70</b>	<b>\$1.70</b>	<b>\$0.85</b>
Bus + Subway	<b>\$2.40</b>	<b>\$4.10</b>	<b>\$1.10</b>

Complete fare/pass rules and free/reduced fare eligibility:  
[mbta.com/fares](https://www.mbta.com/fares) or call **617-222-3200**

A126-3-22.0

Weekday <b>96</b>			Outbound		
Inbound					
Medford Square	Davis Station	Harvard Station	Harvard Station	Davis Station	Medford Square
5:00	5:11	5:22	5:40	5:48	6:02
5:30	5:41	5:52	6:10	6:18	6:32
6:00	6:11	6:22	6:40	6:48	7:02
6:30	6:41	6:52	7:10	7:20	7:38
7:00	7:15	7:32	7:40	7:50	8:08
7:30	7:45	8:02	8:10	8:21	8:38
8:00	8:15	8:32	8:40	8:51	9:09
8:30	8:45	9:01	9:10	9:20	9:38
9:00	9:13	9:27	9:40	9:50	10:07
9:30	9:43	9:57	10:25	10:35	10:50
10:00	10:13	10:27	11:15	11:25	11:40
10:40	10:53	11:07	<b>12:05</b>	<b>12:15</b>	<b>12:31</b>
11:30	11:43	11:57	<b>12:55</b>	<b>1:05</b>	<b>1:21</b>
<b>12:20</b>	<b>12:33</b>	<b>12:47</b>	<b>1:45</b>	<b>1:55</b>	<b>2:15</b>
<b>1:10</b>	<b>1:23</b>	<b>1:37</b>	<b>2:30</b>	<b>2:41</b>	<b>3:02</b>
<b>2:00</b>	<b>2:13</b>	<b>2:27</b>	<b>3:05</b>	<b>3:18</b>	<b>3:40</b>
<b>2:50</b>	<b>3:03</b>	<b>3:18</b>	<b>3:35</b>	<b>3:48</b>	<b>4:10</b>
<b>3:33</b>	<b>3:46</b>	<b>4:01</b>	<b>4:05</b>	<b>4:18</b>	<b>4:40</b>
<b>4:03</b>	<b>4:16</b>	<b>4:31</b>	<b>4:35</b>	<b>4:48</b>	<b>5:10</b>
<b>4:33</b>	<b>4:46</b>	<b>5:01</b>	<b>5:05</b>	<b>5:18</b>	<b>5:40</b>
<b>5:01</b>	<b>5:17</b>	<b>5:34</b>	<b>5:37</b>	<b>5:50</b>	<b>6:12</b>
<b>5:33</b>	<b>5:49</b>	<b>6:06</b>	<b>6:10</b>	<b>6:23</b>	<b>6:45</b>
<b>6:03</b>	<b>6:16</b>	<b>6:32</b>	<b>6:37</b>	<b>6:50</b>	<b>7:08</b>
<b>6:30</b>	<b>6:43</b>	<b>6:59</b>	<b>7:05</b>	<b>7:14</b>	<b>7:30</b>
<b>7:00</b>	<b>7:11</b>	<b>7:24</b>	<b>7:35</b>	<b>7:44</b>	<b>8:00</b>
<b>7:30</b>	<b>7:41</b>	<b>7:54</b>	<b>8:20</b>	<b>8:29</b>	<b>8:45</b>
<b>8:05</b>	<b>8:13</b>	<b>8:25</b>	<b>9:20</b>	<b>9:28</b>	<b>9:41</b>
<b>8:50</b>	<b>8:58</b>	<b>9:09</b>	<b>10:20</b>	<b>10:28</b>	<b>10:41</b>
<b>9:50</b>	<b>9:58</b>	<b>10:09</b>	<b>11:20</b>	<b>11:28</b>	<b>11:41</b>
<b>10:50</b>	<b>10:58</b>	<b>11:09</b>	12:20	12:28	12:41
<b>11:50</b>	<b>11:58</b>	12:09 <b>W</b>	1:20	1:28	1:41
12:50	12:58	1:09			

Saturday <b>96</b>			Outbound		
Inbound					
Medford Square	Davis Station	Harvard Station	Harvard Station	Davis Station	Medford Square
5:45	5:53	6:04	6:15	6:22	6:33
6:45	6:53	7:04	7:15	7:22	7:33
7:45	7:53	8:04	8:15	8:22	8:33
8:45	8:54	9:06	9:15	9:24	9:38
9:45	9:56	10:09	10:15	10:24	10:38
10:45	10:58	11:12	11:15	11:26	11:43
11:25	11:38	11:52	<b>12:00</b>	<b>12:11</b>	<b>12:28</b>
<b>12:05</b>	<b>12:18</b>	<b>12:32</b>	<b>12:40</b>	<b>12:51</b>	<b>1:09</b>
<b>12:45</b>	<b>12:58</b>	<b>1:15</b>	<b>1:25</b>	<b>1:37</b>	<b>1:55</b>
<b>1:35</b>	<b>1:50</b>	<b>2:07</b>	<b>2:10</b>	<b>2:22</b>	<b>2:40</b>
<b>2:20</b>	<b>2:32</b>	<b>2:48</b>	<b>2:55</b>	<b>3:08</b>	<b>3:24</b>
<b>3:05</b>	<b>3:17</b>	<b>3:33</b>	<b>3:40</b>	<b>3:52</b>	<b>4:09</b>
<b>3:50</b>	<b>4:02</b>	<b>4:18</b>	<b>4:25</b>	<b>4:36</b>	<b>4:53</b>
<b>4:35</b>	<b>4:47</b>	<b>5:03</b>	<b>5:10</b>	<b>5:21</b>	<b>5:38</b>
<b>5:20</b>	<b>5:32</b>	<b>5:48</b>	<b>5:55</b>	<b>6:06</b>	<b>6:23</b>
<b>6:05</b>	<b>6:17</b>	<b>6:33</b>	<b>6:40</b>	<b>6:51</b>	<b>7:08</b>
<b>6:50</b>	<b>7:01</b>	<b>7:15</b>	<b>7:25</b>	<b>7:36</b>	<b>7:53</b>
<b>7:40</b>	<b>7:49</b>	<b>8:03</b>	<b>8:10</b>	<b>8:19</b>	<b>8:33</b>
<b>8:40</b>	<b>8:49</b>	<b>9:03</b>	<b>9:10</b>	<b>9:19</b>	<b>9:33</b>
<b>9:40</b>	<b>9:49</b>	<b>10:03</b>	<b>10:10</b>	<b>10:19</b>	<b>10:33</b>
<b>10:40</b>	<b>10:49</b>	<b>11:02</b>	<b>11:10</b>	<b>11:19</b>	<b>11:33</b>
<b>11:40</b>	<b>11:48</b>	12:00	12:10	12:19	12:33
12:40	12:48	1:00 <b>W</b>	1:20	1:28	1:40

Sunday <b>96</b>			Outbound		
Inbound					
Medford Square	Davis Station	Harvard Station	Harvard Station	Davis Station	Medford Square
6:00	6:08	6:19	6:30	6:37	6:47
7:00	7:08	7:19	7:30	7:37	7:47
8:00	8:09	8:21	8:30	8:37	8:47
9:00	9:11	9:23	9:30	9:39	9:52
10:00	10:13	10:27	10:30	10:39	10:52
11:00	11:13	11:27	11:30	11:41	11:57
<b>12:00</b>	<b>12:13</b>	<b>12:27</b>	<b>12:32</b>	<b>12:43</b>	<b>12:59</b>
<b>1:02</b>	<b>1:17</b>	<b>1:32</b>	<b>1:36</b>	<b>1:48</b>	<b>2:04</b>
<b>2:08</b>	<b>2:20</b>	<b>2:34</b>	<b>2:38</b>	<b>2:50</b>	<b>3:05</b>
<b>3:08</b>	<b>3:20</b>	<b>3:34</b>	<b>3:38</b>	<b>3:50</b>	<b>4:05</b>
<b>4:08</b>	<b>4:20</b>	<b>4:34</b>	<b>4:38</b>	<b>4:49</b>	<b>5:05</b>
<b>5:08</b>	<b>5:20</b>	<b>5:34</b>	<b>5:38</b>	<b>5:49</b>	<b>6:05</b>
<b>6:08</b>	<b>6:20</b>	<b>6:34</b>	<b>6:38</b>	<b>6:49</b>	<b>7:05</b>
<b>7:08</b>	<b>7:17</b>	<b>7:29</b>	<b>7:38</b>	<b>7:49</b>	<b>8:05</b>
<b>8:08</b>	<b>8:17</b>	<b>8:29</b>	<b>8:38</b>	<b>8:47</b>	<b>9:00</b>
<b>9:08</b>	<b>9:17</b>	<b>9:29</b>	<b>9:38</b>	<b>9:47</b>	<b>10:00</b>
<b>10:08</b>	<b>10:17</b>	<b>10:29</b>	<b>10:38</b>	<b>10:47</b>	<b>11:00</b>
<b>11:08</b>	<b>11:16</b>	<b>11:28</b>	<b>11:38</b>	<b>11:47</b>	12:00
12:08	12:16	12:28	12:31	12:40	12:53
12:57	1:05	1:17 <b>W</b>	1:20	1:28	1:39

## 2022 Holidays

<b>SUN</b> Memorial Day	<b>SUN</b> Christmas Day
<b>SUN</b> Independence Day	<b>SUN</b> Christmas Day Observed
<b>SUN</b> Labor Day	<b>SAT</b> New Year's Eve
<b>SUN</b> Thanksgiving Day	<b>SUN</b> New Year's Day

For additional service between Medford Square & Davis Square please refer to Route 94

**W** waits for last train to arrive station

PM times are **bold**

Information in this timetable is subject to change without notice. Traffic and weather may affect running times.

Always check bus destination signs before boarding. Some buses may only serve a part, or skip portions of this route.

Effective March 13, 2022

101

Malden Ctr Sta –  
Sullivan Sta  
via Winter Hill

Connections

ORANGE LINE

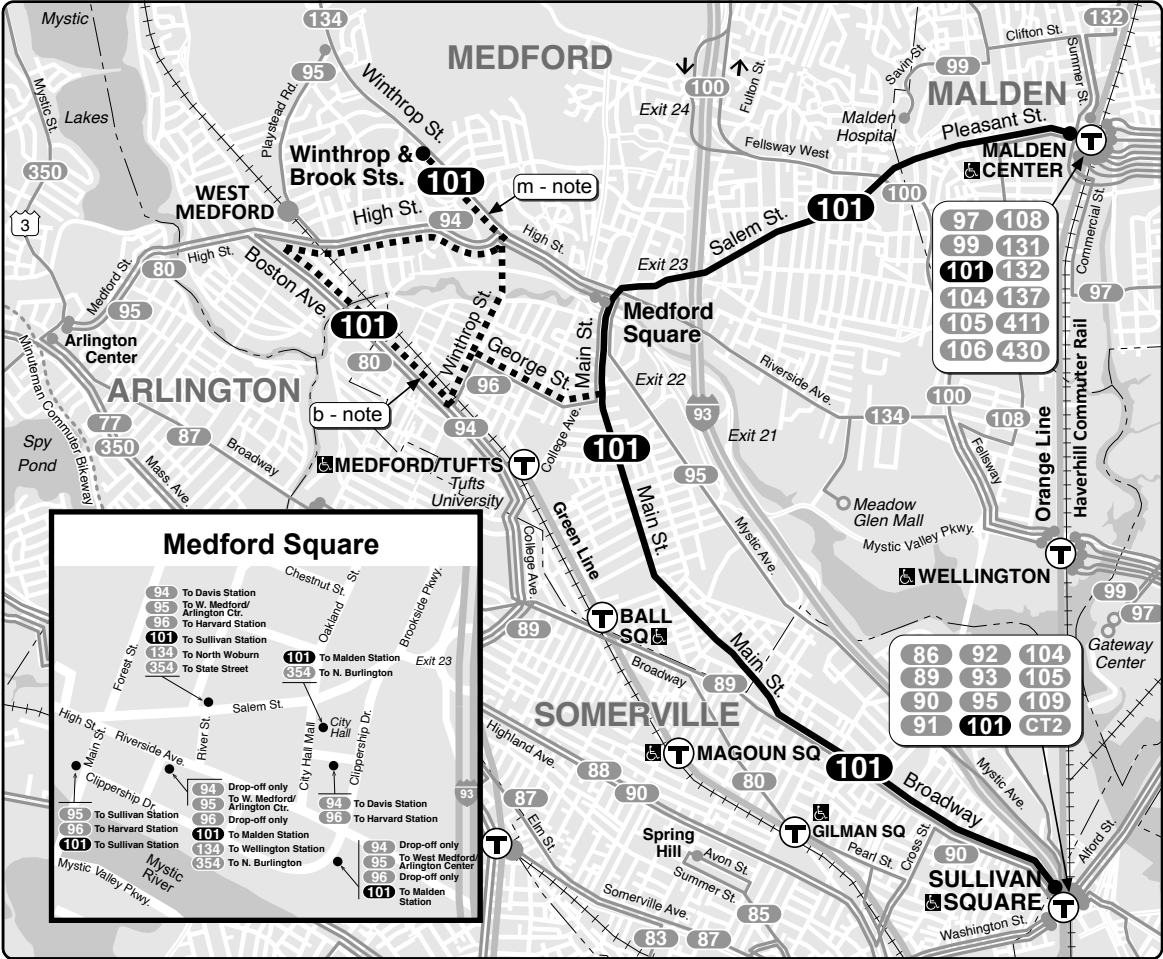
HAVERHILL LINE



Information **617-222-3200**  
Lost and Found **617-222-2229**  
TTY **617-222-5146**

Realtime arrival information, maps, and more

**mbta.com**



- Transfer to bus/subway available on CharlieCard—good for 2 hours, pay fare difference.
- Children 11 & under ride free with a paying customer.
- All MBTA buses are accessible to people with disabilities.

	CharlieCard	Cash on board	Reduced fare
Bus	\$1.70	\$1.70	\$0.85
Bus + Subway	\$2.40	\$4.10	\$1.10

Complete fare/pass rules and free/reduced fare eligibility:  
[mbta.com/fares](https://www.mbta.com/fares) or call **617-222-3200**

A126-3-22.0

**Weekday 101**

Inbound				Outbound			
Malden Center Station	Medford Square	Broadway & Main St	Sullivan Station	Sullivan Station	Broadway & Main St	Medford Square	Malden Center Station
4:54	5:00	5:09	5:17	5:24	5:30	5:36	5:46
5:08	5:14	5:23	5:31	5:48	5:55	6:01	6:11
5:22	5:28	5:37	5:45	6:12	6:19	6:26	6:36
5:36	5:42	5:51	5:59	6:24	6:31	6:38	6:48
5:50	5:56	6:05	6:13	6:36	6:43	6:51	7:01
6:07	6:13	6:22	6:30	6:48	6:56	7:04	7:14
6:18	6:24	6:33	6:41	M 6:50	-	-	-
6:35	6:42	6:52	7:00	M 7:00	-	-	-
6:45	6:52	7:02	7:10	7:07	7:15	7:23	7:33
7:00	7:07	7:17	7:25	M 7:10	-	-	-
7:12	7:19	7:29	7:37	7:12	7:20	7:28	7:38
7:24	7:32	7:42	7:50	M 7:20	-	-	-
7:41	7:49	7:59	8:07	7:24	7:32	7:40	7:50
7:47	7:55	8:05	8:13	7:34	7:42	7:50	8:00
7:58	8:06	8:16	8:24	7:47	7:55	8:03	8:13
8:10	8:18	8:28	8:36	8:00	8:08	8:16	8:26
every 24 mins or less				every 15 mins or less			
11:08	11:16	11:28	11:37	8:57	9:05	9:12	9:23
11:32	11:40	11:52	12:01	9:20	9:29	9:36	9:48
11:56	12:04	12:16	12:25	9:44	9:53	10:00	10:12
12:20	12:28	12:40	12:49	10:08	10:17	10:24	10:36
12:42	12:50	1:02	1:11	10:32	10:41	10:48	11:00
1:08	1:16	1:28	1:37	10:56	11:05	11:12	11:24
1:30	1:38	1:50	1:59	11:20	11:29	11:36	11:48
1:49	1:57	2:09	2:18	11:44	11:53	12:00	12:12
2:06	2:14	2:26	2:35	12:08	12:17	12:24	12:36
2:24	2:32	2:44	2:53	12:32	12:41	12:48	1:00
B 2:25	-	2:56	3:04	12:56	1:05	1:12	1:24
B 2:30	-	3:01	3:09	1:16	1:25	1:32	1:44
2:42	2:50	3:02	3:11	1:32	1:41	1:48	2:00
B 2:35	-	3:06	3:14	1:48	1:57	2:04	2:16
B 2:40	-	3:11	3:19	2:06	2:15	2:22	2:34
3:00	3:08	3:20	3:29	2:24	2:33	2:40	2:52
every 18 mins or less				every 20 mins or less			
4:55	5:04	5:14	5:23	5:04	5:13	5:21	5:31
5:08	5:17	5:27	5:36	5:15	5:24	5:32	5:42
5:23	5:32	5:42	5:51	5:32	5:41	5:49	5:59
5:37	5:46	5:56	6:04	5:48	5:57	6:04	6:14
5:52	5:59	6:09	6:17	6:04	6:13	6:20	6:30
6:10	6:17	6:27	6:35	6:20	6:29	6:36	6:46
6:28	6:35	6:45	6:53	6:30	6:39	6:46	6:56
6:48	6:55	7:05	7:13	6:44	6:53	7:00	7:10
7:08	7:15	7:25	7:33	7:02	7:11	7:18	7:28
7:28	7:35	7:45	7:53	7:25	7:34	7:41	7:51
7:58	8:05	8:15	8:23	7:57	8:05	8:11	8:21
8:28	8:35	8:43	8:51	8:30	8:38	8:44	8:54
9:00	9:07	9:15	9:22	9:30	9:38	9:44	9:54
10:00	10:06	10:13	10:20	10:30	10:38	10:44	10:54
11:00	11:06	11:13	11:20	11:30	11:38	11:44	11:54
12:00	12:06	12:13	12:20	12:30	12:37	12:43	12:52

**Saturday 101**

Inbound				Outbound			
Malden Center Station	Medford Square	Broadway & Main St	Sullivan Station	Sullivan Station	Broadway & Main St	Medford Square	Malden Center Station
5:00	5:06	5:14	5:21	5:30	5:37	5:43	5:51
6:00	6:07	6:15	6:23	6:30	6:38	6:45	6:55
7:00	7:07	7:15	7:23	7:30	7:38	7:45	7:55
8:00	8:07	8:15	8:23	8:30	8:38	8:45	8:55
9:00	9:07	9:15	9:25	8:57	9:05	9:12	9:23
9:30	9:39	9:47	9:57	9:30	9:40	9:47	9:59
10:08	10:17	10:25	10:35	10:05	10:15	10:22	10:34
10:45	10:54	11:02	11:12	10:43	10:53	11:00	11:12
11:23	11:32	11:40	11:50	11:20	11:30	11:37	11:49
12:00	12:09	12:17	12:27	11:58	12:08	12:15	12:27
12:38	12:47	12:57	1:07	12:35	12:45	12:52	1:04
1:15	1:24	1:34	1:44	1:13	1:23	1:30	1:42
1:53	2:02	2:12	2:22	1:50	2:00	2:07	2:19
2:30	2:39	2:49	2:59	2:28	2:38	2:45	2:57
3:08	3:17	3:27	3:37	3:05	3:15	3:22	3:34
3:45	3:54	4:04	4:14	3:43	3:53	4:00	4:12
4:23	4:32	4:42	4:52	4:20	4:29	4:36	4:46
5:00	5:09	5:19	5:29	4:58	5:07	5:14	5:24
5:38	5:47	5:57	6:07	5:35	5:44	5:51	6:01
6:15	6:24	6:34	6:44	6:13	6:22	6:29	6:39
6:53	7:01	7:09	7:19	6:50	6:59	7:06	7:16
7:30	7:38	7:46	7:56	7:28	7:37	7:44	7:54
8:30	8:37	8:45	8:53	8:00	8:08	8:14	8:24
9:30	9:37	9:45	9:53	9:00	9:08	9:14	9:24
10:30	10:37	10:45	10:53	10:00	10:08	10:14	10:24
11:30	11:37	11:45	11:53	11:00	11:08	11:14	11:24
12:30	12:37	12:45	12:52	12:00	12:08	12:14	12:22
				W 1:20	1:27	1:33	1:41

**B** leaves from Winthrop St & Brooks St only on school days

**M** leaves from Main St & Henry St only on school days

**W** waits for last train to arrive station

PM times are **bold**

Information in this timetable is subject to change without notice. Traffic and weather may affect running times.

Always check bus destination signs before boarding. Some buses may only serve a part, or skip portions of this route.

**Sunday 101**

Inbound				Outbound			
Malden Center Station	Medford Square	Broadway & Main St	Sullivan Station	Sullivan Station	Broadway & Main St	Medford Square	Malden Center Station
5:40	5:46	5:54	6:02	6:10	6:18	6:23	6:32
6:45	6:51	6:59	7:07	7:10	7:18	7:23	7:32
7:45	7:51	7:59	8:07	8:10	8:19	8:26	8:35
8:45	8:51	8:59	9:07	9:10	9:19	9:26	9:35
9:45	9:51	10:01	10:11	10:10	10:19	10:29	10:39
10:45	10:51	11:01	11:11	11:10	11:19	11:29	11:39
11:45	11:51	12:02	12:12	12:10	12:20	12:29	12:39
12:45	12:51	1:02	1:12	1:10	1:20	1:29	1:39
1:45	1:51	2:02	2:12	2:10	2:20	2:29	2:39
2:45	2:51	3:02	3:12	3:10	3:20	3:29	3:39
3:45	3:51	4:01	4:11	4:10	4:20	4:29	4:39
4:45	4:51	5:01	5:11	5:10	5:19	5:26	5:36
5:45	5:51	6:00	6:10	6:10	6:19	6:26	6:36
6:45	6:50	6:59	7:07	7:10	7:19	7:26	7:36
7:45	7:50	7:59	8:07	8:10	8:18	8:24	8:33
8:45	8:50	8:59	9:07	9:10	9:18	9:24	9:33
9:45	9:50	9:59	10:06	10:10	10:18	10:24	10:33
10:45	10:50	10:58	11:05	11:10	11:18	11:23	11:31
11:35	11:40	11:48	11:55	12:00	12:08	12:13	12:21

**2022 Holidays**

**SUN** Memorial Day

**SUN** Independence Day

**SUN** Labor Day

**SUN** Thanksgiving Day

**SUN** Christmas Day

**SUN** Christmas Day Observed

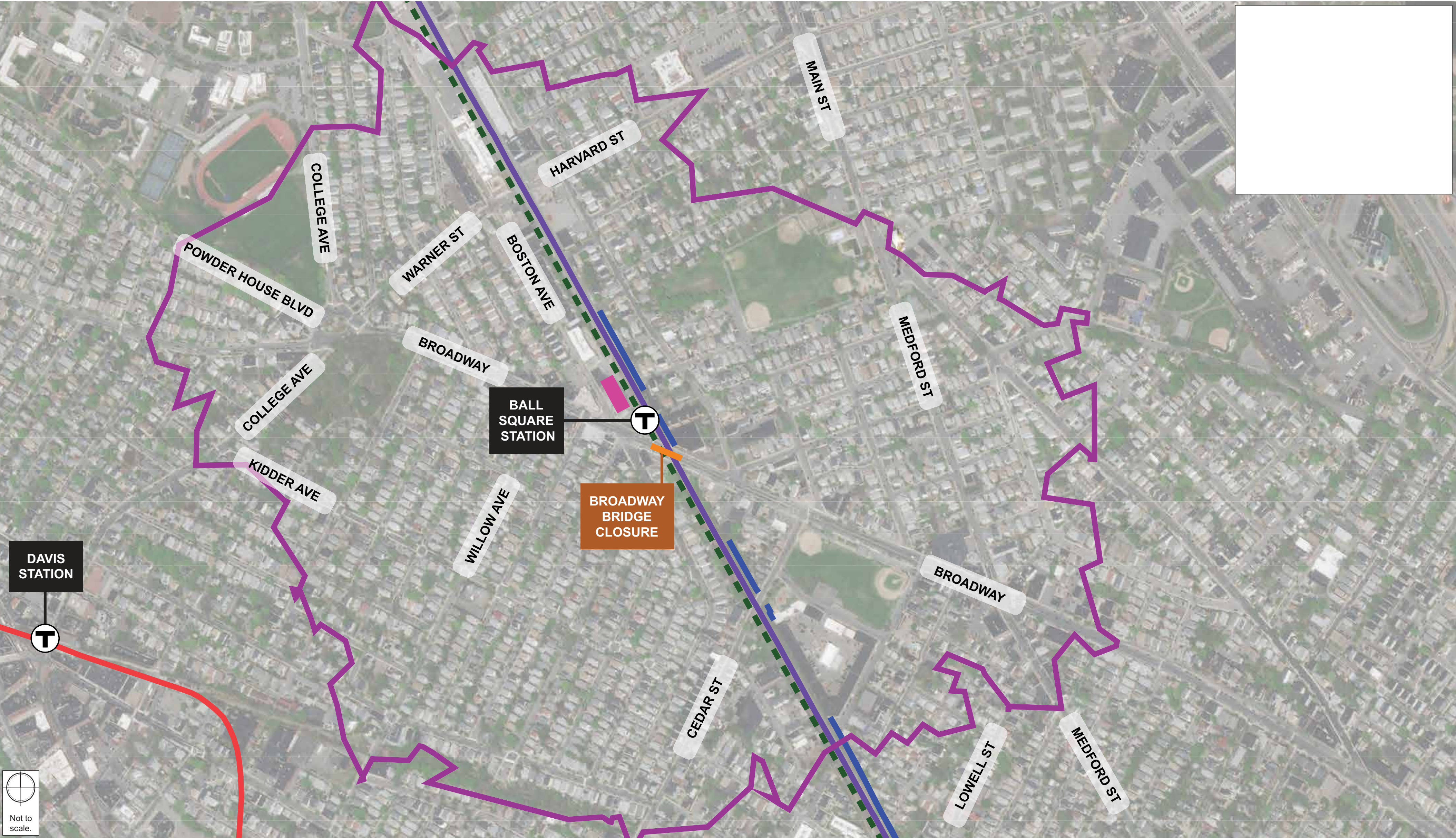
**SAT** New Year's Eve

**SUN** New Year's Day

## *APPENDIX C.2 – FUTURE GREEN LINE STATION*

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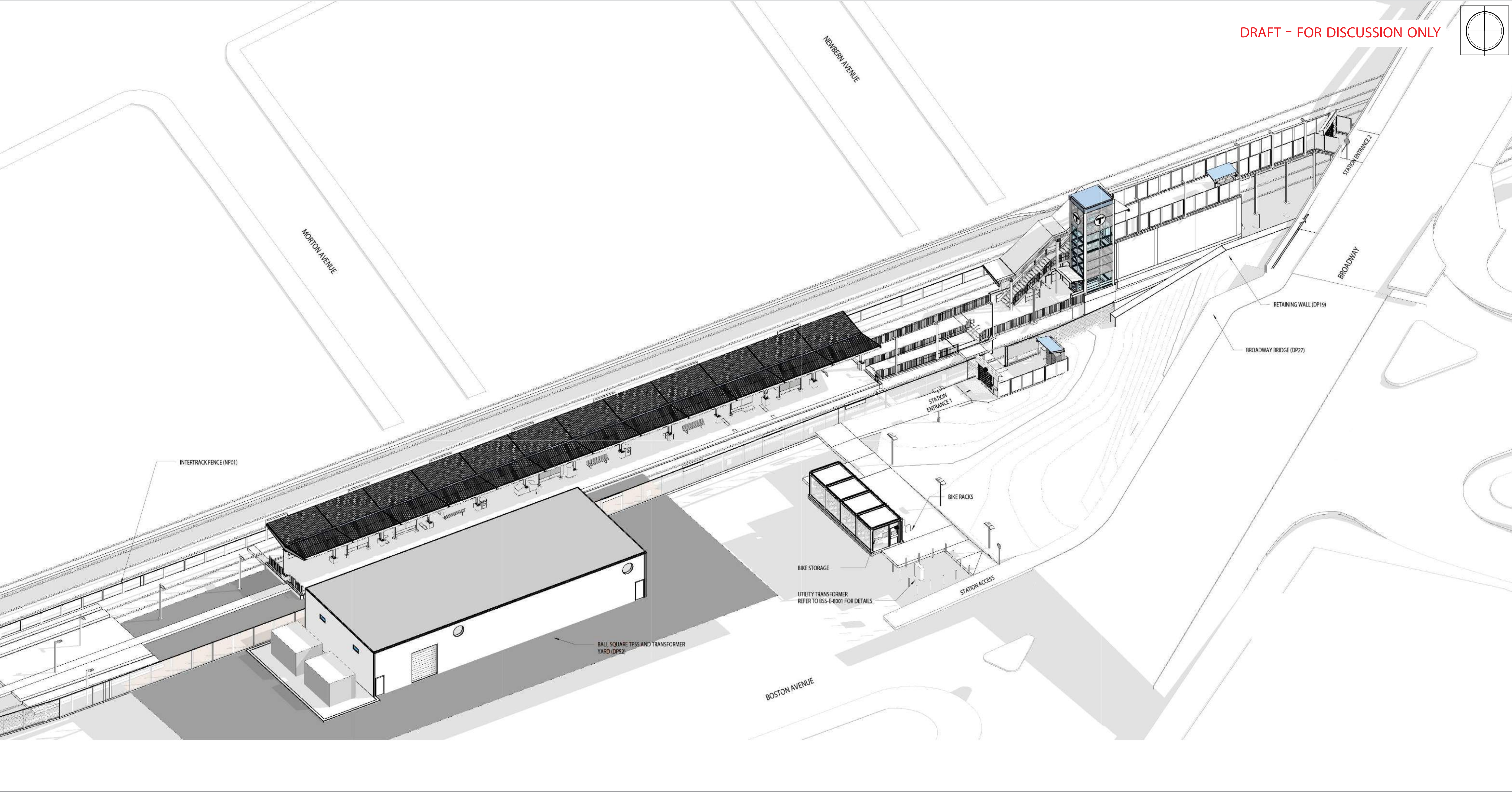
- **Design: 45% complete (as of Dec. 2018)**
- At-grade entrance at Boston Avenue and stairs/ elevator access at Broadway Bridge Station entrances each have two fare vending machines.
- Additive canopy over station platform
- Includes a traction power substation. Two transformers at the station may emit a light hum to passersby.
- Emergency egress walkway to Boston Avenue
- Two Customer Assistance Areas on the station platform, featuring an emergency call box. Additional call box located at the Areas of Rescue Assistance in the headhouse.
- Sidewalks along the station are 10 feet in width
- Nearby buses include: 89 and 90.
- Easy access to area businesses, restaurants and Trum Field
- Walking distance to Benjamin G. Brown School
- Opportunity for future Transit Oriented Development (TOD) development parcels to be dispersed from MBTA

Number of Benches	Bike Storage Covered	Bike Storage Uncovered	Width/Length of Platform	Three Sided Shelter	Pick-up/Drop-off
7	50	20	22’x225’		



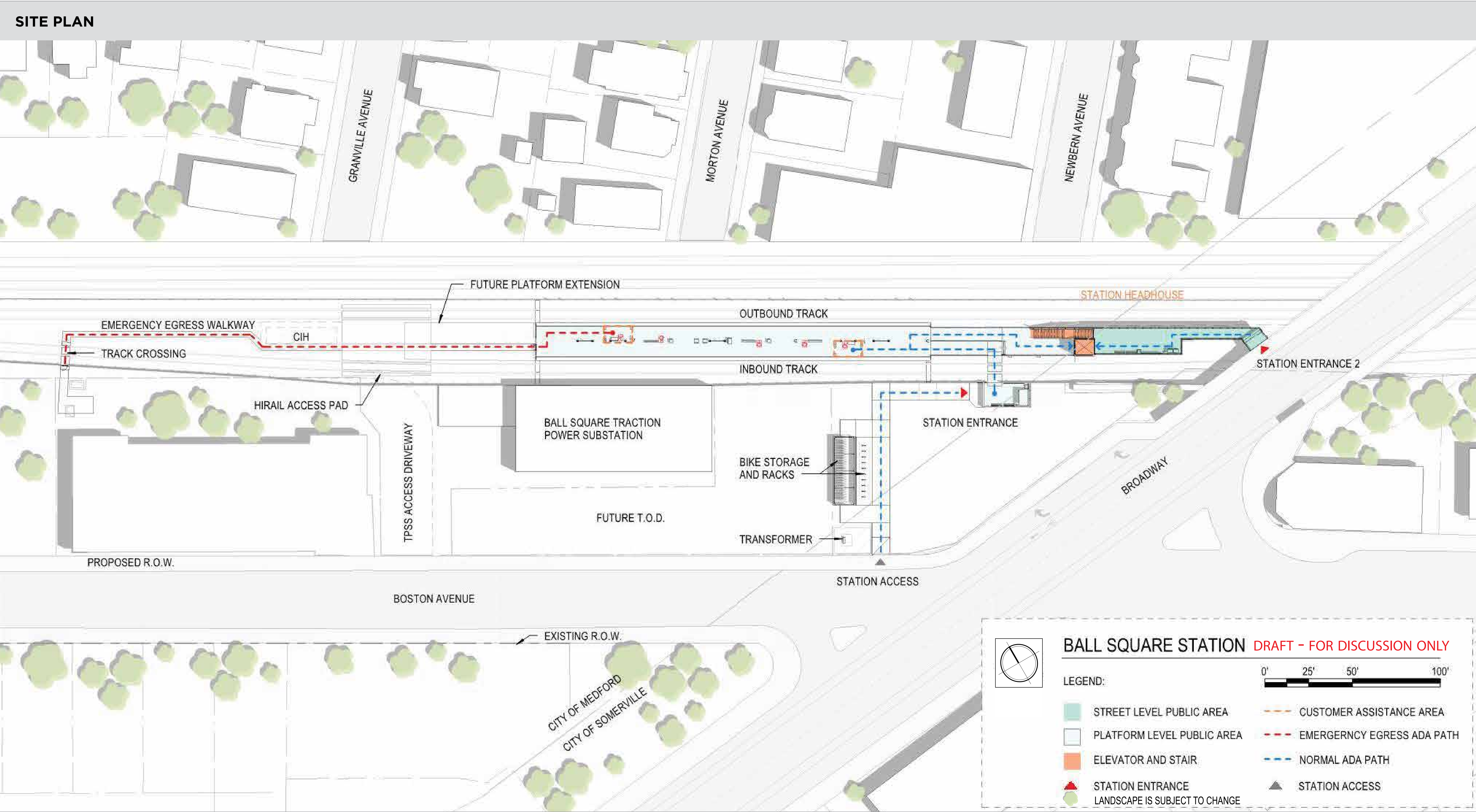
# Ball Square Station

AXONOMETRIC





# Ball Square Station



## *APPENDIX D – TRIP GENERATION*

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## **Land Use: 936**

### **Coffee/Donut Shop without Drive-Through Window**

#### **Description**

This land use includes single-tenant coffee and donut restaurants without drive-through windows. Freshly brewed coffee and a variety of coffee-related accessories are the primary retail products sold at these sites. They may also sell other refreshment items, such as donuts, bagels, muffins, cakes, sandwiches, wraps, salads, and other hot and cold beverages. Some sites may also sell newspapers, music CDs, and books. The coffee and donut shops contained in this land use typically hold long store hours (more than 15 hours) with an early morning opening. Also, limited indoor seating is generally provided for patrons; however, table service is not provided. Coffee/donut shop with drive-through window (Land Use 937), coffee/donut shop with drive-through window and no indoor seating (Land Use 938), bread/donut/bagel shop without drive-through window (Land Use 939), and bread/donut/bagel shop with drive-through window (Land Use 940) are related uses.

#### **Additional Data**

Many of the facilities in this land use were located within a shopping center or as an outparcel to a shopping center.

Time-of-day distribution data for this land use for a weekday, Saturday, and Sunday are presented in Appendix A. For the one general urban/suburban site with person trip data, the overall highest person volumes during the AM and PM on a weekday were counted between 9:15 and 10:15 a.m. and 6:00 and 7:00 p.m., respectively.

The sites were surveyed in the 1990s, the 2000s, and the 2010s in California, Massachusetts, Minnesota, New Hampshire, New Jersey, New York, Pennsylvania, and Vermont.

#### **Specialized Land Use Data**

One study provided data for a coffee/donut shop without a drive-through window that sells donuts and ice cream (source 563). The trip generating characteristics of this site differed from the sites included in this land use; therefore, trip generation information for this site is presented here and was excluded from the data plots. The site has a gross floor area of 2,400 square feet. It generated 48 vehicle trips during the weekday PM peak hour of adjacent street traffic and 52 vehicle trips during the weekday PM peak hour of the generator.

One study provided data for a coffee/donut shop without a drive-through window that sells donuts and sandwiches (source 563). The trip generating characteristics of this site differed from the sites included in this land use; therefore, trip generation information for this site is presented here and was excluded from the data plots. The site had a gross floor area of 4,000 square feet. It generated 239 vehicle trips during the weekday AM peak hour of adjacent street traffic, 52 vehicle trips during the weekday PM peak hour of adjacent street traffic, and 111 vehicle trips during the weekday PM peak hour of the generator.

#### **Source Numbers**

555, 563, 571, 594, 617, 618, 621, 728, 863, 902, 954, 955, 982

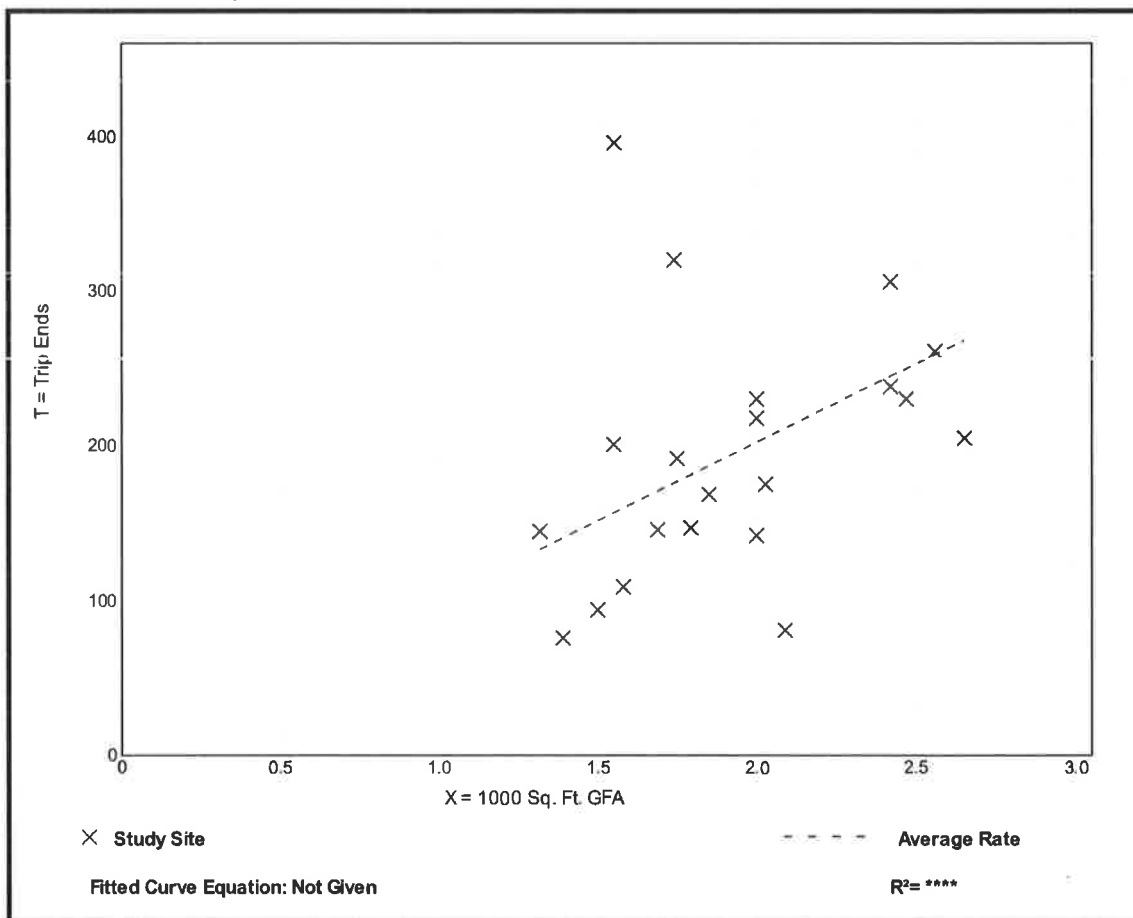
## Coffee/Donut Shop without Drive-Through Window (936)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA  
On a: Weekday,  
Peak Hour of Adjacent Street Traffic,  
One Hour Between 7 and 9 a.m.  
Setting/Location: General Urban/Suburban  
Number of Studies: 21  
1000 Sq. Ft. GFA: 2  
Directional Distribution: 51% entering, 49% exiting

### Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
101.14	38.76 - 255.48	43.44

### Data Plot and Equation



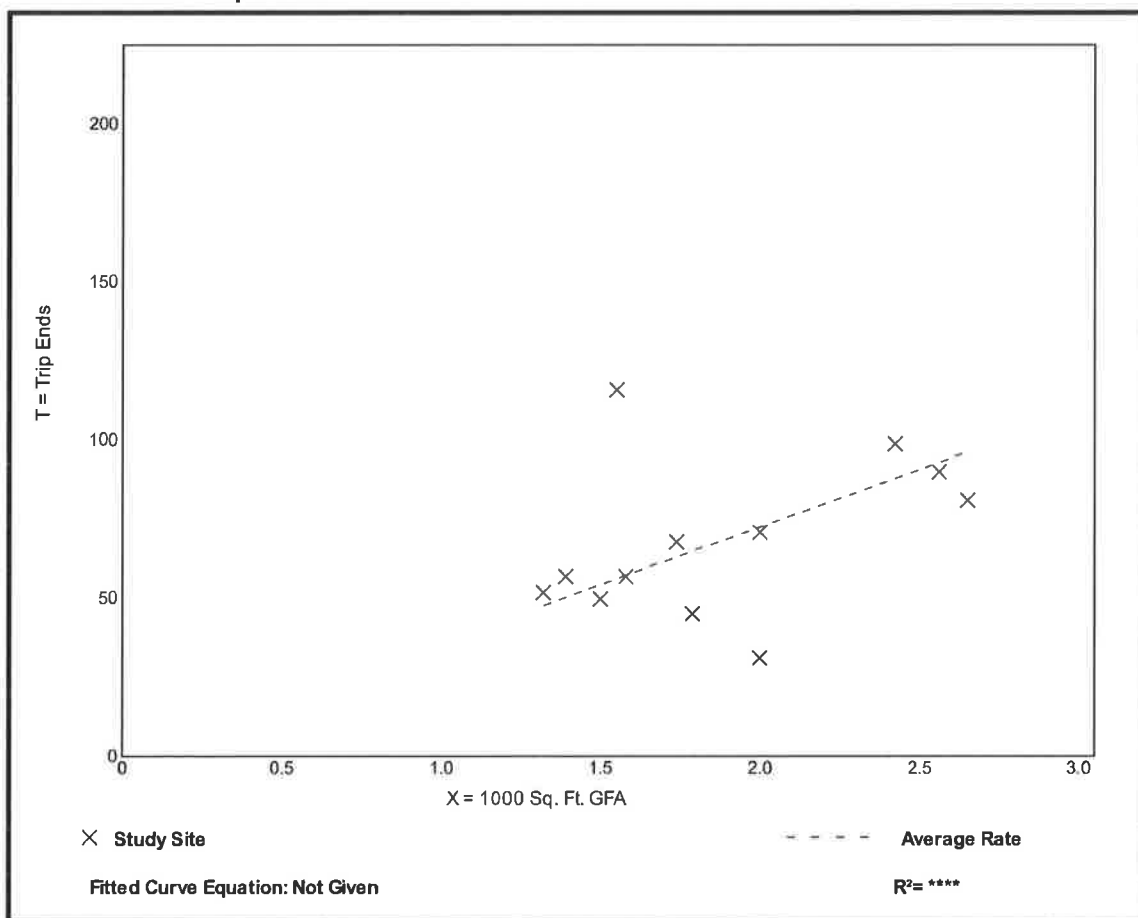
## Coffee/Donut Shop without Drive-Through Window (936)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA  
On a: Weekday,  
Peak Hour of Adjacent Street Traffic,  
One Hour Between 4 and 6 p.m.  
Setting/Location: General Urban/Suburban  
Number of Studies: 12  
1000 Sq. Ft. GFA: 2  
Directional Distribution: 50% entering, 50% exiting

### Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
36.31	15.50 - 74.84	13.22

### Data Plot and Equation



## Coffee/Donut Shop without Drive-Through Window (936)

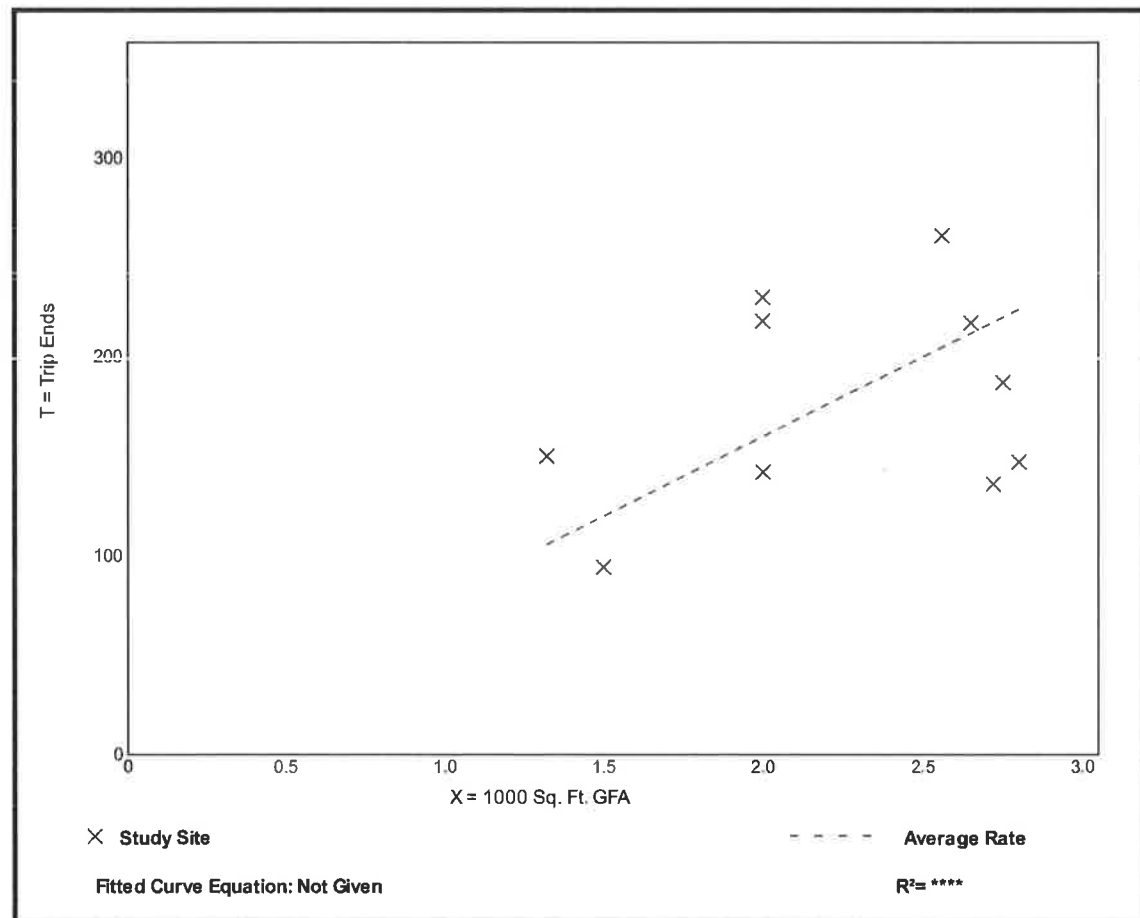
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA  
On a: Weekday,  
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban  
Number of Studies: 10  
1000 Sq. Ft. GFA: 2  
Directional Distribution: 51% entering, 49% exiting

### Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
79.91	50.00 - 115.00	24.90

### Data Plot and Equation



## Coffee/Donut Shop without Drive-Through Window (936)

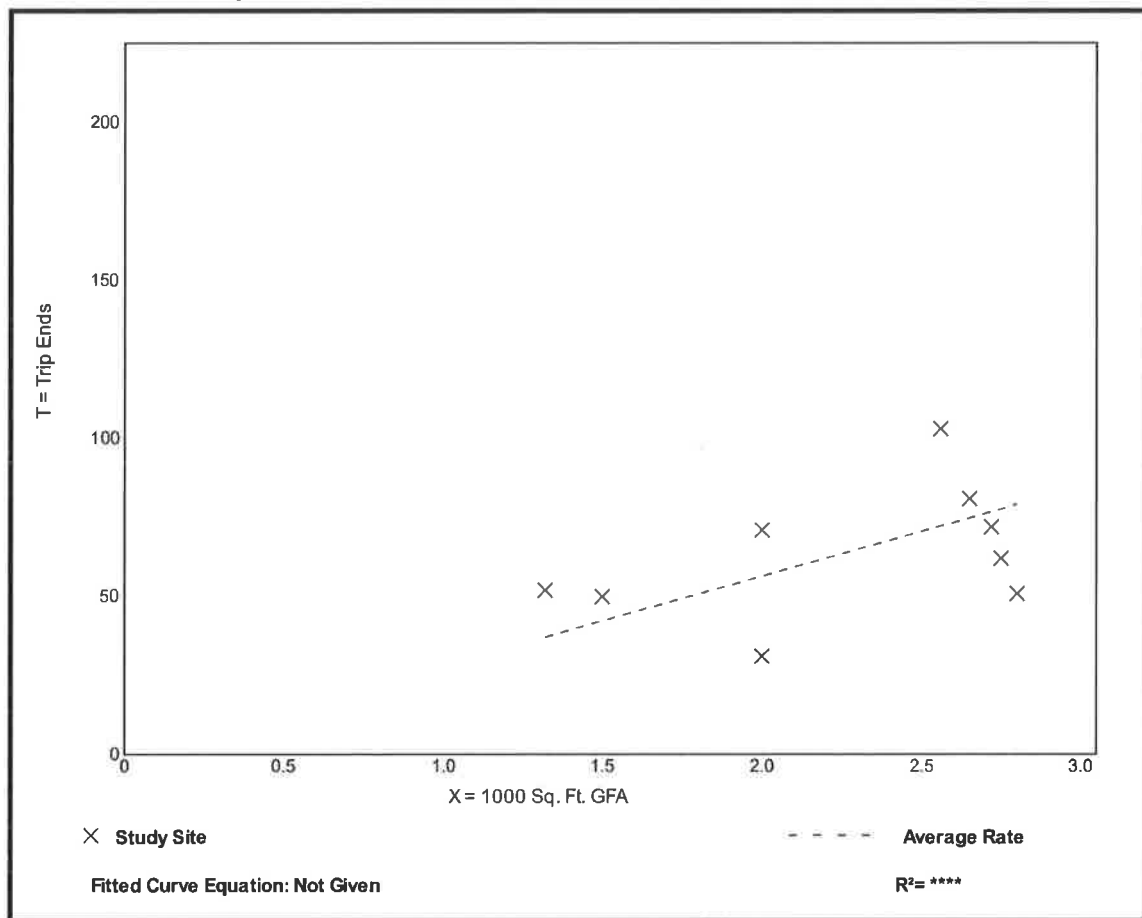
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA  
On a: Weekday,  
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban  
Number of Studies: 9  
1000 Sq. Ft. GFA: 2  
Directional Distribution: 50% entering, 50% exiting

### Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
28.23	15.50 - 40.23	8.79

### Data Plot and Equation



## Coffee/Donut Shop without Drive-Through Window (936)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA  
On a: Saturday, Peak Hour of Generator

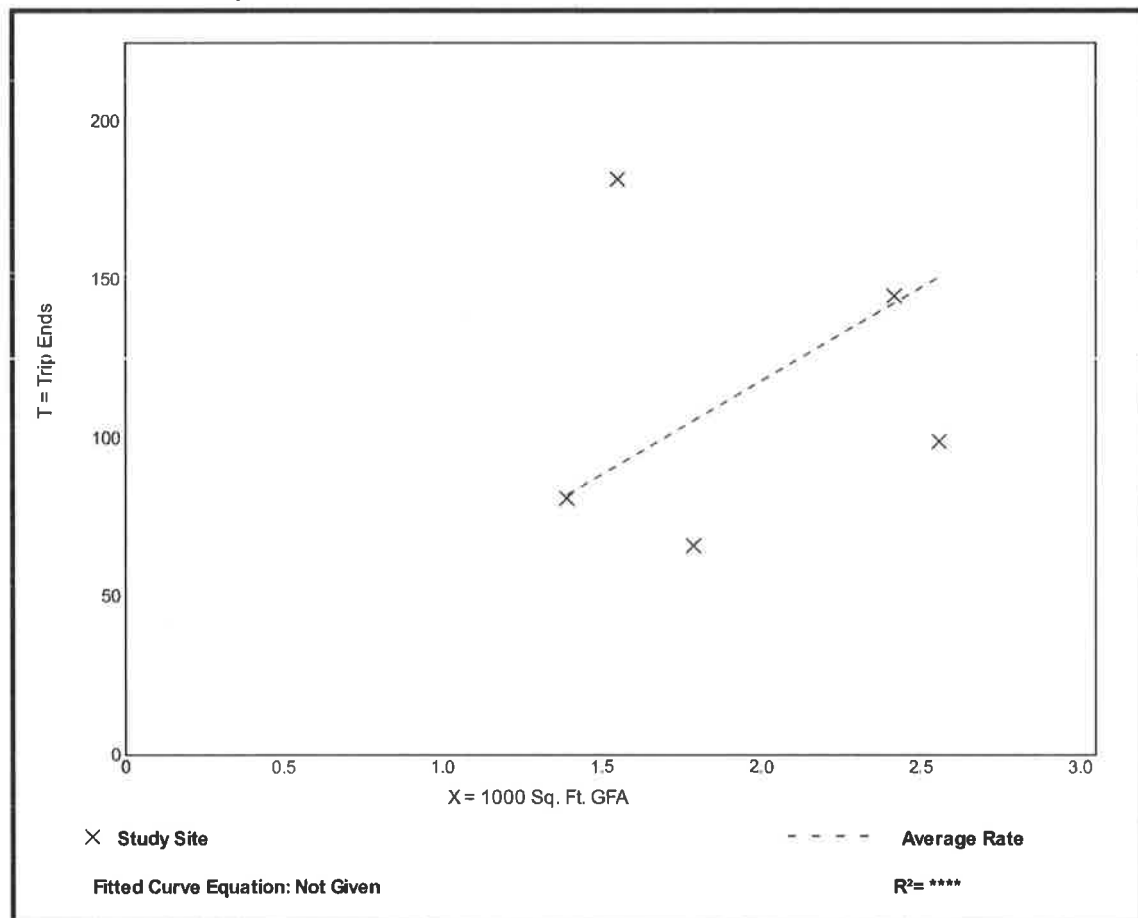
Setting/Location: General Urban/Suburban  
Number of Studies: 5  
1000 Sq. Ft. GFA: 2  
Directional Distribution: 49% entering, 51% exiting

### Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
59.01	36.87 - 117.42	30.50

### Data Plot and Equation

*Caution – Small Sample Size*





## Coffee/Donut Shop without Drive-Through Window (936)

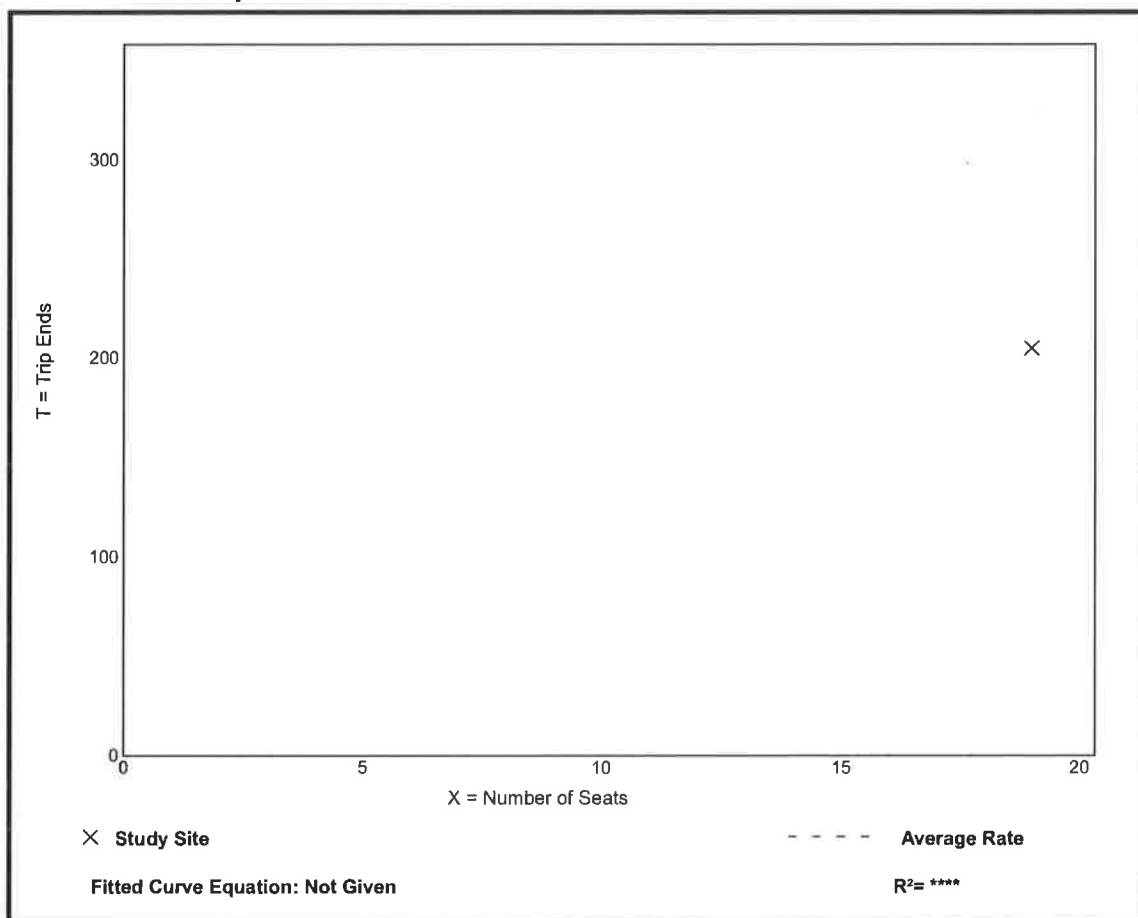
Vehicle Trip Ends vs: Seats  
On a: Weekday,  
Peak Hour of Adjacent Street Traffic,  
One Hour Between 7 and 9 a.m.  
Setting/Location: General Urban/Suburban  
Number of Studies: 1  
Avg. Num. of Seats: 19  
Directional Distribution: 53% entering, 47% exiting

### Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
10.79	10.79 - 10.79	*

### Data Plot and Equation

*Caution – Small Sample Size*



## Coffee/Donut Shop without Drive-Through Window (936)

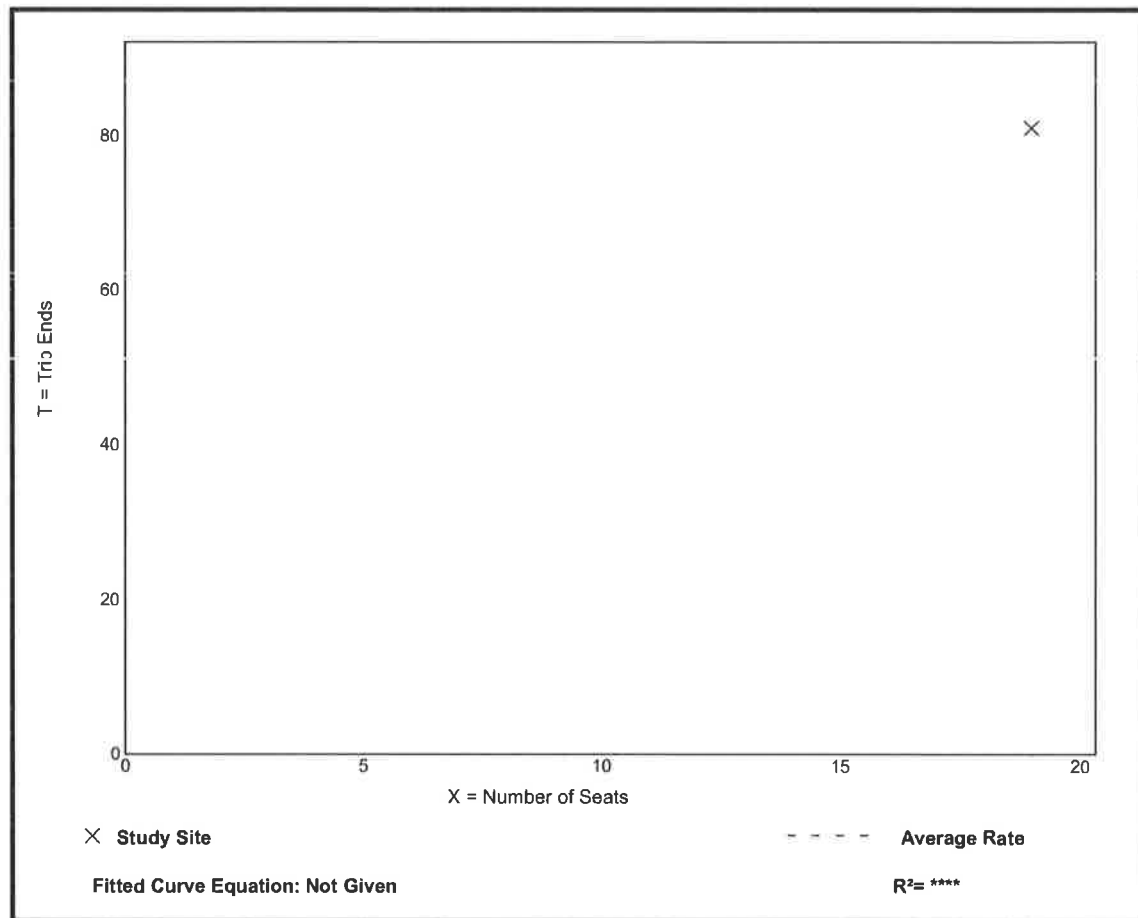
Vehicle Trip Ends vs: Seats  
On a: Weekday,  
Peak Hour of Adjacent Street Traffic,  
One Hour Between 4 and 6 p.m.  
Setting/Location: General Urban/Suburban  
Number of Studies: 1  
Avg. Num. of Seats: 19  
Directional Distribution: 51% entering, 49% exiting

### Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
4.26	4.26 - 4.26	*

### Data Plot and Equation

*Caution – Small Sample Size*



## Coffee/Donut Shop without Drive-Through Window (936)

Vehicle Trip Ends vs: Seats  
On a: Weekday,  
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban  
Number of Studies: 1  
Avg. Num. of Seats: 19  
Directional Distribution: 51% entering, 49% exiting

### Vehicle Trip Generation per Seat

Average Rate

11.42

Range of Rates

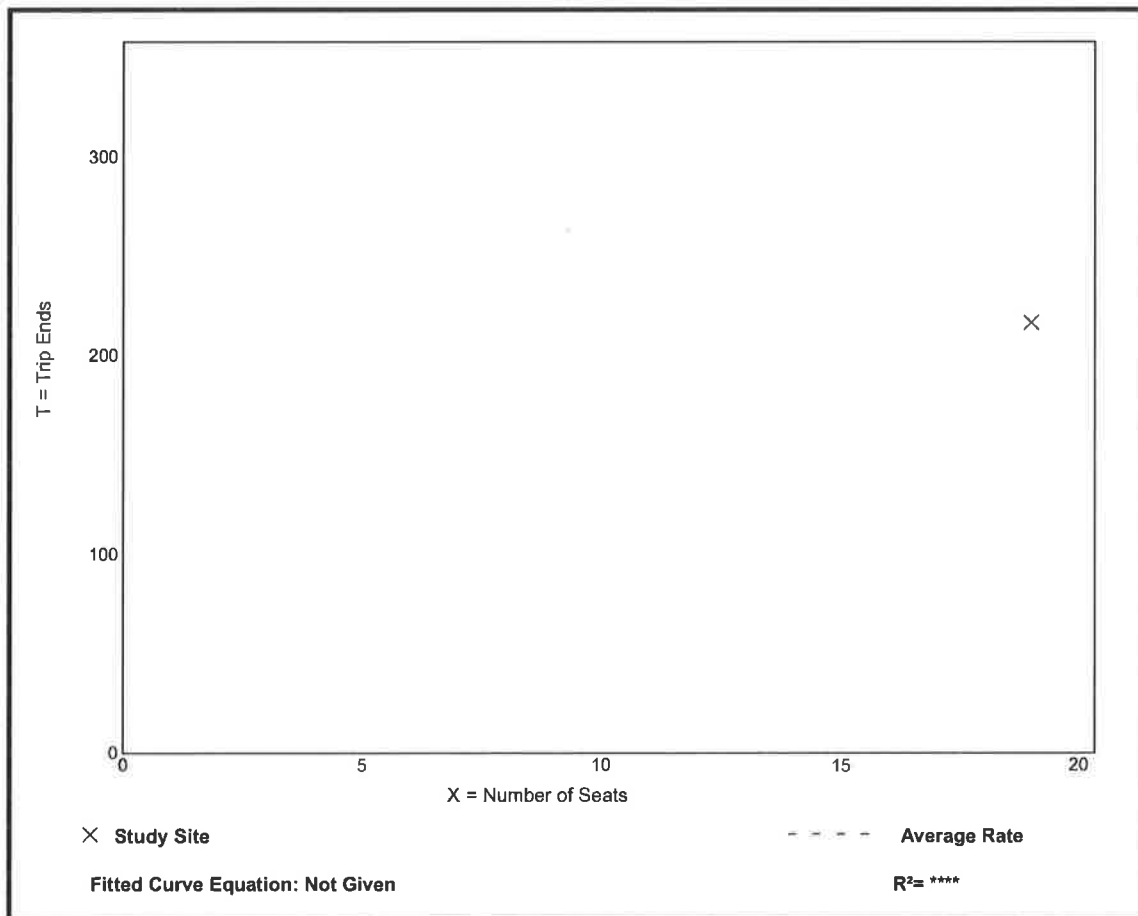
11.42 - 11.42

Standard Deviation

\*

### Data Plot and Equation

*Caution – Small Sample Size*



## Coffee/Donut Shop without Drive-Through Window (936)

Vehicle Trip Ends vs: **Seats**  
On a: **Weekday,**  
**PM Peak Hour of Generator**

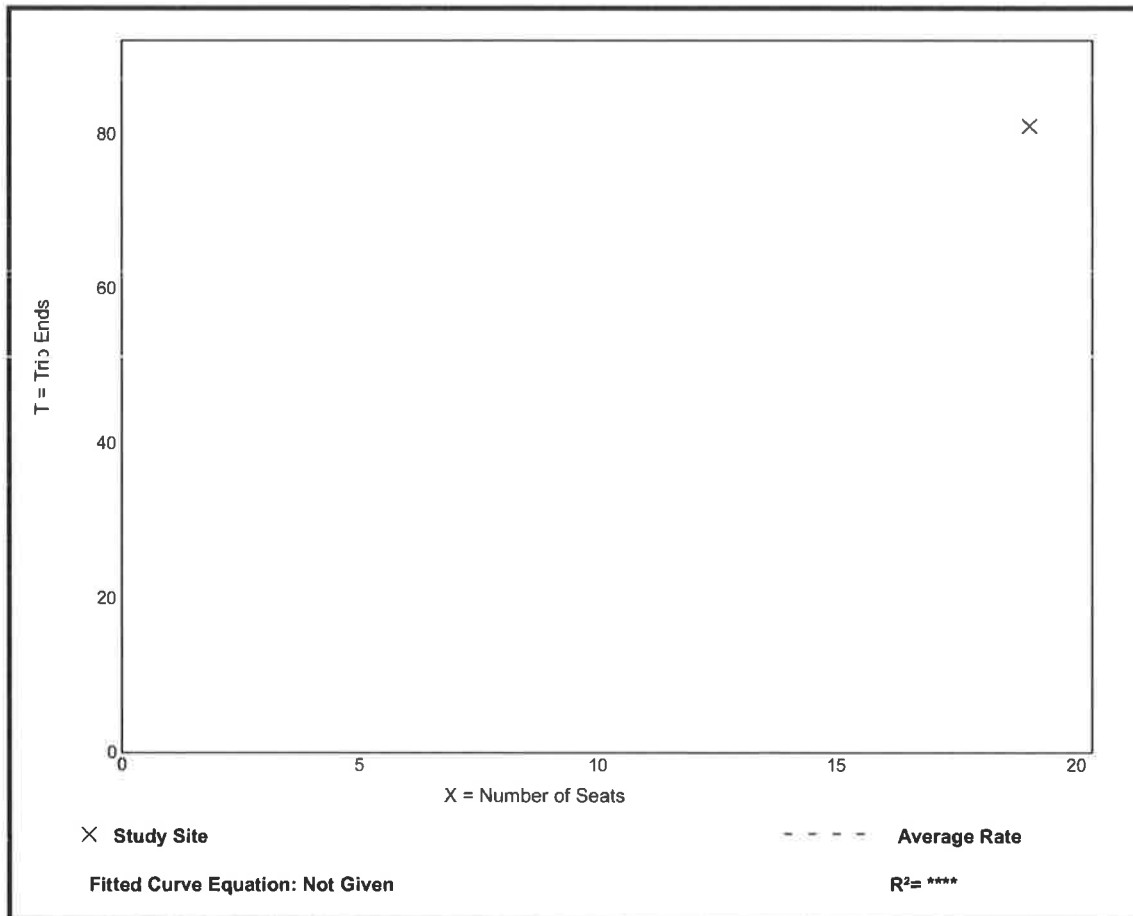
Setting/Location: **General Urban/Suburban**  
Number of Studies: **1**  
Avg. Num. of Seats: **19**  
Directional Distribution: **51% entering, 49% exiting**

### Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
4.26	4.26 - 4.26	*

### Data Plot and Equation

*Caution – Small Sample Size*



## Coffee/Donut Shop without Drive-Through Window (936)

Person Trip Ends vs: 1000 Sq. Ft. GFA  
On a: Weekday

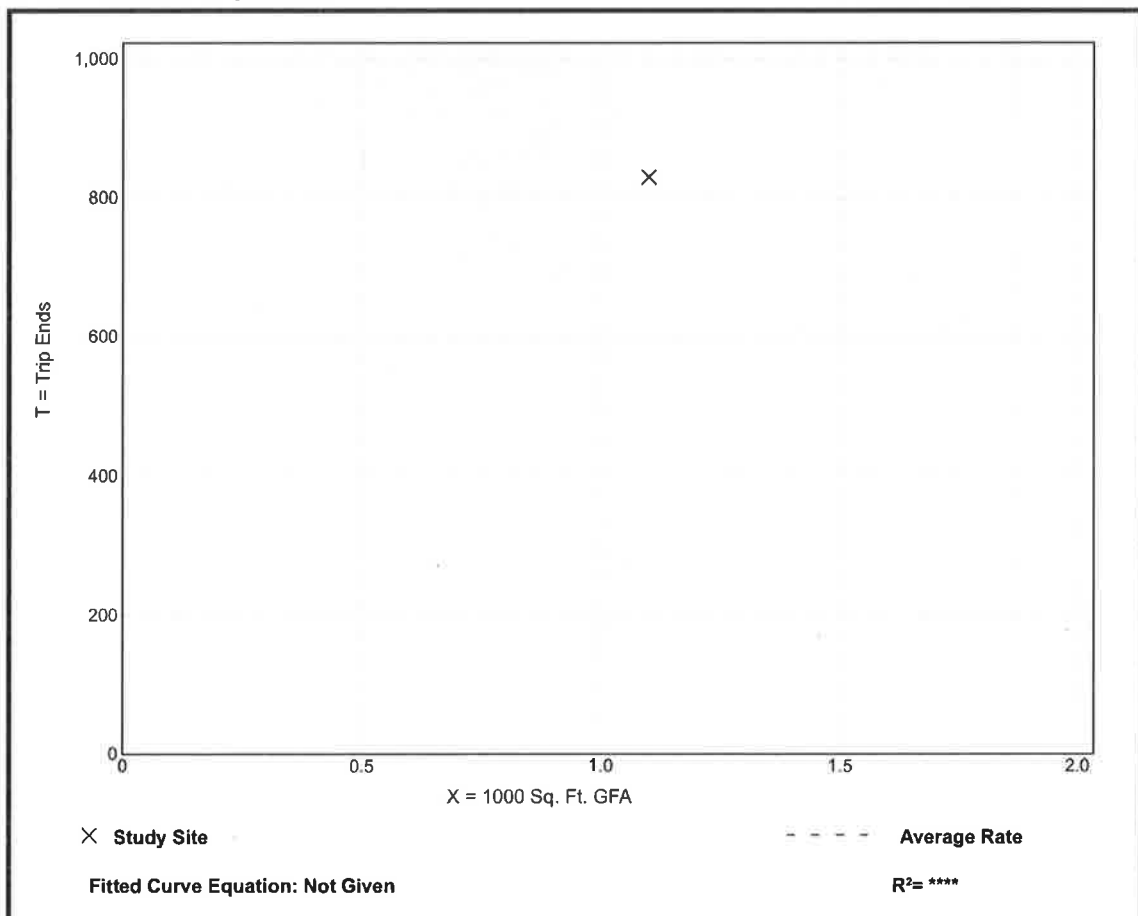
Setting/Location: Dense Multi-Use Urban  
Number of Studies: 1  
1000 Sq. Ft. GFA: 1  
Directional Distribution: 50% entering, 50% exiting

### Person Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
754.55	754.55 - 754.55	*

### Data Plot and Equation

*Caution – Small Sample Size*



## Coffee/Donut Shop without Drive-Through Window (936)

---

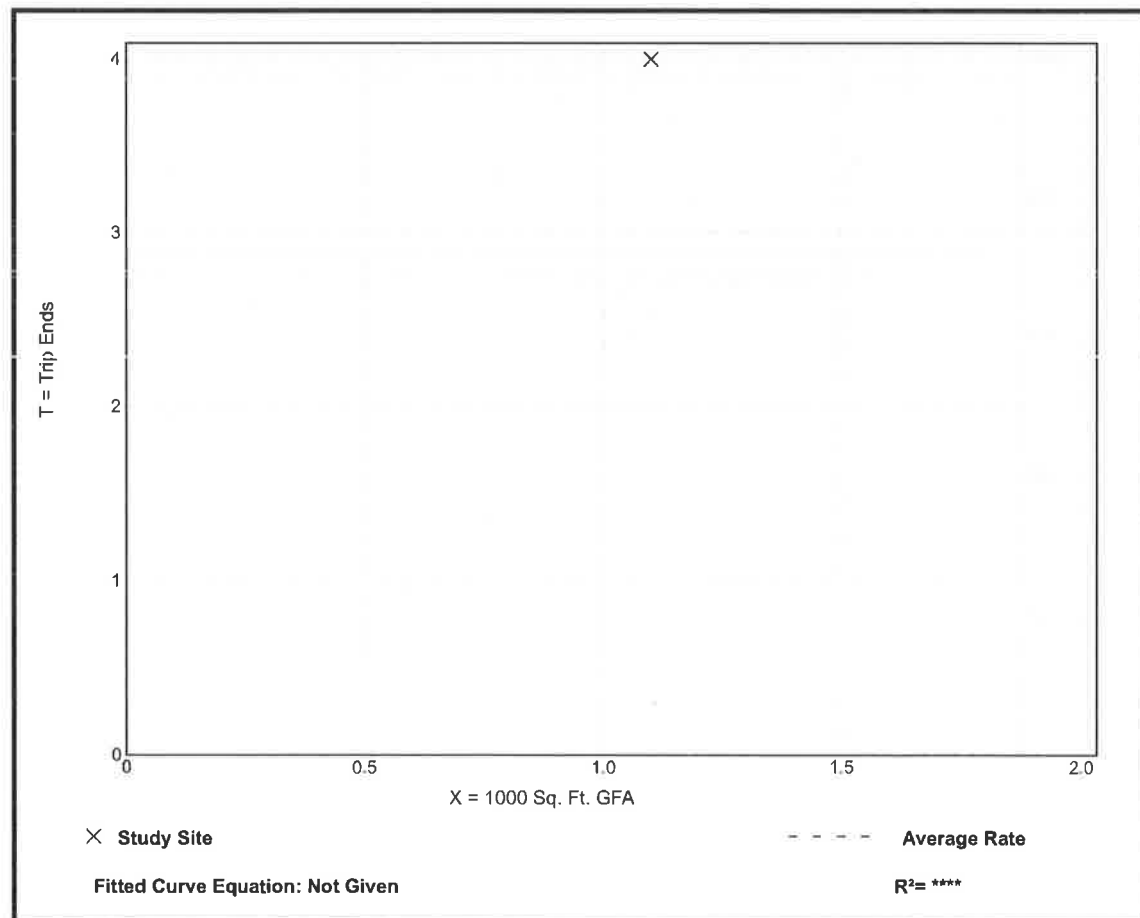
**Person Trip Ends vs:** 1000 Sq. Ft. GFA  
**On a:** Weekday,  
 Peak Hour of Adjacent Street Traffic,  
 One Hour Between 7 and 9 a.m.  
**Setting/Location:** Dense Multi-Use Urban  
 Number of Studies: 1  
 1000 Sq. Ft. GFA: 1  
 Directional Distribution: 75% entering, 25% exiting

### Person Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.64	3.64 - 3.64	*

### Data Plot and Equation

*Caution – Small Sample Size*



## Coffee/Donut Shop without Drive-Through Window (936)

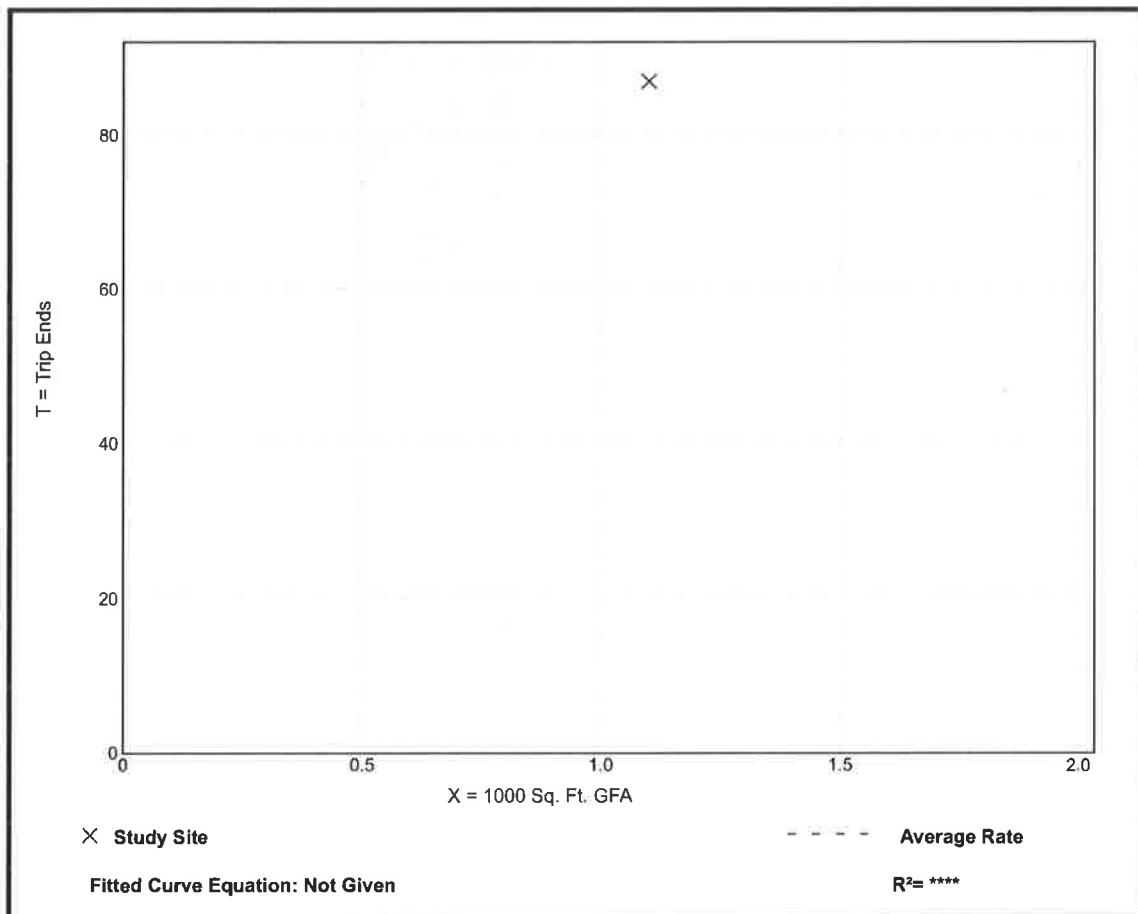
Person Trip Ends vs: 1000 Sq. Ft. GFA  
On a: Weekday,  
Peak Hour of Adjacent Street Traffic,  
One Hour Between 4 and 6 p.m.  
Setting/Location: Dense Multi-Use Urban  
Number of Studies: 1  
1000 Sq. Ft. GFA: 1  
Directional Distribution: 51% entering, 49% exiting

### Person Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
79.09	79.09 - 79.09	*

### Data Plot and Equation

*Caution – Small Sample Size*



## Coffee/Donut Shop without Drive-Through Window (936)

Person Trip Ends vs: 1000 Sq. Ft. GFA  
On a: Weekday,  
AM Peak Hour of Generator

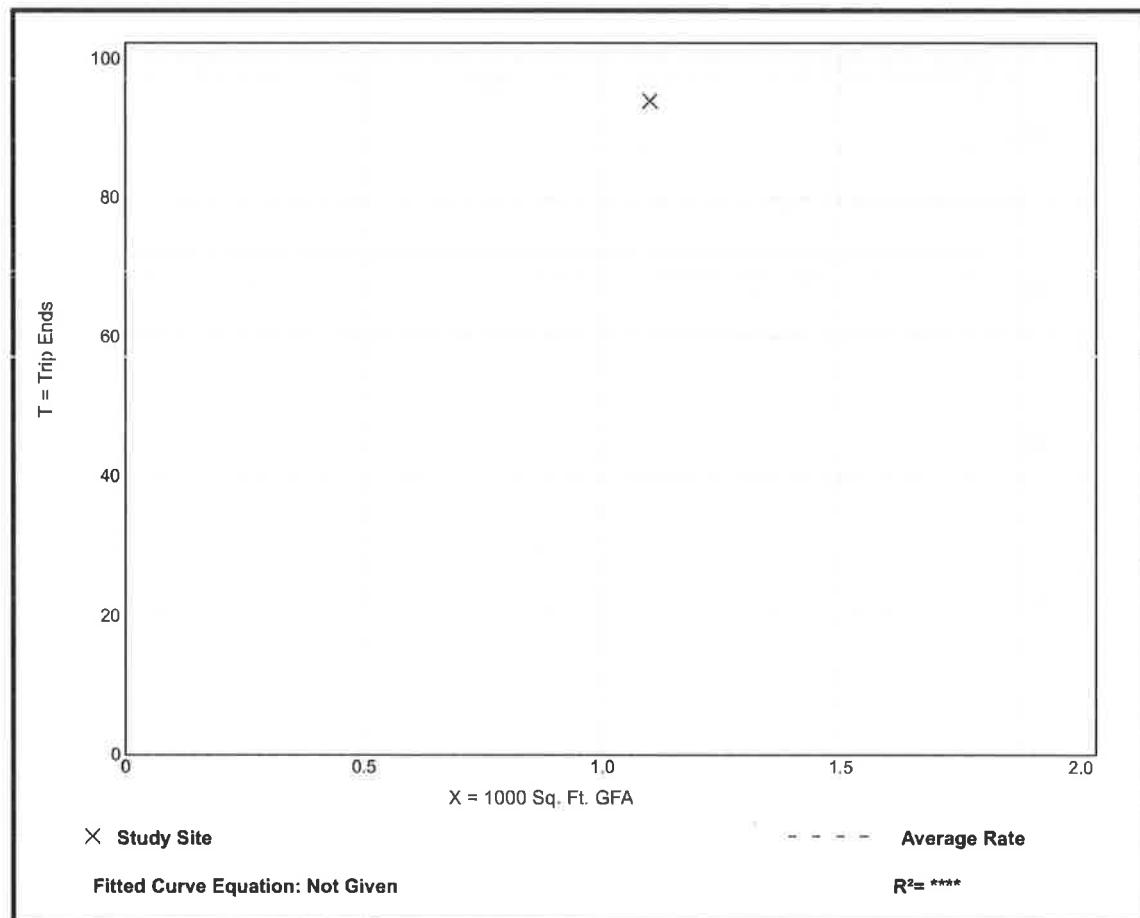
Setting/Location: Dense Multi-Use Urban  
Number of Studies: 1  
1000 Sq. Ft. GFA: 1  
Directional Distribution: 51% entering, 49% exiting

### Person Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
85.45	85.45 - 85.45	*

### Data Plot and Equation

*Caution – Small Sample Size*





## Coffee/Donut Shop without Drive-Through Window (936)

Person Trip Ends vs: 1000 Sq. Ft. GFA  
On a: Weekday,  
PM Peak Hour of Generator

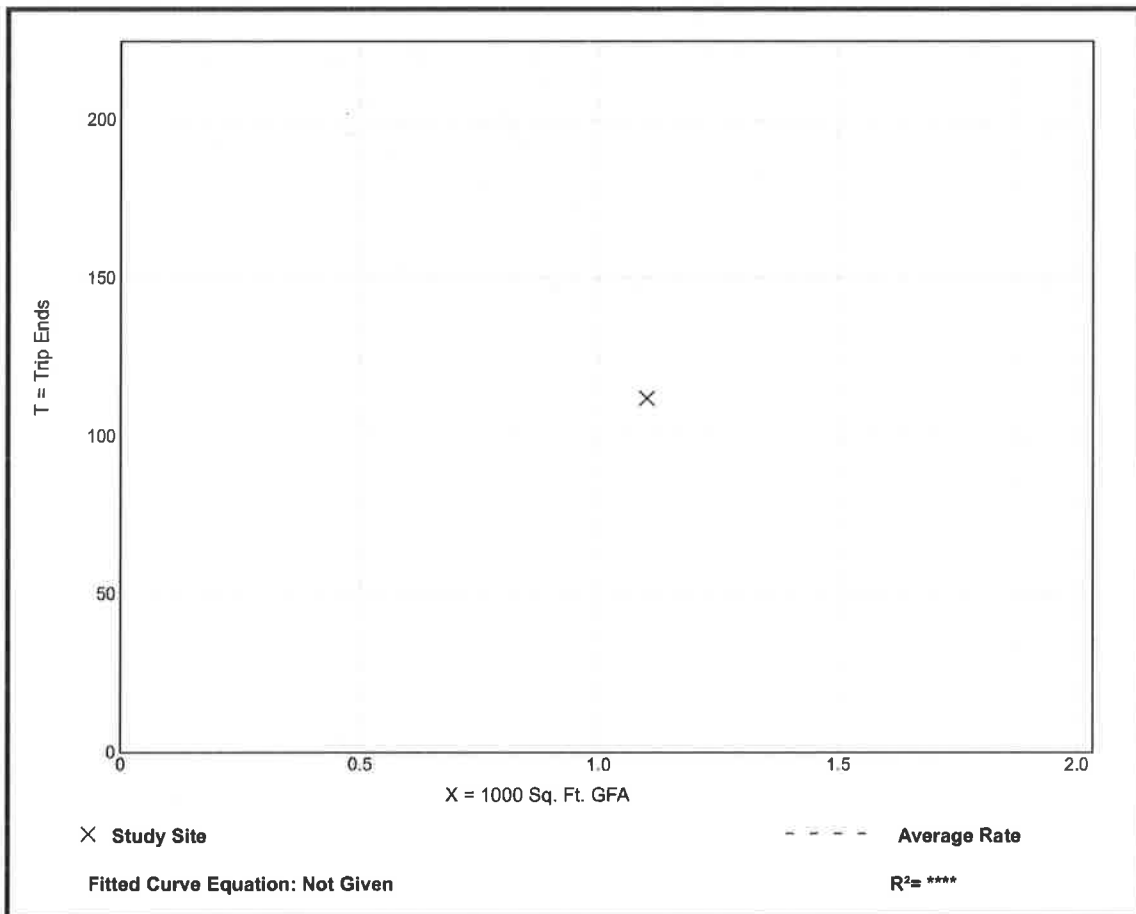
Setting/Location: Dense Multi-Use Urban  
Number of Studies: 1  
1000 Sq. Ft. GFA: 1  
Directional Distribution: 46% entering, 54% exiting

### Person Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
101.82	101.82 - 101.82	*

### Data Plot and Equation

*Caution – Small Sample Size*



## Coffee/Donut Shop without Drive-Through Window (936)

Person Trip Ends vs: 1000 Sq. Ft. GFA  
On a: Saturday

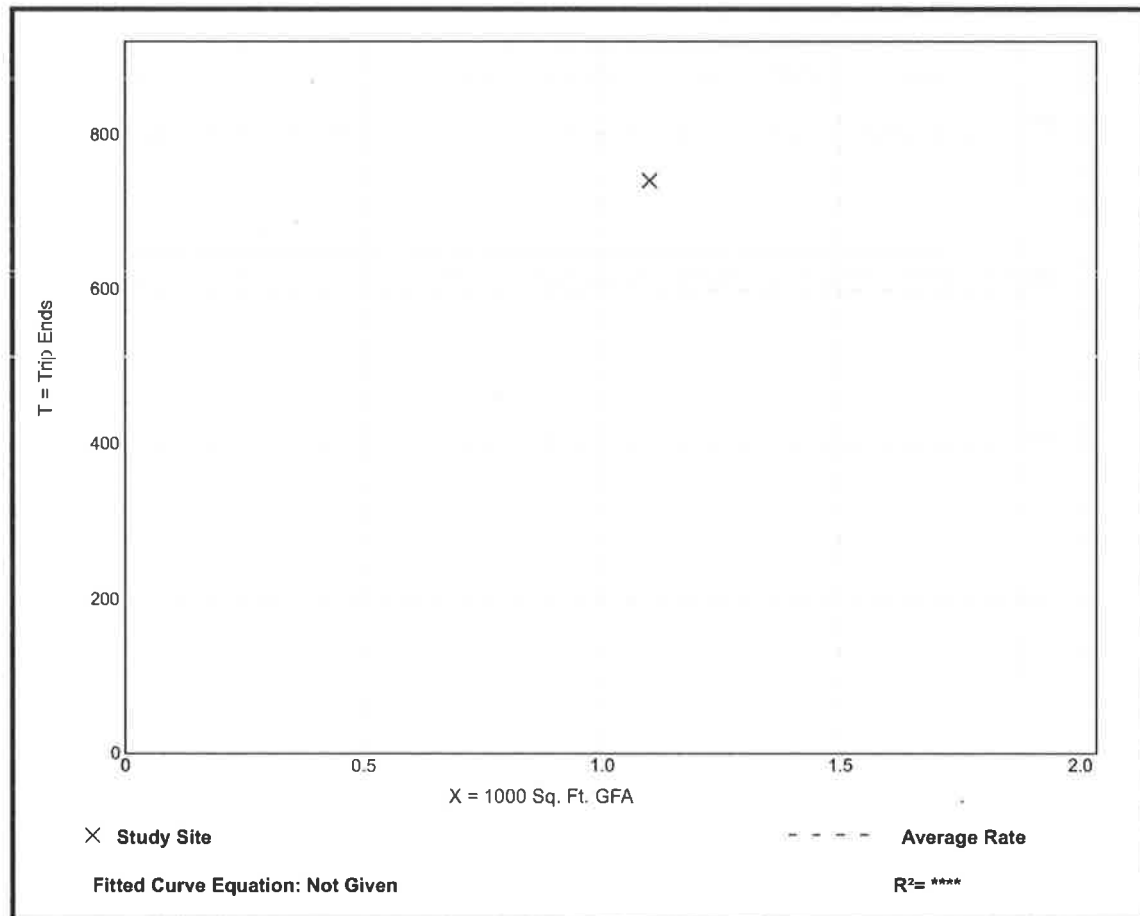
Setting/Location: Dense Multi-Use Urban  
Number of Studies: 1  
1000 Sq. Ft. GFA: 1  
Directional Distribution: 50% entering, 50% exiting

### Person Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
673.64	673.64 - 673.64	*

### Data Plot and Equation

*Caution – Small Sample Size*



## Coffee/Donut Shop without Drive-Through Window (936)

Person Trip Ends vs: 1000 Sq. Ft. GFA  
On a: Saturday, Peak Hour of Generator

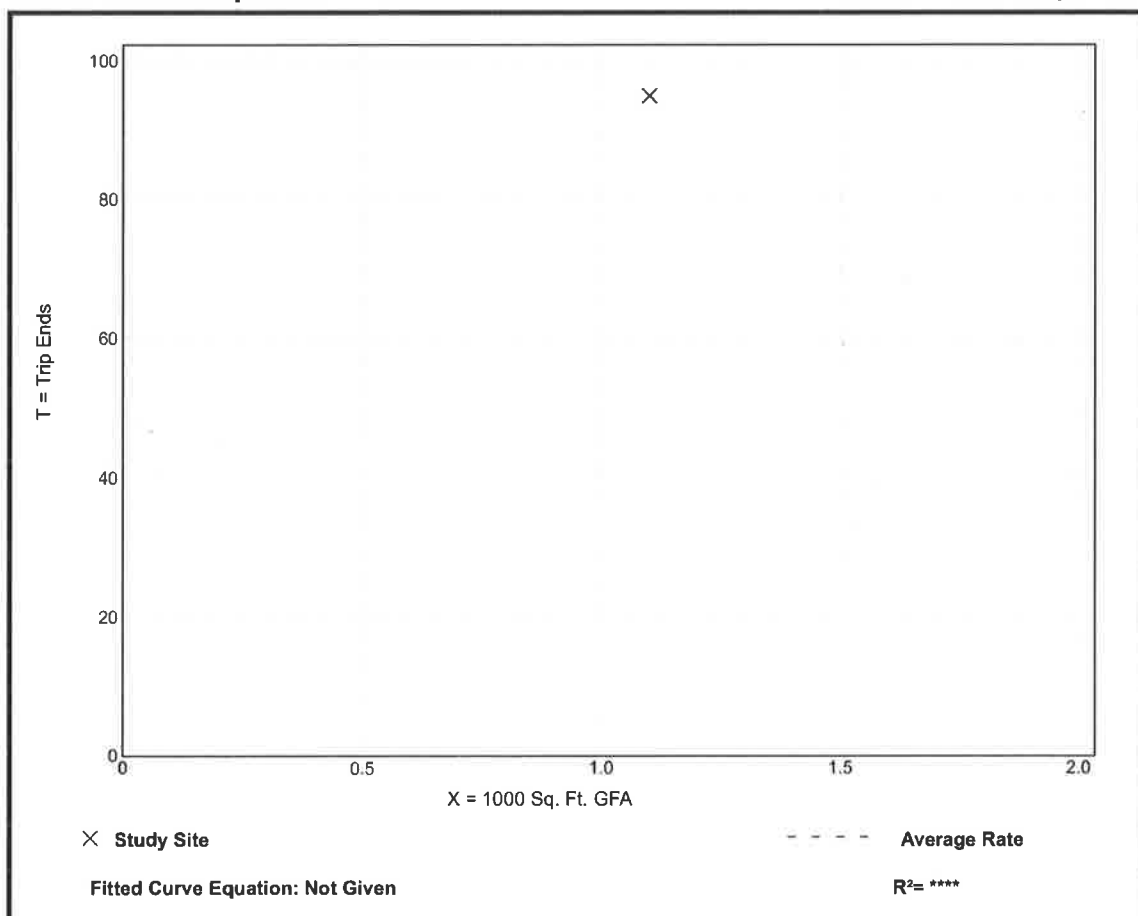
Setting/Location: Dense Multi-Use Urban  
Number of Studies: 1  
1000 Sq. Ft. GFA: 1  
Directional Distribution: 54% entering, 46% exiting

### Person Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
86.36	86.36 - 86.36	*

### Data Plot and Equation

*Caution – Small Sample Size*



## Coffee/Donut Shop without Drive-Through Window (936)

Person Trip Ends vs: 1000 Sq. Ft. GFA  
On a: Sunday

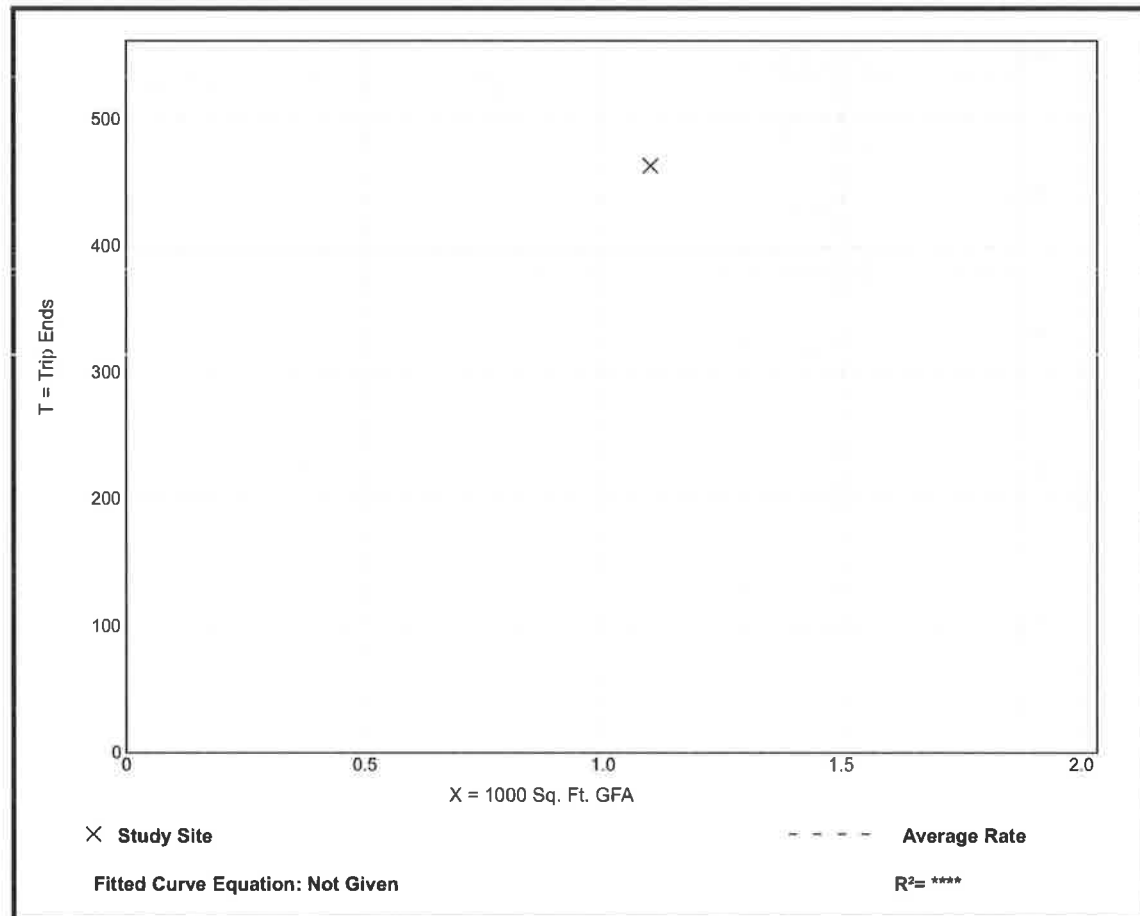
Setting/Location: Dense Multi-Use Urban  
Number of Studies: 1  
1000 Sq. Ft. GFA: 1  
Directional Distribution: 50% entering, 50% exiting

### Person Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
421.82	421.82 - 421.82	*

### Data Plot and Equation

*Caution – Small Sample Size*



## Coffee/Donut Shop without Drive-Through Window (936)

Person Trip Ends vs: 1000 Sq. Ft. GFA  
On a: Sunday, Peak Hour of Generator

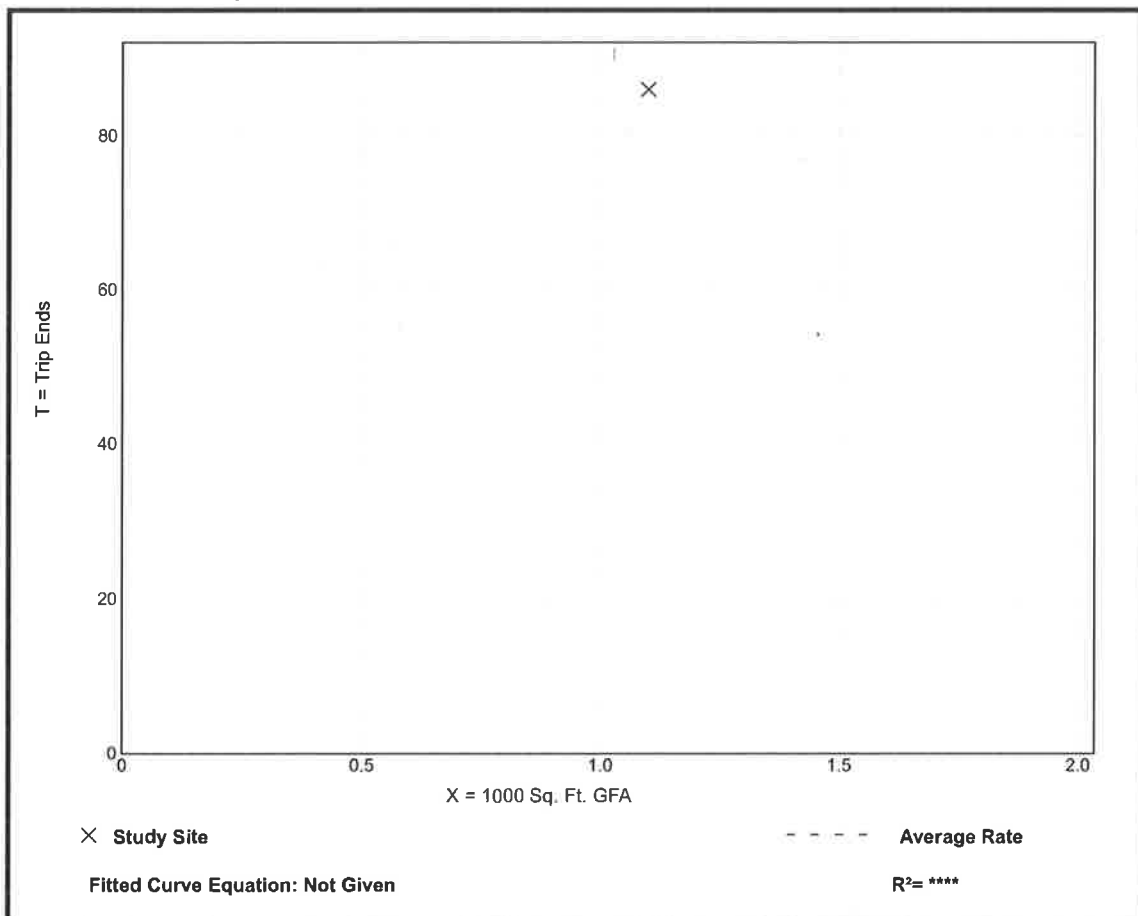
Setting/Location: Dense Multi-Use Urban  
Number of Studies: 1  
1000 Sq. Ft. GFA: 1  
Directional Distribution: 51% entering, 49% exiting

### Person Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
78.18	78.18 - 78.18	*

### Data Plot and Equation

*Caution – Small Sample Size*






MEANS OF TRANSPORTATION TO WORK		
<b>Note:</b> The table shown may have been modified by user selections. Some information may be missing.		
<b>DATA NOTES</b>		
TABLE ID:	B08301	
SURVEY/PROGRAM:	American Community Survey	
VINTAGE:	2019	
DATASET:	ACSDT5Y2019	
PRODUCT:	ACS 5-Year Estimates Detailed Tables	
UNIVERSE:	Workers 16 years and over	
FTP URL:	None	
API URL:	<a href="https://api.census.gov/data/2019/acs/acs5">https://api.census.gov/data/2019/acs/acs5</a>	
<b>USER SELECTIONS</b>		
GEOS	Census Tract 3503, Middlesex County, Massachusetts	
<b>EXCLUDED COLUMNS</b>	None	
<b>APPLIED FILTERS</b>	None	
<b>APPLIED SORTS</b>	None	
<b>WEB ADDRESS</b>	<a href="https://data.census.gov/cedsci/table?q=b08301&amp;g=1400000US25017350300&amp;tid=ACSDT5Y2019.B08301&amp;hidePreview=true">https://data.census.gov/cedsci/table?q=b08301&amp;g=1400000US25017350300&amp;tid=ACSDT5Y2019.B08301&amp;hidePreview=true</a>	
<b>TABLE NOTES</b>	Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.	



Table: ACSDT5Y2019.B08301

	<p>Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.</p> <p>Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.</p>
	Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates
	Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see ACS Technical Documentation). The effect of nonsampling error is not represented in these tables.
	Workers include members of the Armed Forces and civilians who were at work last week.
	2019 ACS data products include updates to several categories of the existing means of transportation question. For more information, see: Change to Means of Transportation.
	The 2015-2019 American Community Survey (ACS) data generally reflect the September 2018 Office of Management and Budget (OMB) delineations of metropolitan and micropolitan statistical areas. In certain instances, the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB delineation lists due to differences in the effective dates of the geographic entities.
	Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Table: ACSDT5Y2019.B08301

	<p>Explanation of Symbols: * An "***" entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.</p> <p>* An "-" entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution, or the margin of error associated with a median was larger than the median itself.</p> <p>* An "-" following a median estimate means the median falls in the lowest interval of an open-ended distribution.</p> <p>* An "+" following a median estimate means the median falls in the upper interval of an open-ended distribution.</p> <p>* An "****" entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.</p> <p>* An "*****" entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.</p> <p>* An "N" entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.</p> <p>* An "(X)" means that the estimate is not applicable or not available.</p>
<b>COLUMN NOTES</b>	None

Table: ACSDT5Y2019.B08301

	<b>Census Tract 3503, Middlesex County, Massachusetts</b>	
<b>Label</b>	<b>Estimate</b>	<b>Margin of Error</b>
Total:	2,189	±227
Car, truck, or van:	982	±173
Drove alone	853	±154
Carpooled:	129	±63
In 2-person carpool	120	±61
In 3-person carpool	9	±15
In 4-person carpool	0	±12
In 5- or 6-person carpool	0	±12
In 7-or-more-person carpool	0	±12
Public transportation (excluding taxicab):	749	±143
Bus	152	±97
Subway or elevated rail	588	±113
Long-distance train or commuter rail	0	±12
Light rail, streetcar or trolley (carro público in Puerto Rico)	9	±14
Ferryboat	0	±12
Taxicab	11	±18
Motorcycle	0	±12
Bicycle	104	±66
Walked	206	±70
Other means	0	±12
Worked from home	137	±58

## *APPENDIX E – INTERSECTION CAPACITY ANALYSES*

















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## *APPENDIX E.1 – 2022 EXISTING ANALYSIS*

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Lanes, Volumes, Timings  
1: Boston Avenue & Broadway

05/10/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	321	26	32	315	64	14	27	37	108	40	29
Future Volume (vph)	7	321	26	32	315	64	14	27	37	108	40	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			0.99			0.98			0.99	
Frt		0.990			0.979			0.935			0.978	
Flt Protected		0.999			0.996			0.991			0.970	
Satd. Flow (prot)	0	1836	0	0	1801	0	0	1700	0	0	1759	0
Flt Permitted		0.990			0.951			0.936			0.777	
Satd. Flow (perm)	0	1819	0	0	1718	0	0	1604	0	0	1400	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			11			46			12	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		909			634			752			535	
Travel Time (s)		20.7			14.4			17.1			12.2	
Confl. Peds. (#/hr)	25		20	20		25	5		9	9		5
Peak Hour Factor	0.90	0.90	0.90	0.93	0.93	0.93	0.81	0.81	0.81	0.78	0.78	0.78
Adj. Flow (vph)	8	357	29	34	339	69	17	33	46	138	51	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	394	0	0	442	0	0	96	0	0	226	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

Lanes, Volumes, Timings  
1: Boston Avenue & Broadway

05/10/2022













Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	








# Lanes, Volumes, Timings

## 1: Boston Avenue & Broadway

05/10/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Total Split (s)	40.0	40.0		40.0	40.0		40.0	40.0		40.0	40.0	
Total Split (%)	42.1%	42.1%		42.1%	42.1%		42.1%	42.1%		42.1%	42.1%	
Maximum Green (s)	35.0	35.0		35.0	35.0		35.0	35.0		35.0	35.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		Max	Max		Max	Max	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		35.0			35.0			35.0			35.0	
Actuated g/C Ratio		0.37			0.37			0.37			0.37	
v/c Ratio		0.59			0.69			0.15			0.43	
Control Delay		28.1			31.5			12.2			24.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		28.1			31.5			12.2			24.5	
LOS		C			C			B			C	
Approach Delay		28.1			31.5			12.2			24.5	
Approach LOS		C			C			B			C	
Intersection Summary												
Area Type:	Other											
Cycle Length: 95												
Actuated Cycle Length: 95												
Natural Cycle: 60												
Control Type: Semi Act-Uncoord												
Maximum v/c Ratio: 0.69												
Intersection Signal Delay: 27.4				Intersection LOS: C								
Intersection Capacity Utilization 63.2%				ICU Level of Service B								
Analysis Period (min) 15												

Splits and Phases: 1: Boston Avenue & Broadway

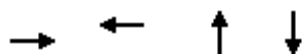
 Ø2	 Ø4	 Ø9
40 s	40 s	15 s
 Ø6	 Ø8	
40 s	40 s	

Lane Group	Ø9
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	15.0
Total Split (s)	15.0
Total Split (%)	16%
Maximum Green (s)	12.0
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Ped
Walk Time (s)	7.0
Flash Dont Walk (s)	5.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

## Queues

### 1: Boston Avenue & Broadway

05/10/2022



















Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	394	442	96	226
v/c Ratio	0.59	0.69	0.15	0.43
Control Delay	28.1	31.5	12.2	24.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	28.1	31.5	12.2	24.5
Queue Length 50th (ft)	186	217	19	95
Queue Length 95th (ft)	282	330	45	134
Internal Link Dist (ft)	829	554	672	455
Turn Bay Length (ft)				
Base Capacity (vph)	673	639	620	523
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.59	0.69	0.15	0.43
Intersection Summary				

# HCM Signalized Intersection Capacity Analysis

## 1: Boston Avenue & Broadway

05/10/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	321	26	32	315	64	14	27	37	108	40	29
Future Volume (vph)	7	321	26	32	315	64	14	27	37	108	40	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0			5.0			5.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		1.00			0.99			0.98			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			0.99	
Frt		0.99			0.98			0.94			0.98	
Flt Protected		1.00			1.00			0.99			0.97	
Satd. Flow (prot)		1836			1800			1699			1749	
Flt Permitted		0.99			0.95			0.94			0.78	
Satd. Flow (perm)		1819			1719			1605			1400	
Peak-hour factor, PHF	0.90	0.90	0.90	0.93	0.93	0.93	0.81	0.81	0.81	0.78	0.78	0.78
Adj. Flow (vph)	8	357	29	34	339	69	17	33	46	138	51	37
RTOR Reduction (vph)	0	3	0	0	7	0	0	29	0	0	8	0
Lane Group Flow (vph)	0	391	0	0	435	0	0	67	0	0	218	0
Confl. Peds. (#/hr)	25		20	20		25	5		9	9		5
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		35.0			35.0			35.0			35.0	
Effective Green, g (s)		35.0			35.0			35.0			35.0	
Actuated g/C Ratio		0.37			0.37			0.37			0.37	
Clearance Time (s)		5.0			5.0			5.0			5.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		670			633			591			515	
v/s Ratio Prot												
v/s Ratio Perm		0.21			0.25			0.04			0.16	
v/c Ratio		0.58			0.69			0.11			0.42	
Uniform Delay, d1		24.1			25.4			19.8			22.5	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		3.7			6.0			0.4			2.5	
Delay (s)		27.8			31.4			20.2			25.0	
Level of Service		C			C			C			C	
Approach Delay (s)		27.8			31.4			20.2			25.0	
Approach LOS		C			C			C			C	
<b>Intersection Summary</b>												
HCM 2000 Control Delay		28.0			HCM 2000 Level of Service			C				
HCM 2000 Volume to Capacity ratio		0.47										
Actuated Cycle Length (s)		95.0			Sum of lost time (s)			13.0				
Intersection Capacity Utilization		63.2%			ICU Level of Service			B				
Analysis Period (min)		15										
c Critical Lane Group												

# Lanes, Volumes, Timings

## 2: Broadway & Winchester Street & Albion Street

05/10/2022



Lane Group	EBL2	EBL	EBT	WBT	WBR	SBL	SBR	SWL	SWR	SWR2
Lane Configurations										
Traffic Volume (vph)	48	0	405	356	33	63	13	24	42	7
Future Volume (vph)	48	0	405	356	33	63	13	24	42	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor										
Frt				0.989		0.977		0.910		
Flt Protected			0.995			0.960		0.984		
Satd. Flow (prot)	0	0	1853	1842	0	1747	0	1668	0	0
Flt Permitted			0.995			0.960		0.984		
Satd. Flow (perm)	0	0	1853	1842	0	1747	0	1668	0	0
Link Speed (mph)			30	30		30		30		
Link Distance (ft)			634	407		319		294		
Travel Time (s)			14.4	9.3		7.3		6.7		
Confl. Peds. (#/hr)	16				16	14		14		16
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.64	0.64	0.69	0.69	0.69
Adj. Flow (vph)	54	0	455	400	37	98	20	35	61	10
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	0	509	437	0	118	0	106	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Left	Right	Left	Right	Left	Right	Right
Median Width(ft)			0	0		12		12		
Link Offset(ft)			0	0		0		0		
Crosswalk Width(ft)			16	16		16		16		
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	15			9	15	9	15	9	9
Sign Control			Free	Free		Stop		Stop		

### Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 71.2% ICU Level of Service C

Analysis Period (min) 15

Intersection has too many legs for HCM analysis.

# Lanes, Volumes, Timings

## 3: Cedar Street & Broadway

05/10/2022

	→	↘	↙	←	↖	↗	
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø9
Lane Configurations	↑	↑	↘	↑	↘		
Traffic Volume (vph)	339	148	192	330	60	81	
Future Volume (vph)	339	148	192	330	60	81	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)		100	150		0	0	
Storage Lanes		1	1		1	0	
Taper Length (ft)			25		25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor		0.95	0.99		0.93		
Frt		0.850			0.922		
Flt Protected			0.950		0.979		
Satd. Flow (prot)	1863	1583	1770	1863	1594	0	
Flt Permitted			0.220		0.979		
Satd. Flow (perm)	1863	1500	406	1863	1563	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		119			64		
Link Speed (mph)	30			30	30		
Link Distance (ft)	407			1066	639		
Travel Time (s)	9.3			24.2	14.5		
Confl. Peds. (#/hr)		19	19		16	25	
Peak Hour Factor	0.85	0.85	0.83	0.83	0.92	0.92	
Adj. Flow (vph)	399	174	231	398	65	88	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	399	174	231	398	153	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	12			12	12		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)		9	15		15	9	
Number of Detectors	2	1	1	2	1		
Detector Template	Thru	Right	Left	Thru	Left		
Leading Detector (ft)	100	20	20	100	20		
Trailing Detector (ft)	0	0	0	0	0		
Detector 1 Position(ft)	0	0	0	0	0		
Detector 1 Size(ft)	6	20	20	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)	94			94			
Detector 2 Size(ft)	6			6			
Detector 2 Type	Cl+Ex			Cl+Ex			
Detector 2 Channel							
Detector 2 Extend (s)	0.0			0.0			
Turn Type	NA	Perm	pm+pt	NA	Prot		



# Lanes, Volumes, Timings

## 3: Cedar Street & Broadway

05/10/2022

	→	↘	↙	←	↖	↗	
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø9
Protected Phases	4		3	8	2		9
Permitted Phases		4	8				
Detector Phase	4	4	3	8	2		
Switch Phase							
Minimum Initial (s)	3.0	3.0	6.0	6.0	16.0		5.0
Minimum Split (s)	9.0	9.0	12.0	12.0	22.0		22.0
Total Split (s)	32.0	32.0	16.0	48.0	22.0		22.0
Total Split (%)	34.8%	34.8%	17.4%	52.2%	23.9%		24%
Maximum Green (s)	26.0	26.0	10.0	42.0	16.0		19.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0
Recall Mode	None	None	None	Max	None		Ped
Walk Time (s)							7.0
Flash Dont Walk (s)							12.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	26.2	26.2	42.0	42.0	16.0		
Actuated g/C Ratio	0.28	0.28	0.46	0.46	0.17		
v/c Ratio	0.75	0.34	0.70	0.47	0.46		
Control Delay	40.5	11.5	28.7	19.6	25.1		
Queue Delay	0.0	0.0	0.0	0.0	0.0		
Total Delay	40.5	11.5	28.7	19.6	25.1		
LOS	D	B	C	B	C		
Approach Delay	31.7			22.9	25.1		
Approach LOS	C			C	C		

### Intersection Summary

Area Type: Other

Cycle Length: 92

Actuated Cycle Length: 92

Natural Cycle: 80

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 26.9

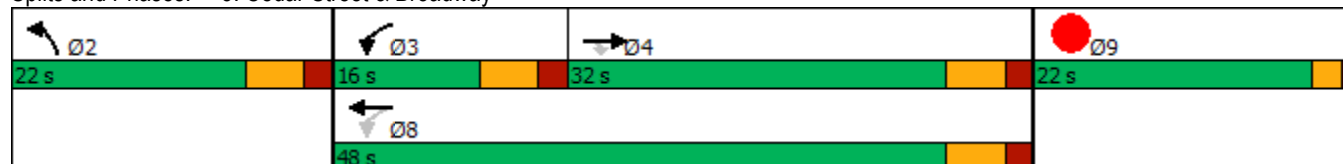
Intersection LOS: C

Intersection Capacity Utilization 56.8%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: Cedar Street & Broadway



## Queues

## 3: Cedar Street &amp; Broadway

05/10/2022



Lane Group	EBT	EBR	WBL	WBT	NBL
Lane Group Flow (vph)	399	174	231	398	153
v/c Ratio	0.75	0.34	0.70	0.47	0.46
Control Delay	40.5	11.5	28.7	19.6	25.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	40.5	11.5	28.7	19.6	25.1
Queue Length 50th (ft)	212	24	81	155	46
Queue Length 95th (ft)	296	67	120	209	105
Internal Link Dist (ft)	327			986	559
Turn Bay Length (ft)		100	150		
Base Capacity (vph)	530	512	333	850	330
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.75	0.34	0.69	0.47	0.46
Intersection Summary					

# HCM Signalized Intersection Capacity Analysis

















## 3: Cedar Street & Broadway

05/10/2022

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	339	148	192	330	60	81
Future Volume (vph)	339	148	192	330	60	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	0.95	1.00	1.00	0.95	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	0.92	
Flt Protected	1.00	1.00	0.95	1.00	0.98	
Satd. Flow (prot)	1863	1500	1767	1863	1595	
Flt Permitted	1.00	1.00	0.22	1.00	0.98	
Satd. Flow (perm)	1863	1500	410	1863	1595	
Peak-hour factor, PHF	0.85	0.85	0.83	0.83	0.92	0.92
Adj. Flow (vph)	399	174	231	398	65	88
RTOR Reduction (vph)	0	85	0	0	53	0
Lane Group Flow (vph)	399	89	231	398	100	0
Confl. Peds. (#/hr)		19	19		16	25
Turn Type	NA	Perm	pm+pt	NA	Prot	
Protected Phases	4		3	8	2	
Permitted Phases		4	8			
Actuated Green, G (s)	26.2	26.2	42.0	42.0	16.0	
Effective Green, g (s)	26.2	26.2	42.0	42.0	16.0	
Actuated g/C Ratio	0.28	0.28	0.46	0.46	0.17	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	530	427	331	850	277	
v/s Ratio Prot	0.21		c0.07	0.21	c0.06	
v/s Ratio Perm		0.06	c0.24			
v/c Ratio	0.75	0.21	0.70	0.47	0.36	
Uniform Delay, d1	30.0	25.0	18.1	17.3	33.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	6.0	0.2	6.3	1.9	0.8	
Delay (s)	35.9	25.3	24.4	19.1	34.3	
Level of Service	D	C	C	B	C	
Approach Delay (s)	32.7			21.1	34.3	
Approach LOS	C			C	C	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			27.5		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.47			
Actuated Cycle Length (s)			92.0		Sum of lost time (s)	21.0
Intersection Capacity Utilization			56.8%		ICU Level of Service	B
Analysis Period (min)			15			
c Critical Lane Group						

Lanes, Volumes, Timings  
1: Boston Avenue & Broadway

05/10/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	427	48	30	247	66	13	32	36	66	48	12
Future Volume (vph)	5	427	48	30	247	66	13	32	36	66	48	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99			0.99			1.00	
Frt		0.987			0.974			0.940			0.987	
Flt Protected					0.996			0.992			0.974	
Satd. Flow (prot)	0	1827	0	0	1784	0	0	1720	0	0	1787	0
Flt Permitted		0.996			0.914			0.949			0.798	
Satd. Flow (perm)	0	1820	0	0	1635	0	0	1646	0	0	1463	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			16			43			7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		909			634			752			535	
Travel Time (s)		20.7			14.4			17.1			12.2	
Confl. Peds. (#/hr)	33		30	30		33	1		1	1		1
Peak Hour Factor	0.92	0.92	0.92	0.90	0.90	0.90	0.84	0.84	0.84	0.66	0.66	0.66
Adj. Flow (vph)	5	464	52	33	274	73	15	38	43	100	73	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	521	0	0	380	0	0	96	0	0	191	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

# Lanes, Volumes, Timings

## 1: Boston Avenue & Broadway













05/10/2022

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	

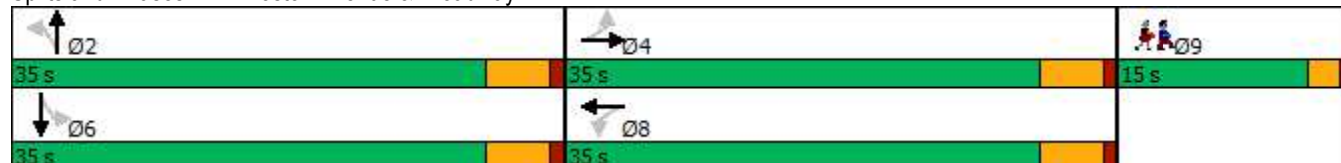
# Lanes, Volumes, Timings

## 1: Boston Avenue & Broadway

05/10/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Total Split (s)	35.0	35.0		35.0	35.0		35.0	35.0		35.0	35.0	
Total Split (%)	41.2%	41.2%		41.2%	41.2%		41.2%	41.2%		41.2%	41.2%	
Maximum Green (s)	30.0	30.0		30.0	30.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		Max	Max		Max	Max	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		30.0			30.0			30.0			30.0	
Actuated g/C Ratio		0.35			0.35			0.35			0.35	
v/c Ratio		0.81			0.65			0.16			0.37	
Control Delay		36.1			28.2			12.2			22.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		36.1			28.2			12.2			22.2	
LOS		D			C			B			C	
Approach Delay		36.1			28.2			12.2			22.2	
Approach LOS		D			C			B			C	
Intersection Summary												
Area Type:	Other											
Cycle Length: 85												
Actuated Cycle Length: 85												
Natural Cycle: 60												
Control Type: Semi Act-Uncoord												
Maximum v/c Ratio: 0.81												
Intersection Signal Delay: 29.4				Intersection LOS: C								
Intersection Capacity Utilization 59.4%				ICU Level of Service B								
Analysis Period (min) 15												

Splits and Phases: 1: Boston Avenue & Broadway



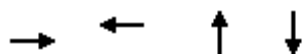
Lane Group	Ø9
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	15.0
Total Split (s)	15.0
Total Split (%)	18%
Maximum Green (s)	12.0
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Ped
Walk Time (s)	7.0
Flash Dont Walk (s)	5.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	



## Queues

## 1: Boston Avenue &amp; Broadway

05/10/2022



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	521	380	96	191
v/c Ratio	0.81	0.65	0.16	0.37
Control Delay	36.1	28.2	12.2	22.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	36.1	28.2	12.2	22.2
Queue Length 50th (ft)	245	161	19	72
Queue Length 95th (ft)	#410	258	46	87
Internal Link Dist (ft)	829	554	672	455
Turn Bay Length (ft)				
Base Capacity (vph)	646	587	608	520
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.81	0.65	0.16	0.37


## Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

# HCM Signalized Intersection Capacity Analysis

## 1: Boston Avenue & Broadway

05/10/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	5	427	48	30	247	66	13	32	36	66	48	12
Future Volume (vph)	5	427	48	30	247	66	13	32	36	66	48	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0			5.0			5.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		0.99			0.99			0.99			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.99			0.97			0.94			0.99	
Flt Protected		1.00			1.00			0.99			0.97	
Satd. Flow (prot)		1825			1781			1720			1787	
Flt Permitted		1.00			0.91			0.95			0.80	
Satd. Flow (perm)		1819			1635			1645			1464	
Peak-hour factor, PHF	0.92	0.92	0.92	0.90	0.90	0.90	0.84	0.84	0.84	0.66	0.66	0.66
Adj. Flow (vph)	5	464	52	33	274	73	15	38	43	100	73	18
RTOR Reduction (vph)	0	5	0	0	10	0	0	28	0	0	5	0
Lane Group Flow (vph)	0	516	0	0	370	0	0	68	0	0	186	0
Confl. Peds. (#/hr)	33		30	30		33	1		1	1		1
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		30.0			30.0			30.0			30.0	
Effective Green, g (s)		30.0			30.0			30.0			30.0	
Actuated g/C Ratio		0.35			0.35			0.35			0.35	
Clearance Time (s)		5.0			5.0			5.0			5.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		642			577			580			516	
v/s Ratio Prot												
v/s Ratio Perm		c0.28			0.23			0.04			c0.13	
v/c Ratio		0.80			0.64			0.12			0.36	
Uniform Delay, d1		24.8			23.0			18.6			20.4	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		10.3			5.4			0.4			2.0	
Delay (s)		35.2			28.4			19.0			22.4	
Level of Service		D			C			B			C	
Approach Delay (s)		35.2			28.4			19.0			22.4	
Approach LOS		D			C			B			C	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			29.6				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.49									
Actuated Cycle Length (s)			85.0				Sum of lost time (s)		13.0			
Intersection Capacity Utilization			59.4%				ICU Level of Service		B			
Analysis Period (min)			15									
c Critical Lane Group												

# Lanes, Volumes, Timings

## 2: Broadway & Winchester Street & Albion Street

05/10/2022



Lane Group	EBL2	EBL	EBT	WBT	WBR	SBL	SBR	SWL	SWR	SWR2
Lane Configurations			↩	↩		↩		↩	↩	↩
Traffic Volume (vph)	113	0	406	304	58	53	8	9	25	6
Future Volume (vph)	113	0	406	304	58	53	8	9	25	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor										
Frt				0.978		0.982		0.896		
Flt Protected			0.989			0.958		0.989		
Satd. Flow (prot)	0	0	1842	1822	0	1752	0	1651	0	0
Flt Permitted			0.989			0.958		0.989		
Satd. Flow (perm)	0	0	1842	1822	0	1752	0	1651	0	0
Link Speed (mph)			30	30		30		30		
Link Distance (ft)			634	407		319		294		
Travel Time (s)			14.4	9.3		7.3		6.7		
Confl. Peds. (#/hr)	25				25	13		13		25
Peak Hour Factor	0.95	0.95	0.95	0.82	0.82	0.80	0.80	0.71	0.71	0.71
Adj. Flow (vph)	119	0	427	371	71	66	10	13	35	8
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	0	546	442	0	76	0	56	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Left	Right	Left	Right	Left	Right	Right
Median Width(ft)			0	0		12		12		
Link Offset(ft)			0	0		0		0		
Crosswalk Width(ft)			16	16		16		16		
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	15			9	15	9	15	9	9
Sign Control			Free	Free		Stop		Stop		

### Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 73.7% ICU Level of Service D

Analysis Period (min) 15

Intersection has too many legs for HCM analysis.

# Lanes, Volumes, Timings

## 3: Cedar Street & Broadway

05/10/2022

	→	↘	↙	←	↖	↗	
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø9
Lane Configurations	↑	↑	↘	↑	↘		
Traffic Volume (vph)	344	123	176	269	91	96	
Future Volume (vph)	344	123	176	269	91	96	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)		100	150		0	0	
Storage Lanes		1	1		1	0	
Taper Length (ft)			25		25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor		0.93	0.98		0.93		
Frt		0.850			0.931		
Flt Protected			0.950		0.976		
Satd. Flow (prot)	1863	1583	1770	1863	1624	0	
Flt Permitted			0.436		0.976		
Satd. Flow (perm)	1863	1467	797	1863	1572	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		65			28		
Link Speed (mph)	30			30	30		
Link Distance (ft)	407			1066	639		
Travel Time (s)	9.3			24.2	14.5		
Confl. Peds. (#/hr)		43	43		24	22	
Peak Hour Factor	0.98	0.98	0.86	0.86	0.92	0.92	
Adj. Flow (vph)	351	126	205	313	99	104	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	351	126	205	313	203	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	12			12	12		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)		9	15		15	9	
Number of Detectors	2	1	1	2	1		
Detector Template	Thru	Right	Left	Thru	Left		
Leading Detector (ft)	100	20	20	100	20		
Trailing Detector (ft)	0	0	0	0	0		
Detector 1 Position(ft)	0	0	0	0	0		
Detector 1 Size(ft)	6	20	20	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)	94			94			
Detector 2 Size(ft)	6			6			
Detector 2 Type	Cl+Ex			Cl+Ex			
Detector 2 Channel							
Detector 2 Extend (s)	0.0			0.0			
Turn Type	NA	Perm	pm+pt	NA	Prot		

# Lanes, Volumes, Timings

## 3: Cedar Street & Broadway

05/10/2022

	→	↘	↙	←	↖	↗	
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø9
Protected Phases	4		3	8	2		9
Permitted Phases		4	8				
Detector Phase	4	4	3	8	2		
Switch Phase							
Minimum Initial (s)	3.0	3.0	6.0	6.0	16.0		5.0
Minimum Split (s)	9.0	9.0	12.0	12.0	22.0		22.0
Total Split (s)	71.0	71.0	36.0	107.0	36.0		22.0
Total Split (%)	43.0%	43.0%	21.8%	64.8%	21.8%		13%
Maximum Green (s)	65.0	65.0	30.0	101.0	30.0		19.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0
Recall Mode	None	None	None	Max	None		Ped
Walk Time (s)							7.0
Flash Dont Walk (s)							12.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	82.0	82.0	101.1	101.1	22.5		
Actuated g/C Ratio	0.52	0.52	0.64	0.64	0.14		
v/c Ratio	0.36	0.16	0.35	0.26	0.79		
Control Delay	25.1	11.5	13.9	13.5	77.9		
Queue Delay	0.0	0.0	0.0	0.0	0.0		
Total Delay	25.1	11.5	13.9	13.5	77.9		
LOS	C	B	B	B	E		
Approach Delay	21.5			13.6	77.9		
Approach LOS	C			B	E		

### Intersection Summary

Area Type: Other

Cycle Length: 165

Actuated Cycle Length: 157.7

Natural Cycle: 80

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 27.6

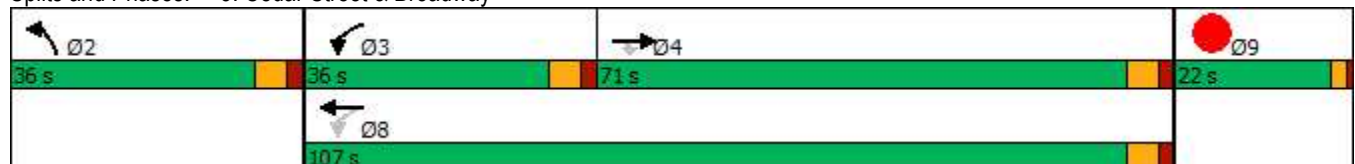
Intersection Capacity Utilization 56.2%

Analysis Period (min) 15

Intersection LOS: C

ICU Level of Service B

### Splits and Phases: 3: Cedar Street & Broadway



## Queues

## 3: Cedar Street &amp; Broadway

05/10/2022



Lane Group	EBT	EBR	WBL	WBT	NBL
Lane Group Flow (vph)	351	126	205	313	203
v/c Ratio	0.36	0.16	0.35	0.26	0.79
Control Delay	25.1	11.5	13.9	13.5	77.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	25.1	11.5	13.9	13.5	77.9
Queue Length 50th (ft)	208	31	81	132	178
Queue Length 95th (ft)	334	79	129	196	273
Internal Link Dist (ft)	327			986	559
Turn Bay Length (ft)		100	150		
Base Capacity (vph)	969	794	696	1194	332
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.36	0.16	0.29	0.26	0.61
Intersection Summary					



# HCM Signalized Intersection Capacity Analysis

## 3: Cedar Street & Broadway

















05/10/2022

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	344	123	176	269	91	96
Future Volume (vph)	344	123	176	269	91	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	0.94	1.00	1.00	0.95	
Flpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	0.93	
Flt Protected	1.00	1.00	0.95	1.00	0.98	
Satd. Flow (prot)	1863	1488	1756	1863	1610	
Flt Permitted	1.00	1.00	0.44	1.00	0.98	
Satd. Flow (perm)	1863	1488	806	1863	1610	
Peak-hour factor, PHF	0.98	0.98	0.86	0.86	0.92	0.92
Adj. Flow (vph)	351	126	205	313	99	104
RTOR Reduction (vph)	0	31	0	0	24	0
Lane Group Flow (vph)	351	95	205	313	179	0
Confl. Peds. (#/hr)		43	43		24	22
Turn Type	NA	Perm	pm+pt	NA	Prot	
Protected Phases	4		3	8	2	
Permitted Phases		4	8			
Actuated Green, G (s)	82.0	82.0	101.1	101.1	22.5	
Effective Green, g (s)	82.0	82.0	101.1	101.1	22.5	
Actuated g/C Ratio	0.52	0.52	0.64	0.64	0.14	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	969	774	596	1195	229	
v/s Ratio Prot	c0.19		c0.03	0.17	c0.11	
v/s Ratio Perm		0.06	0.19			
v/c Ratio	0.36	0.12	0.34	0.26	0.78	
Uniform Delay, d1	22.3	19.4	12.8	12.2	65.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.2	0.1	0.3	0.5	15.8	
Delay (s)	22.6	19.4	13.1	12.7	81.0	
Level of Service	C	B	B	B	F	
Approach Delay (s)	21.7			12.9	81.0	
Approach LOS	C			B	F	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			28.0		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.38			
Actuated Cycle Length (s)			157.6		Sum of lost time (s)	21.0
Intersection Capacity Utilization			56.2%		ICU Level of Service	B
Analysis Period (min)			15			
c Critical Lane Group						

# Lanes, Volumes, Timings

## 1: Boston Avenue & Broadway

05/10/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	345	66	35	256	77	14	28	54	76	43	28
Future Volume (vph)	12	345	66	35	256	77	14	28	54	76	43	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.98			0.99			1.00	
Frt		0.979			0.972			0.924			0.975	
Flt Protected		0.999			0.995			0.993			0.975	
Satd. Flow (prot)	0	1804	0	0	1777	0	0	1689	0	0	1764	0
Flt Permitted		0.985			0.908			0.948			0.797	
Satd. Flow (perm)	0	1778	0	0	1619	0	0	1612	0	0	1441	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			17			65			15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		909			634			752			535	
Travel Time (s)		20.7			14.4			17.1			12.2	
Confl. Peds. (#/hr)	33		30	30		33	1		1	1		1
Peak Hour Factor	0.90	0.90	0.90	0.86	0.86	0.86	0.83	0.83	0.83	0.71	0.71	0.71
Adj. Flow (vph)	13	383	73	41	298	90	17	34	65	107	61	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	469	0	0	429	0	0	116	0	0	207	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

# Lanes, Volumes, Timings

## 1: Boston Avenue & Broadway













05/10/2022

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	

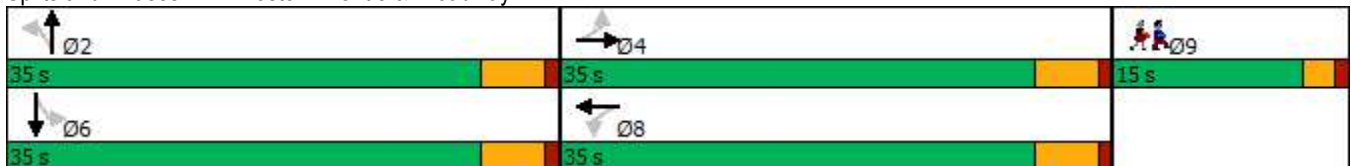
# Lanes, Volumes, Timings

## 1: Boston Avenue & Broadway

05/10/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Total Split (s)	35.0	35.0		35.0	35.0		35.0	35.0		35.0	35.0	
Total Split (%)	41.2%	41.2%		41.2%	41.2%		41.2%	41.2%		41.2%	41.2%	
Maximum Green (s)	30.0	30.0		30.0	30.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		Max	Max		Max	Max	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		30.0			30.0			30.0			30.0	
Actuated g/C Ratio		0.35			0.35			0.35			0.35	
v/c Ratio		0.74			0.74			0.19			0.40	
Control Delay		31.8			32.2			10.4			22.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		31.8			32.2			10.4			22.0	
LOS		C			C			B			C	
Approach Delay		31.8			32.2			10.4			22.0	
Approach LOS		C			C			B			C	
Intersection Summary												
Area Type:	Other											
Cycle Length: 85												
Actuated Cycle Length: 85												
Natural Cycle: 60												
Control Type: Semi Act-Uncoord												
Maximum v/c Ratio: 0.74												
Intersection Signal Delay: 28.2						Intersection LOS: C						
Intersection Capacity Utilization 58.9%						ICU Level of Service B						
Analysis Period (min) 15												

Splits and Phases: 1: Boston Avenue & Broadway

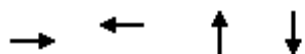


Lane Group	Ø9
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	15.0
Total Split (s)	15.0
Total Split (%)	18%
Maximum Green (s)	12.0
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Ped
Walk Time (s)	7.0
Flash Dont Walk (s)	5.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

## Queues

## 1: Boston Avenue &amp; Broadway

05/10/2022



















Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	469	429	116	207
v/c Ratio	0.74	0.74	0.19	0.40
Control Delay	31.8	32.2	10.4	22.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	31.8	32.2	10.4	22.0
Queue Length 50th (ft)	211	190	18	76
Queue Length 95th (ft)	326	282	47	99
Internal Link Dist (ft)	829	554	672	455
Turn Bay Length (ft)				
Base Capacity (vph)	635	582	611	518
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.74	0.74	0.19	0.40
Intersection Summary				

# HCM Signalized Intersection Capacity Analysis

## 1: Boston Avenue & Broadway

05/10/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	345	66	35	256	77	14	28	54	76	43	28
Future Volume (vph)	12	345	66	35	256	77	14	28	54	76	43	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0			5.0			5.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		0.99			0.99			0.99			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.98			0.97			0.92			0.97	
Flt Protected		1.00			1.00			0.99			0.97	
Satd. Flow (prot)		1803			1774			1689			1761	
Flt Permitted		0.98			0.91			0.95			0.80	
Satd. Flow (perm)		1777			1618			1613			1440	
Peak-hour factor, PHF	0.90	0.90	0.90	0.86	0.86	0.86	0.83	0.83	0.83	0.71	0.71	0.71
Adj. Flow (vph)	13	383	73	41	298	90	17	34	65	107	61	39
RTOR Reduction (vph)	0	8	0	0	11	0	0	42	0	0	10	0
Lane Group Flow (vph)	0	461	0	0	418	0	0	74	0	0	197	0
Confl. Peds. (#/hr)	33		30	30		33	1		1	1		1
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		30.0			30.0			30.0			30.0	
Effective Green, g (s)		30.0			30.0			30.0			30.0	
Actuated g/C Ratio		0.35			0.35			0.35			0.35	
Clearance Time (s)		5.0			5.0			5.0			5.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		627			571			569			508	
v/s Ratio Prot												
v/s Ratio Perm		c0.26			0.26			0.05			c0.14	
v/c Ratio		0.74			0.73			0.13			0.39	
Uniform Delay, d1		24.0			24.0			18.6			20.6	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		7.5			8.1			0.5			2.2	
Delay (s)		31.5			32.1			19.1			22.9	
Level of Service		C			C			B			C	
Approach Delay (s)		31.5			32.1			19.1			22.9	
Approach LOS		C			C			B			C	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			29.1									
HCM 2000 Volume to Capacity ratio			0.47									
Actuated Cycle Length (s)			85.0									
Intersection Capacity Utilization			58.9%									
Analysis Period (min)			15									
c Critical Lane Group												



# Lanes, Volumes, Timings

## 2: Broadway & Winchester Street & Albion Street

05/10/2022



Lane Group	EBL2	EBL	EBT	WBT	WBR	SBL	SBR	SWL	SWR	SWR2
Lane Configurations			↩	↩		↩		↩	↩	
Traffic Volume (vph)	85	0	399	323	30	60	13	14	34	6
Future Volume (vph)	85	0	399	323	30	60	13	14	34	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor										
Frt				0.988		0.976		0.900		
Flt Protected			0.991			0.961		0.987		
Satd. Flow (prot)	0	0	1846	1840	0	1747	0	1655	0	0
Flt Permitted			0.991			0.961		0.987		
Satd. Flow (perm)	0	0	1846	1840	0	1747	0	1655	0	0
Link Speed (mph)			30	30		30		30		
Link Distance (ft)			634	407		319		294		
Travel Time (s)			14.4	9.3		7.3		6.7		
Confl. Peds. (#/hr)	37				37	19		19		37
Peak Hour Factor	0.94	0.94	0.94	0.84	0.84	0.68	0.68	0.81	0.81	0.81
Adj. Flow (vph)	90	0	424	385	36	88	19	17	42	7
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	0	514	421	0	107	0	66	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Left	Right	Left	Right	Left	Right	Right
Median Width(ft)			0	0		12		12		
Link Offset(ft)			0	0		0		0		
Crosswalk Width(ft)			16	16		16		16		
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	15			9	15	9	15	9	9
Sign Control			Free	Free		Stop		Stop		

### Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 73.3% ICU Level of Service D

Analysis Period (min) 15

Intersection has too many legs for HCM analysis.

# Lanes, Volumes, Timings

## 3: Cedar Street & Broadway

05/10/2022

	→	↘	↙	←	↖	↗	
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø9
Lane Configurations	↑	↑	↘	↑	↘		
Traffic Volume (vph)	325	120	148	287	64	105	
Future Volume (vph)	325	120	148	287	64	105	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)		100	150		0	0	
Storage Lanes		1	1		1	0	
Taper Length (ft)			25		25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor		0.93	0.98		0.96		
Frt		0.850			0.916		
Flt Protected			0.950		0.981		
Satd. Flow (prot)	1863	1583	1770	1863	1650	0	
Flt Permitted			0.423		0.981		
Satd. Flow (perm)	1863	1477	775	1863	1600	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		67			44		
Link Speed (mph)	30			30	30		
Link Distance (ft)	407			1066	639		
Travel Time (s)	9.3			24.2	14.5		
Confl. Peds. (#/hr)		38	38		29	1	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.89	0.89	
Adj. Flow (vph)	378	140	172	334	72	118	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	378	140	172	334	190	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	12			12	12		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)		9	15		15	9	
Number of Detectors	2	1	1	2	1		
Detector Template	Thru	Right	Left	Thru	Left		
Leading Detector (ft)	100	20	20	100	20		
Trailing Detector (ft)	0	0	0	0	0		
Detector 1 Position(ft)	0	0	0	0	0		
Detector 1 Size(ft)	6	20	20	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)	94			94			
Detector 2 Size(ft)	6			6			
Detector 2 Type	Cl+Ex			Cl+Ex			
Detector 2 Channel							
Detector 2 Extend (s)	0.0			0.0			
Turn Type	NA	Perm	pm+pt	NA	Prot		

# Lanes, Volumes, Timings

## 3: Cedar Street & Broadway

05/10/2022

	→	↘	↙	←	↖	↗	
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø9
Protected Phases	4		3	8	2		9
Permitted Phases		4	8				
Detector Phase	4	4	3	8	2		
Switch Phase							
Minimum Initial (s)	3.0	3.0	6.0	6.0	16.0		5.0
Minimum Split (s)	9.0	9.0	12.0	12.0	22.0		22.0
Total Split (s)	71.0	71.0	36.0	107.0	36.0		22.0
Total Split (%)	43.0%	43.0%	21.8%	64.8%	21.8%		13%
Maximum Green (s)	65.0	65.0	30.0	101.0	30.0		19.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0
Recall Mode	None	None	None	Max	None		Ped
Walk Time (s)							7.0
Flash Dont Walk (s)							12.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	83.6	83.6	101.1	101.1	20.3		
Actuated g/C Ratio	0.54	0.54	0.65	0.65	0.13		
v/c Ratio	0.38	0.17	0.30	0.28	0.75		
Control Delay	23.3	11.0	12.5	12.8	68.0		
Queue Delay	0.0	0.0	0.0	0.0	0.0		
Total Delay	23.3	11.0	12.5	12.8	68.0		
LOS	C	B	B	B	E		
Approach Delay	20.0			12.7	68.0		
Approach LOS	C			B	E		

### Intersection Summary

Area Type: Other

Cycle Length: 165

Actuated Cycle Length: 155.5

Natural Cycle: 80

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 24.5

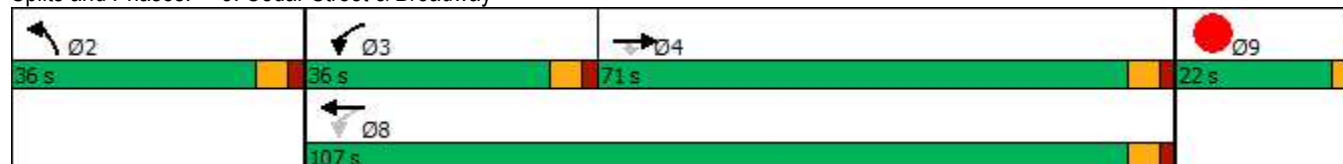
Intersection LOS: C

Intersection Capacity Utilization 53.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 3: Cedar Street & Broadway



## Queues

## 3: Cedar Street &amp; Broadway

05/10/2022



Lane Group	EBT	EBR	WBL	WBT	NBL
Lane Group Flow (vph)	378	140	172	334	190
v/c Ratio	0.38	0.17	0.30	0.28	0.75
Control Delay	23.3	11.0	12.5	12.8	68.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	23.3	11.0	12.5	12.8	68.0
Queue Length 50th (ft)	212	34	63	133	146
Queue Length 95th (ft)	325	79	106	205	231
Internal Link Dist (ft)	327			986	559
Turn Bay Length (ft)		100	150		
Base Capacity (vph)	1002	825	696	1211	354
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.38	0.17	0.25	0.28	0.54
Intersection Summary					

# HCM Signalized Intersection Capacity Analysis

## 3: Cedar Street & Broadway

05/10/2022

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	325	120	148	287	64	105
Future Volume (vph)	325	120	148	287	64	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	0.95	1.00	1.00	0.99	
Flpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	0.92	
Flt Protected	1.00	1.00	0.95	1.00	0.98	
Satd. Flow (prot)	1863	1497	1759	1863	1650	
Flt Permitted	1.00	1.00	0.42	1.00	0.98	
Satd. Flow (perm)	1863	1497	783	1863	1650	
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.89	0.89
Adj. Flow (vph)	378	140	172	334	72	118
RTOR Reduction (vph)	0	31	0	0	38	0
Lane Group Flow (vph)	378	109	172	334	152	0
Confl. Peds. (#/hr)		38	38		29	1
Turn Type	NA	Perm	pm+pt	NA	Prot	
Protected Phases	4		3	8	2	
Permitted Phases		4	8			
Actuated Green, G (s)	83.6	83.6	101.1	101.1	20.3	
Effective Green, g (s)	83.6	83.6	101.1	101.1	20.3	
Actuated g/C Ratio	0.54	0.54	0.65	0.65	0.13	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	1002	805	581	1212	215	
v/s Ratio Prot	c0.20		0.02	c0.18	c0.09	
v/s Ratio Perm		0.07	0.17			
v/c Ratio	0.38	0.14	0.30	0.28	0.71	
Uniform Delay, d1	20.8	17.9	11.9	11.6	64.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.2	0.1	0.3	0.6	10.1	
Delay (s)	21.0	18.0	12.2	12.1	74.8	
Level of Service	C	B	B	B	E	
Approach Delay (s)	20.2			12.2	74.8	
Approach LOS	C			B	E	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			25.4		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.37			
Actuated Cycle Length (s)			155.4		Sum of lost time (s)	21.0
Intersection Capacity Utilization			53.6%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

















## *APPENDIX E.2 – 2022 BUILD ANALYSIS*

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# Lanes, Volumes, Timings

## 1: Boston Avenue & Broadway

05/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	334	26	32	325	67	14	27	37	111	40	29
Future Volume (vph)	7	334	26	32	325	67	14	27	37	111	40	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			0.99			0.98			0.99	
Frt		0.990			0.979			0.935			0.978	
Flt Protected		0.999			0.996			0.991			0.970	
Satd. Flow (prot)	0	1836	0	0	1801	0	0	1700	0	0	1760	0
Flt Permitted		0.990			0.951			0.936			0.775	
Satd. Flow (perm)	0	1819	0	0	1718	0	0	1604	0	0	1397	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			11			46			12	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		909			634			752			535	
Travel Time (s)		20.7			14.4			17.1			12.2	
Confl. Peds. (#/hr)	25		20	20		25	5		9	9		5
Peak Hour Factor	0.90	0.90	0.90	0.93	0.93	0.93	0.81	0.81	0.81	0.78	0.78	0.78
Adj. Flow (vph)	8	371	29	34	349	72	17	33	46	142	51	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	408	0	0	455	0	0	96	0	0	230	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	



# Lanes, Volumes, Timings

## 1: Boston Avenue & Broadway













05/13/2022

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	

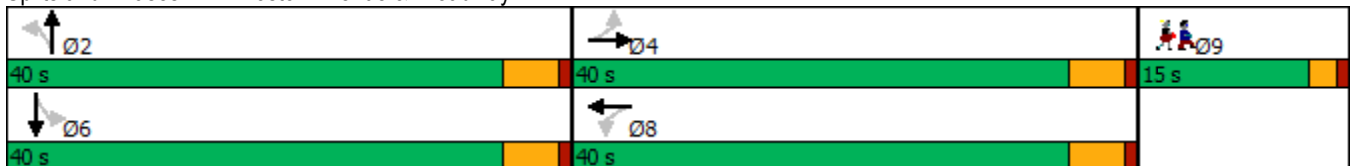
# Lanes, Volumes, Timings

## 1: Boston Avenue & Broadway

05/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Total Split (s)	40.0	40.0		40.0	40.0		40.0	40.0		40.0	40.0	
Total Split (%)	42.1%	42.1%		42.1%	42.1%		42.1%	42.1%		42.1%	42.1%	
Maximum Green (s)	35.0	35.0		35.0	35.0		35.0	35.0		35.0	35.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		Max	Max		Max	Max	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		35.0			35.0			35.0			35.0	
Actuated g/C Ratio		0.37			0.37			0.37			0.37	
v/c Ratio		0.61			0.71			0.15			0.44	
Control Delay		28.7			32.4			12.2			24.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		28.7			32.4			12.2			24.7	
LOS		C			C			B			C	
Approach Delay		28.7			32.4			12.2			24.7	
Approach LOS		C			C			B			C	
Intersection Summary												
Area Type:	Other											
Cycle Length: 95												
Actuated Cycle Length: 95												
Natural Cycle: 60												
Control Type: Semi Act-Uncoord												
Maximum v/c Ratio: 0.71												
Intersection Signal Delay: 28.0						Intersection LOS: C						
Intersection Capacity Utilization 64.3%						ICU Level of Service C						
Analysis Period (min) 15												

Splits and Phases: 1: Boston Avenue & Broadway

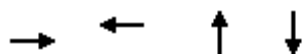


Lane Group	Ø9
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	15.0
Total Split (s)	15.0
Total Split (%)	16%
Maximum Green (s)	12.0
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Ped
Walk Time (s)	7.0
Flash Dont Walk (s)	5.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

## Queues

## 1: Boston Avenue &amp; Broadway

05/13/2022



















Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	408	455	96	230
v/c Ratio	0.61	0.71	0.15	0.44
Control Delay	28.7	32.4	12.2	24.7
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	28.7	32.4	12.2	24.7
Queue Length 50th (ft)	195	226	19	97
Queue Length 95th (ft)	294	343	45	137
Internal Link Dist (ft)	829	554	672	455
Turn Bay Length (ft)				
Base Capacity (vph)	673	639	620	522
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.61	0.71	0.15	0.44
Intersection Summary				

# HCM Signalized Intersection Capacity Analysis

## 1: Boston Avenue & Broadway

05/13/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	334	26	32	325	67	14	27	37	111	40	29
Future Volume (vph)	7	334	26	32	325	67	14	27	37	111	40	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0			5.0			5.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		1.00			0.99			0.98			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			0.99	
Frt		0.99			0.98			0.94			0.98	
Flt Protected		1.00			1.00			0.99			0.97	
Satd. Flow (prot)		1836			1799			1699			1749	
Flt Permitted		0.99			0.95			0.94			0.77	
Satd. Flow (perm)		1821			1717			1604			1396	
Peak-hour factor, PHF	0.90	0.90	0.90	0.93	0.93	0.93	0.81	0.81	0.81	0.78	0.78	0.78
Adj. Flow (vph)	8	371	29	34	349	72	17	33	46	142	51	37
RTOR Reduction (vph)	0	3	0	0	7	0	0	29	0	0	8	0
Lane Group Flow (vph)	0	405	0	0	448	0	0	67	0	0	222	0
Confl. Peds. (#/hr)	25		20	20		25	5		9	9		5
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		35.0			35.0			35.0			35.0	
Effective Green, g (s)		35.0			35.0			35.0			35.0	
Actuated g/C Ratio		0.37			0.37			0.37			0.37	
Clearance Time (s)		5.0			5.0			5.0			5.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		670			632			590			514	
v/s Ratio Prot												
v/s Ratio Perm		0.22			0.26			0.04			0.16	
v/c Ratio		0.60			0.71			0.11			0.43	
Uniform Delay, d1		24.4			25.6			19.8			22.5	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		4.0			6.6			0.4			2.6	
Delay (s)		28.4			32.3			20.2			25.2	
Level of Service		C			C			C			C	
Approach Delay (s)		28.4			32.3			20.2			25.2	
Approach LOS		C			C			C			C	
<b>Intersection Summary</b>												
HCM 2000 Control Delay		28.6			HCM 2000 Level of Service			C				
HCM 2000 Volume to Capacity ratio		0.49										
Actuated Cycle Length (s)		95.0			Sum of lost time (s)			13.0				
Intersection Capacity Utilization		64.3%			ICU Level of Service			C				
Analysis Period (min)		15										
c Critical Lane Group												

# Lanes, Volumes, Timings

## 2: Broadway & Winchester Street & Albion Street

05/13/2022



Lane Group	EBL2	EBL	EBT	WBT	WBR	SBL	SBR	SWL	SWR	SWR2
Lane Configurations			↔	↔		↔		↔		
Traffic Volume (vph)	50	0	415	369	33	63	13	24	45	7
Future Volume (vph)	50	0	415	369	33	63	13	24	45	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor										
Frt				0.989		0.977		0.908		
Flt Protected			0.995			0.960		0.984		
Satd. Flow (prot)	0	0	1853	1842	0	1747	0	1664	0	0
Flt Permitted			0.995			0.960		0.984		
Satd. Flow (perm)	0	0	1853	1842	0	1747	0	1664	0	0
Link Speed (mph)			30	30		30		30		
Link Distance (ft)			634	407		319		294		
Travel Time (s)			14.4	9.3		7.3		6.7		
Confl. Peds. (#/hr)	16				16	14		14		16
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.64	0.64	0.69	0.69	0.69
Adj. Flow (vph)	56	0	466	415	37	98	20	35	65	10
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	0	522	452	0	118	0	110	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Left	Right	Left	Right	Left	Right	Right
Median Width(ft)			0	0		12		12		
Link Offset(ft)			0	0		0		0		
Crosswalk Width(ft)			16	16		16		16		
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	15			9	15	9	15	9	9
Sign Control			Free	Free		Stop		Stop		

### Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 72.6% ICU Level of Service C

Analysis Period (min) 15

Intersection has too many legs for HCM analysis.

# Lanes, Volumes, Timings

## 3: Cedar Street & Broadway

05/13/2022

	→	↘	↙	←	↖	↗	
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø9
Lane Configurations	↑	↗	↙	↑	↖		
Traffic Volume (vph)	347	150	192	340	63	81	
Future Volume (vph)	347	150	192	340	63	81	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)		100	150		0	0	
Storage Lanes		1	1		1	0	
Taper Length (ft)			25		25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor		0.95	0.99		0.93		
Frt		0.850			0.924		
Flt Protected			0.950		0.979		
Satd. Flow (prot)	1863	1583	1770	1863	1599	0	
Flt Permitted			0.210		0.979		
Satd. Flow (perm)	1863	1500	388	1863	1567	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		118			61		
Link Speed (mph)	30			30	30		
Link Distance (ft)	407			1066	639		
Travel Time (s)	9.3			24.2	14.5		
Confl. Peds. (#/hr)		19	19		16	25	
Peak Hour Factor	0.85	0.85	0.83	0.83	0.92	0.92	
Adj. Flow (vph)	408	176	231	410	68	88	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	408	176	231	410	156	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	12			12	12		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)		9	15		15	9	
Number of Detectors	2	1	1	2	1		
Detector Template	Thru	Right	Left	Thru	Left		
Leading Detector (ft)	100	20	20	100	20		
Trailing Detector (ft)	0	0	0	0	0		
Detector 1 Position(ft)	0	0	0	0	0		
Detector 1 Size(ft)	6	20	20	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)	94			94			
Detector 2 Size(ft)	6			6			
Detector 2 Type	Cl+Ex			Cl+Ex			
Detector 2 Channel							
Detector 2 Extend (s)	0.0			0.0			
Turn Type	NA	Perm	pm+pt	NA	Prot		



# Lanes, Volumes, Timings

## 3: Cedar Street & Broadway

05/13/2022

	→	↘	↙	←	↖	↗	
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø9
Protected Phases	4		3	8	2		9
Permitted Phases		4	8				
Detector Phase	4	4	3	8	2		
Switch Phase							
Minimum Initial (s)	3.0	3.0	6.0	6.0	16.0		5.0
Minimum Split (s)	9.0	9.0	12.0	12.0	22.0		22.0
Total Split (s)	32.0	32.0	16.0	48.0	22.0		22.0
Total Split (%)	34.8%	34.8%	17.4%	52.2%	23.9%		24%
Maximum Green (s)	26.0	26.0	10.0	42.0	16.0		19.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0
Recall Mode	None	None	None	Max	None		Ped
Walk Time (s)							7.0
Flash Dont Walk (s)							12.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	26.2	26.2	42.0	42.0	16.0		
Actuated g/C Ratio	0.28	0.28	0.46	0.46	0.17		
v/c Ratio	0.77	0.34	0.71	0.48	0.48		
Control Delay	41.7	11.8	29.7	19.8	26.2		
Queue Delay	0.0	0.0	0.0	0.0	0.0		
Total Delay	41.7	11.8	29.7	19.8	26.2		
LOS	D	B	C	B	C		
Approach Delay	32.7			23.4	26.2		
Approach LOS	C			C	C		

### Intersection Summary

Area Type: Other

Cycle Length: 92

Actuated Cycle Length: 92

Natural Cycle: 80

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 27.6

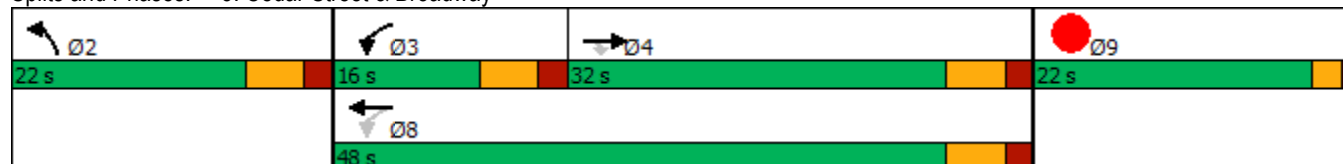
Intersection LOS: C

Intersection Capacity Utilization 57.2%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: Cedar Street & Broadway



## Queues

## 3: Cedar Street &amp; Broadway

05/13/2022



Lane Group	EBT	EBR	WBL	WBT	NBL
Lane Group Flow (vph)	408	176	231	410	156
v/c Ratio	0.77	0.34	0.71	0.48	0.48
Control Delay	41.7	11.8	29.7	19.8	26.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	41.7	11.8	29.7	19.8	26.2
Queue Length 50th (ft)	218	25	81	161	49
Queue Length 95th (ft)	304	69	120	216	111
Internal Link Dist (ft)	327			986	559
Turn Bay Length (ft)		100	150		
Base Capacity (vph)	530	511	327	850	328
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.77	0.34	0.71	0.48	0.48
Intersection Summary					

# HCM Signalized Intersection Capacity Analysis

















## 3: Cedar Street & Broadway

05/13/2022

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	347	150	192	340	63	81
Future Volume (vph)	347	150	192	340	63	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	0.95	1.00	1.00	0.95	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	0.92	
Flt Protected	1.00	1.00	0.95	1.00	0.98	
Satd. Flow (prot)	1863	1500	1767	1863	1598	
Flt Permitted	1.00	1.00	0.21	1.00	0.98	
Satd. Flow (perm)	1863	1500	390	1863	1598	
Peak-hour factor, PHF	0.85	0.85	0.83	0.83	0.92	0.92
Adj. Flow (vph)	408	176	231	410	68	88
RTOR Reduction (vph)	0	84	0	0	50	0
Lane Group Flow (vph)	408	92	231	410	106	0
Confl. Peds. (#/hr)		19	19		16	25
Turn Type	NA	Perm	pm+pt	NA	Prot	
Protected Phases	4		3	8	2	
Permitted Phases		4	8			
Actuated Green, G (s)	26.2	26.2	42.0	42.0	16.0	
Effective Green, g (s)	26.2	26.2	42.0	42.0	16.0	
Actuated g/C Ratio	0.28	0.28	0.46	0.46	0.17	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	530	427	324	850	277	
v/s Ratio Prot	0.22		c0.08	0.22	c0.07	
v/s Ratio Perm		0.06	c0.25			
v/c Ratio	0.77	0.21	0.71	0.48	0.38	
Uniform Delay, d1	30.1	25.1	18.3	17.4	33.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	6.7	0.3	7.2	2.0	0.9	
Delay (s)	36.8	25.3	25.5	19.4	34.5	
Level of Service	D	C	C	B	C	
Approach Delay (s)	33.3			21.6	34.5	
Approach LOS	C			C	C	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			28.0		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.48			
Actuated Cycle Length (s)			92.0		Sum of lost time (s)	21.0
Intersection Capacity Utilization			57.2%		ICU Level of Service	B
Analysis Period (min)			15			
c Critical Lane Group						

Lanes, Volumes, Timings  
1: Boston Avenue & Broadway

05/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	437	48	30	257	70	13	32	36	70	48	12
Future Volume (vph)	5	437	48	30	257	70	13	32	36	70	48	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99			0.99			1.00	
Frt		0.987			0.973			0.940			0.988	
Flt Protected					0.996			0.992			0.974	
Satd. Flow (prot)	0	1827	0	0	1782	0	0	1720	0	0	1789	0
Flt Permitted		0.996			0.914			0.948			0.791	
Satd. Flow (perm)	0	1820	0	0	1633	0	0	1644	0	0	1452	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			16			43			7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		909			634			752			535	
Travel Time (s)		20.7			14.4			17.1			12.2	
Confl. Peds. (#/hr)	33		30	30		33	1		1	1		1
Peak Hour Factor	0.92	0.92	0.92	0.90	0.90	0.90	0.84	0.84	0.84	0.66	0.66	0.66
Adj. Flow (vph)	5	475	52	33	286	78	15	38	43	106	73	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	532	0	0	397	0	0	96	0	0	197	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

# Lanes, Volumes, Timings

## 1: Boston Avenue & Broadway













05/13/2022

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	






# Lanes, Volumes, Timings

## 1: Boston Avenue & Broadway

05/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Total Split (s)	35.0	35.0		35.0	35.0		35.0	35.0		35.0	35.0	
Total Split (%)	41.2%	41.2%		41.2%	41.2%		41.2%	41.2%		41.2%	41.2%	
Maximum Green (s)	30.0	30.0		30.0	30.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		Max	Max		Max	Max	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		30.0			30.0			30.0			30.0	
Actuated g/C Ratio		0.35			0.35			0.35			0.35	
v/c Ratio		0.82			0.68			0.16			0.38	
Control Delay		37.4			29.3			12.2			22.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		37.4			29.3			12.2			22.5	
LOS		D			C			B			C	
Approach Delay		37.4			29.3			12.2			22.5	
Approach LOS		D			C			B			C	
Intersection Summary												
Area Type:	Other											
Cycle Length: 85												
Actuated Cycle Length: 85												
Natural Cycle: 60												
Control Type: Semi Act-Uncoord												
Maximum v/c Ratio: 0.82												
Intersection Signal Delay: 30.4				Intersection LOS: C								
Intersection Capacity Utilization 60.4%				ICU Level of Service B								
Analysis Period (min) 15												

Splits and Phases: 1: Boston Avenue & Broadway

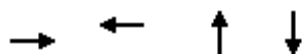
 Ø2	 Ø4	 Ø9
35 s	35 s	15 s
 Ø6	 Ø8	
35 s	35 s	

Lane Group	Ø9
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	15.0
Total Split (s)	15.0
Total Split (%)	18%
Maximum Green (s)	12.0
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Ped
Walk Time (s)	7.0
Flash Dont Walk (s)	5.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

## Queues

## 1: Boston Avenue &amp; Broadway

05/13/2022



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	532	397	96	197
v/c Ratio	0.82	0.68	0.16	0.38
Control Delay	37.4	29.3	12.2	22.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	37.4	29.3	12.2	22.5
Queue Length 50th (ft)	252	171	19	75
Queue Length 95th (ft)	#424	272	46	89
Internal Link Dist (ft)	829	554	672	455
Turn Bay Length (ft)				
Base Capacity (vph)	646	586	608	517
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.82	0.68	0.16	0.38

## Intersection Summary

















# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.



# HCM Signalized Intersection Capacity Analysis

## 1: Boston Avenue & Broadway

05/13/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	437	48	30	257	70	13	32	36	70	48	12
Future Volume (vph)	5	437	48	30	257	70	13	32	36	70	48	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0			5.0			5.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		0.99			0.99			0.99			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.99			0.97			0.94			0.99	
Flt Protected		1.00			1.00			0.99			0.97	
Satd. Flow (prot)		1826			1780			1720			1787	
Flt Permitted		1.00			0.91			0.95			0.79	
Satd. Flow (perm)		1820			1633			1644			1452	
Peak-hour factor, PHF	0.92	0.92	0.92	0.90	0.90	0.90	0.84	0.84	0.84	0.66	0.66	0.66
Adj. Flow (vph)	5	475	52	33	286	78	15	38	43	106	73	18
RTOR Reduction (vph)	0	5	0	0	10	0	0	28	0	0	5	0
Lane Group Flow (vph)	0	527	0	0	387	0	0	68	0	0	192	0
Confl. Peds. (#/hr)	33		30	30		33	1		1	1		1
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		30.0			30.0			30.0			30.0	
Effective Green, g (s)		30.0			30.0			30.0			30.0	
Actuated g/C Ratio		0.35			0.35			0.35			0.35	
Clearance Time (s)		5.0			5.0			5.0			5.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		642			576			580			512	
v/s Ratio Prot												
v/s Ratio Perm		c0.29			0.24			0.04			c0.13	
v/c Ratio		0.82			0.67			0.12			0.38	
Uniform Delay, d1		25.1			23.3			18.6			20.5	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		11.3			6.1			0.4			2.1	
Delay (s)		36.4			29.4			19.0			22.6	
Level of Service		D			C			B			C	
Approach Delay (s)		36.4			29.4			19.0			22.6	
Approach LOS		D			C			B			C	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			30.5									
HCM 2000 Volume to Capacity ratio			0.50									
Actuated Cycle Length (s)			85.0									
Intersection Capacity Utilization			60.4%									
Analysis Period (min)			15									
c Critical Lane Group												

# Lanes, Volumes, Timings

## 2: Broadway & Winchester Street & Albion Street

05/13/2022



Lane Group	EBL2	EBL	EBT	WBT	WBR	SBL	SBR	SWL	SWR	SWR2
Lane Configurations			↩	↩		↩		↩	↩	↩
Traffic Volume (vph)	118	0	421	319	58	53	8	9	30	6
Future Volume (vph)	118	0	421	319	58	53	8	9	30	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor										
Frt				0.979		0.982		0.893		
Flt Protected			0.989			0.958		0.990		
Satd. Flow (prot)	0	0	1842	1824	0	1752	0	1647	0	0
Flt Permitted			0.989			0.958		0.990		
Satd. Flow (perm)	0	0	1842	1824	0	1752	0	1647	0	0
Link Speed (mph)			30	30		30		30		
Link Distance (ft)			634	407		319		294		
Travel Time (s)			14.4	9.3		7.3		6.7		
Confl. Peds. (#/hr)	25				25	13		13		25
Peak Hour Factor	0.95	0.95	0.95	0.82	0.82	0.80	0.80	0.71	0.71	0.71
Adj. Flow (vph)	124	0	443	389	71	66	10	13	42	8
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	0	567	460	0	76	0	63	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Left	Right	Left	Right	Left	Right	Right
Median Width(ft)			0	0		12		12		
Link Offset(ft)			0	0		0		0		
Crosswalk Width(ft)			16	16		16		16		
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	15			9	15	9	15	9	9
Sign Control			Free	Free		Stop		Stop		

### Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 75.7% ICU Level of Service D

Analysis Period (min) 15

Intersection has too many legs for HCM analysis.

# Lanes, Volumes, Timings

## 3: Cedar Street & Broadway

05/13/2022

	→	↘	↙	←	↖	↗	
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø9
Lane Configurations	↑	↑	↘	↑	↘		
Traffic Volume (vph)	356	126	176	281	94	96	
Future Volume (vph)	356	126	176	281	94	96	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)		100	150		0	0	
Storage Lanes		1	1		1	0	
Taper Length (ft)			25		25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor		0.93	0.98		0.93		
Frt		0.850			0.932		
Flt Protected			0.950		0.976		
Satd. Flow (prot)	1863	1583	1770	1863	1627	0	
Flt Permitted			0.426		0.976		
Satd. Flow (perm)	1863	1467	779	1863	1573	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		64			27		
Link Speed (mph)	30			30	30		
Link Distance (ft)	407			1066	639		
Travel Time (s)	9.3			24.2	14.5		
Confl. Peds. (#/hr)		43	43		24	22	
Peak Hour Factor	0.98	0.98	0.86	0.86	0.92	0.92	
Adj. Flow (vph)	363	129	205	327	102	104	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	363	129	205	327	206	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	12			12	12		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)		9	15		15	9	
Number of Detectors	2	1	1	2	1		
Detector Template	Thru	Right	Left	Thru	Left		
Leading Detector (ft)	100	20	20	100	20		
Trailing Detector (ft)	0	0	0	0	0		
Detector 1 Position(ft)	0	0	0	0	0		
Detector 1 Size(ft)	6	20	20	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)	94			94			
Detector 2 Size(ft)	6			6			
Detector 2 Type	Cl+Ex			Cl+Ex			
Detector 2 Channel							
Detector 2 Extend (s)	0.0			0.0			
Turn Type	NA	Perm	pm+pt	NA	Prot		

# Lanes, Volumes, Timings

## 3: Cedar Street & Broadway

05/13/2022

	→	↘	↙	←	↖	↗	
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø9
Protected Phases	4		3	8	2		9
Permitted Phases		4	8				
Detector Phase	4	4	3	8	2		
Switch Phase							
Minimum Initial (s)	3.0	3.0	6.0	6.0	16.0		5.0
Minimum Split (s)	9.0	9.0	12.0	12.0	22.0		22.0
Total Split (s)	71.0	71.0	36.0	107.0	36.0		22.0
Total Split (%)	43.0%	43.0%	21.8%	64.8%	21.8%		13%
Maximum Green (s)	65.0	65.0	30.0	101.0	30.0		19.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0
Recall Mode	None	None	None	Max	None		Ped
Walk Time (s)							7.0
Flash Dont Walk (s)							12.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	82.0	82.0	101.1	101.1	22.8		
Actuated g/C Ratio	0.52	0.52	0.64	0.64	0.14		
v/c Ratio	0.38	0.16	0.35	0.27	0.80		
Control Delay	25.5	11.9	14.0	13.7	79.2		
Queue Delay	0.0	0.0	0.0	0.0	0.0		
Total Delay	25.5	11.9	14.0	13.7	79.2		
LOS	C	B	B	B	E		
Approach Delay	21.9			13.8	79.2		
Approach LOS	C			B	E		

### Intersection Summary

Area Type: Other

Cycle Length: 165

Actuated Cycle Length: 157.9

Natural Cycle: 80

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 28.0

Intersection Capacity Utilization 56.8%

Analysis Period (min) 15

Intersection LOS: C

ICU Level of Service B

### Splits and Phases: 3: Cedar Street & Broadway

↖ Ø2	↖ Ø3	→ Ø4	● Ø9
36 s	36 s	71 s	22 s
	↖ Ø8		
	107 s		

## Queues

## 3: Cedar Street &amp; Broadway

05/13/2022



Lane Group	EBT	EBR	WBL	WBT	NBL
Lane Group Flow (vph)	363	129	205	327	206
v/c Ratio	0.38	0.16	0.35	0.27	0.80
Control Delay	25.5	11.9	14.0	13.7	79.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	25.5	11.9	14.0	13.7	79.2
Queue Length 50th (ft)	218	33	82	140	182
Queue Length 95th (ft)	346	82	129	206	278
Internal Link Dist (ft)	327			986	559
Turn Bay Length (ft)		100	150		
Base Capacity (vph)	966	792	687	1192	331
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.38	0.16	0.30	0.27	0.62
Intersection Summary					

# HCM Signalized Intersection Capacity Analysis

















## 3: Cedar Street & Broadway

05/13/2022

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	356	126	176	281	94	96
Future Volume (vph)	356	126	176	281	94	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	0.94	1.00	1.00	0.95	
Flpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	0.93	
Flt Protected	1.00	1.00	0.95	1.00	0.98	
Satd. Flow (prot)	1863	1487	1757	1863	1613	
Flt Permitted	1.00	1.00	0.43	1.00	0.98	
Satd. Flow (perm)	1863	1487	788	1863	1613	
Peak-hour factor, PHF	0.98	0.98	0.86	0.86	0.92	0.92
Adj. Flow (vph)	363	129	205	327	102	104
RTOR Reduction (vph)	0	31	0	0	23	0
Lane Group Flow (vph)	363	98	205	327	183	0
Confl. Peds. (#/hr)		43	43		24	22
Turn Type	NA	Perm	pm+pt	NA	Prot	
Protected Phases	4		3	8	2	
Permitted Phases		4	8			
Actuated Green, G (s)	82.0	82.0	101.1	101.1	22.8	
Effective Green, g (s)	82.0	82.0	101.1	101.1	22.8	
Actuated g/C Ratio	0.52	0.52	0.64	0.64	0.14	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	967	772	584	1192	232	
v/s Ratio Prot	c0.19		c0.03	0.18	c0.11	
v/s Ratio Perm		0.07	0.20			
v/c Ratio	0.38	0.13	0.35	0.27	0.79	
Uniform Delay, d1	22.7	19.5	13.0	12.4	65.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.2	0.1	0.4	0.6	16.1	
Delay (s)	22.9	19.6	13.4	13.0	81.3	
Level of Service	C	B	B	B	F	
Approach Delay (s)	22.0			13.1	81.3	
Approach LOS	C			B	F	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			28.1		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.39			
Actuated Cycle Length (s)			157.9		Sum of lost time (s)	21.0
Intersection Capacity Utilization			56.8%		ICU Level of Service	B
Analysis Period (min)			15			
c Critical Lane Group						

Lanes, Volumes, Timings  
1: Boston Avenue & Broadway

05/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	357	66	35	268	82	14	28	54	81	43	28
Future Volume (vph)	12	357	66	35	268	82	14	28	54	81	43	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.98			0.99			1.00	
Frt		0.980			0.971			0.924			0.975	
Flt Protected		0.999			0.995			0.993			0.974	
Satd. Flow (prot)	0	1807	0	0	1775	0	0	1689	0	0	1762	0
Flt Permitted		0.984			0.906			0.947			0.796	
Satd. Flow (perm)	0	1779	0	0	1613	0	0	1610	0	0	1439	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			18			65			15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		909			634			752			535	
Travel Time (s)		20.7			14.4			17.1			12.2	
Confl. Peds. (#/hr)	33		30	30		33	1		1	1		1
Peak Hour Factor	0.90	0.90	0.90	0.86	0.86	0.86	0.83	0.83	0.83	0.71	0.71	0.71
Adj. Flow (vph)	13	397	73	41	312	95	17	34	65	114	61	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	483	0	0	448	0	0	116	0	0	214	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	



# Lanes, Volumes, Timings













## 1: Boston Avenue & Broadway

05/13/2022






Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	

Lanes, Volumes, Timings  
1: Boston Avenue & Broadway

05/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Total Split (s)	35.0	35.0		35.0	35.0		35.0	35.0		35.0	35.0	
Total Split (%)	41.2%	41.2%		41.2%	41.2%		41.2%	41.2%		41.2%	41.2%	
Maximum Green (s)	30.0	30.0		30.0	30.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		Max	Max		Max	Max	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		30.0			30.0			30.0			30.0	
Actuated g/C Ratio		0.35			0.35			0.35			0.35	
v/c Ratio		0.76			0.77			0.19			0.41	
Control Delay		33.0			34.3			10.4			22.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		33.0			34.3			10.4			22.3	
LOS		C			C			B			C	
Approach Delay		33.0			34.3			10.4			22.3	
Approach LOS		C			C			B			C	
Intersection Summary												
Area Type:	Other											
Cycle Length: 85												
Actuated Cycle Length: 85												
Natural Cycle: 60												
Control Type: Semi Act-Uncoord												
Maximum v/c Ratio: 0.77												
Intersection Signal Delay: 29.6						Intersection LOS: C						
Intersection Capacity Utilization 60.3%						ICU Level of Service B						
Analysis Period (min) 15												

Splits and Phases: 1: Boston Avenue & Broadway

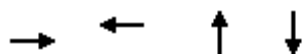
 Ø2	 Ø4	 Ø9
35 s	35 s	15 s
 Ø6	 Ø8	
35 s	35 s	

Lane Group	Ø9
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	15.0
Total Split (s)	15.0
Total Split (%)	18%
Maximum Green (s)	12.0
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Ped
Walk Time (s)	7.0
Flash Dont Walk (s)	5.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

## Queues

## 1: Boston Avenue &amp; Broadway

05/13/2022



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	483	448	116	214
v/c Ratio	0.76	0.77	0.19	0.41
Control Delay	33.0	34.3	10.4	22.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	33.0	34.3	10.4	22.3
Queue Length 50th (ft)	219	202	18	79
Queue Length 95th (ft)	#348	#299	47	103
Internal Link Dist (ft)	829	554	672	455
Turn Bay Length (ft)				
Base Capacity (vph)	635	580	610	517
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.76	0.77	0.19	0.41


## Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

# HCM Signalized Intersection Capacity Analysis

## 1: Boston Avenue & Broadway

05/13/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	12	357	66	35	268	82	14	28	54	81	43	28
Future Volume (vph)	12	357	66	35	268	82	14	28	54	81	43	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0			5.0			5.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		0.99			0.99			0.99			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.98			0.97			0.92			0.98	
Flt Protected		1.00			1.00			0.99			0.97	
Satd. Flow (prot)		1804			1773			1689			1762	
Flt Permitted		0.98			0.91			0.95			0.80	
Satd. Flow (perm)		1779			1615			1611			1440	
Peak-hour factor, PHF	0.90	0.90	0.90	0.86	0.86	0.86	0.83	0.83	0.83	0.71	0.71	0.71
Adj. Flow (vph)	13	397	73	41	312	95	17	34	65	114	61	39
RTOR Reduction (vph)	0	8	0	0	12	0	0	42	0	0	10	0
Lane Group Flow (vph)	0	475	0	0	436	0	0	74	0	0	204	0
Confl. Peds. (#/hr)	33		30	30		33	1		1	1		1
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		30.0			30.0			30.0			30.0	
Effective Green, g (s)		30.0			30.0			30.0			30.0	
Actuated g/C Ratio		0.35			0.35			0.35			0.35	
Clearance Time (s)		5.0			5.0			5.0			5.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		627			570			568			508	
v/s Ratio Prot												
v/s Ratio Perm		0.27			c0.27			0.05			c0.14	
v/c Ratio		0.76			0.77			0.13			0.40	
Uniform Delay, d1		24.3			24.4			18.7			20.7	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		8.3			9.5			0.5			2.4	
Delay (s)		32.6			33.8			19.1			23.1	
Level of Service		C			C			B			C	
Approach Delay (s)		32.6			33.8			19.1			23.1	
Approach LOS		C			C			B			C	
<b>Intersection Summary</b>												
HCM 2000 Control Delay		30.2			HCM 2000 Level of Service			C				
HCM 2000 Volume to Capacity ratio		0.49										
Actuated Cycle Length (s)		85.0			Sum of lost time (s)			13.0				
Intersection Capacity Utilization		60.3%			ICU Level of Service			B				
Analysis Period (min)		15										
c Critical Lane Group												

# Lanes, Volumes, Timings

## 2: Broadway & Winchester Street & Albion Street

05/13/2022



Lane Group	EBL2	EBL	EBT	WBT	WBR	SBL	SBR	SWL	SWR	SWR2
Lane Configurations			↩	↩		↩		↩		
Traffic Volume (vph)	89	0	419	343	30	60	13	14	38	6
Future Volume (vph)	89	0	419	343	30	60	13	14	38	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor										
Frt				0.989		0.976		0.897		
Flt Protected			0.991			0.961		0.988		
Satd. Flow (prot)	0	0	1846	1842	0	1747	0	1651	0	0
Flt Permitted			0.991			0.961		0.988		
Satd. Flow (perm)	0	0	1846	1842	0	1747	0	1651	0	0
Link Speed (mph)			30	30		30		30		
Link Distance (ft)			634	407		319		294		
Travel Time (s)			14.4	9.3		7.3		6.7		
Confl. Peds. (#/hr)	37				37	19		19		37
Peak Hour Factor	0.94	0.94	0.94	0.84	0.84	0.68	0.68	0.81	0.81	0.81
Adj. Flow (vph)	95	0	446	408	36	88	19	17	47	7
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	0	541	444	0	107	0	71	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Left	Right	Left	Right	Left	Right	Right
Median Width(ft)			0	0		12		12		
Link Offset(ft)			0	0		0		0		
Crosswalk Width(ft)			16	16		16		16		
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	15			9	15	9	15	9	9
Sign Control			Free	Free		Stop		Stop		

### Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 75.7% ICU Level of Service D

Analysis Period (min) 15

Intersection has too many legs for HCM analysis.

# Lanes, Volumes, Timings

## 3: Cedar Street & Broadway

05/13/2022

	→	↘	↙	←	↖	↗	
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø9
Lane Configurations	↑	↑	↑	↑	↑		
Traffic Volume (vph)	341	124	148	303	68	105	
Future Volume (vph)	341	124	148	303	68	105	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)		100	150		0	0	
Storage Lanes		1	1		1	0	
Taper Length (ft)			25		25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor		0.93	0.98		0.96		
Frt		0.850			0.918		
Flt Protected			0.950		0.981		
Satd. Flow (prot)	1863	1583	1770	1863	1654	0	
Flt Permitted			0.407		0.981		
Satd. Flow (perm)	1863	1477	746	1863	1603	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		65			41		
Link Speed (mph)	30			30	30		
Link Distance (ft)	407			1066	639		
Travel Time (s)	9.3			24.2	14.5		
Confl. Peds. (#/hr)		38	38		29	1	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.89	0.89	
Adj. Flow (vph)	397	144	172	352	76	118	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	397	144	172	352	194	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	12			12	12		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)		9	15		15	9	
Number of Detectors	2	1	1	2	1		
Detector Template	Thru	Right	Left	Thru	Left		
Leading Detector (ft)	100	20	20	100	20		
Trailing Detector (ft)	0	0	0	0	0		
Detector 1 Position(ft)	0	0	0	0	0		
Detector 1 Size(ft)	6	20	20	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)	94			94			
Detector 2 Size(ft)	6			6			
Detector 2 Type	Cl+Ex			Cl+Ex			
Detector 2 Channel							
Detector 2 Extend (s)	0.0			0.0			
Turn Type	NA	Perm	pm+pt	NA	Prot		



# Lanes, Volumes, Timings

## 3: Cedar Street & Broadway

05/13/2022

	→	↘	↙	←	↖	↗	
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø9
Protected Phases	4		3	8	2		9
Permitted Phases		4	8				
Detector Phase	4	4	3	8	2		
Switch Phase							
Minimum Initial (s)	3.0	3.0	6.0	6.0	16.0		5.0
Minimum Split (s)	9.0	9.0	12.0	12.0	22.0		22.0
Total Split (s)	71.0	71.0	36.0	107.0	36.0		22.0
Total Split (%)	43.0%	43.0%	21.8%	64.8%	21.8%		13%
Maximum Green (s)	65.0	65.0	30.0	101.0	30.0		19.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0
Recall Mode	None	None	None	Max	None		Ped
Walk Time (s)							7.0
Flash Dont Walk (s)							12.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	83.6	83.6	101.1	101.1	20.8		
Actuated g/C Ratio	0.54	0.54	0.65	0.65	0.13		
v/c Ratio	0.40	0.18	0.31	0.29	0.76		
Control Delay	24.1	11.7	12.9	13.2	69.9		
Queue Delay	0.0	0.0	0.0	0.0	0.0		
Total Delay	24.1	11.7	12.9	13.2	69.9		
LOS	C	B	B	B	E		
Approach Delay	20.8			13.1	69.9		
Approach LOS	C			B	E		

### Intersection Summary

Area Type: Other

Cycle Length: 165

Actuated Cycle Length: 156

Natural Cycle: 80

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 25.1

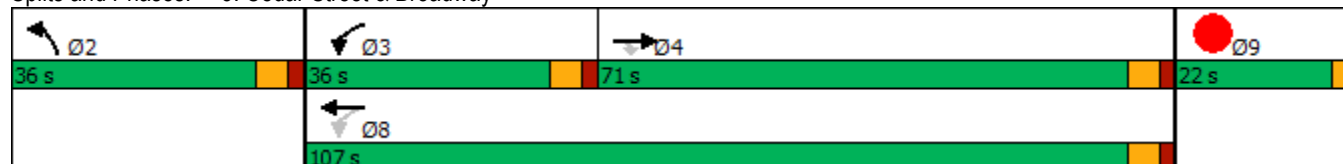
Intersection LOS: C

Intersection Capacity Utilization 54.5%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 3: Cedar Street & Broadway



## Queues

## 3: Cedar Street &amp; Broadway

05/13/2022














Lane Group	EBT	EBR	WBL	WBT	NBL
Lane Group Flow (vph)	397	144	172	352	194
v/c Ratio	0.40	0.18	0.31	0.29	0.76
Control Delay	24.1	11.7	12.9	13.2	69.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	24.1	11.7	12.9	13.2	69.9
Queue Length 50th (ft)	228	38	64	144	153
Queue Length 95th (ft)	348	85	107	219	241
Internal Link Dist (ft)	327			986	559
Turn Bay Length (ft)		100	150		
Base Capacity (vph)	997	821	680	1207	351
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.40	0.18	0.25	0.29	0.55
Intersection Summary					

# HCM Signalized Intersection Capacity Analysis

## 3: Cedar Street & Broadway

05/13/2022

















						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	341	124	148	303	68	105
Future Volume (vph)	341	124	148	303	68	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	0.95	1.00	1.00	0.99	
Flpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	0.92	
Flt Protected	1.00	1.00	0.95	1.00	0.98	
Satd. Flow (prot)	1863	1497	1760	1863	1653	
Flt Permitted	1.00	1.00	0.41	1.00	0.98	
Satd. Flow (perm)	1863	1497	754	1863	1653	
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.89	0.89
Adj. Flow (vph)	397	144	172	352	76	118
RTOR Reduction (vph)	0	30	0	0	36	0
Lane Group Flow (vph)	397	114	172	352	158	0
Confl. Peds. (#/hr)		38	38		29	1
Turn Type	NA	Perm	pm+pt	NA	Prot	
Protected Phases	4		3	8	2	
Permitted Phases		4	8			
Actuated Green, G (s)	83.5	83.5	101.1	101.1	20.8	
Effective Green, g (s)	83.5	83.5	101.1	101.1	20.8	
Actuated g/C Ratio	0.54	0.54	0.65	0.65	0.13	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	997	801	563	1208	220	
v/s Ratio Prot	c0.21		0.02	c0.19	c0.10	
v/s Ratio Perm		0.08	0.18			
v/c Ratio	0.40	0.14	0.31	0.29	0.72	
Uniform Delay, d1	21.4	18.2	12.3	11.9	64.8	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.3	0.1	0.3	0.6	11.0	
Delay (s)	21.6	18.3	12.6	12.5	75.8	
Level of Service	C	B	B	B	E	
Approach Delay (s)	20.7			12.5	75.8	
Approach LOS	C			B	E	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			25.8		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.39			
Actuated Cycle Length (s)			155.9		Sum of lost time (s)	21.0
Intersection Capacity Utilization			54.5%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

## *APPENDIX E.3 – 2027 DESIGN YEAR BUILD ANALYSIS*

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Lanes, Volumes, Timings  
1: Boston Avenue & Broadway

05/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	334	26	32	325	67	14	27	37	111	40	29
Future Volume (vph)	7	334	26	32	325	67	14	27	37	111	40	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			0.99			0.98			0.99	
Frt		0.990			0.979			0.935			0.978	
Flt Protected		0.999			0.996			0.991			0.970	
Satd. Flow (prot)	0	1836	0	0	1801	0	0	1700	0	0	1760	0
Flt Permitted		0.990			0.951			0.936			0.775	
Satd. Flow (perm)	0	1819	0	0	1718	0	0	1604	0	0	1397	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			11			46			12	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		909			634			752			535	
Travel Time (s)		20.7			14.4			17.1			12.2	
Confl. Peds. (#/hr)	25		20	20		25	5		9	9		5
Peak Hour Factor	0.90	0.90	0.90	0.93	0.93	0.93	0.81	0.81	0.81	0.78	0.78	0.78
Adj. Flow (vph)	8	371	29	34	349	72	17	33	46	142	51	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	408	0	0	455	0	0	96	0	0	230	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

# Lanes, Volumes, Timings

## 1: Boston Avenue & Broadway













05/13/2022

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	

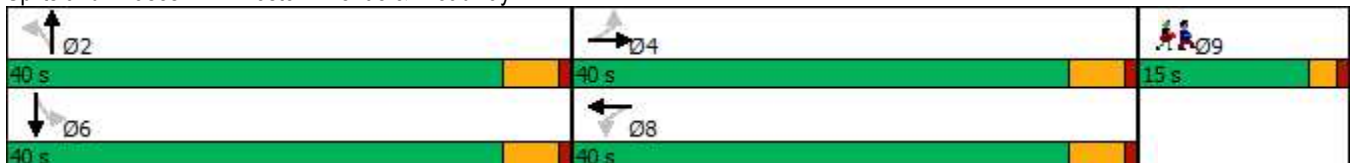
# Lanes, Volumes, Timings

## 1: Boston Avenue & Broadway

05/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Total Split (s)	40.0	40.0		40.0	40.0		40.0	40.0		40.0	40.0	
Total Split (%)	42.1%	42.1%		42.1%	42.1%		42.1%	42.1%		42.1%	42.1%	
Maximum Green (s)	35.0	35.0		35.0	35.0		35.0	35.0		35.0	35.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		Max	Max		Max	Max	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		35.0			35.0			35.0			35.0	
Actuated g/C Ratio		0.37			0.37			0.37			0.37	
v/c Ratio		0.61			0.71			0.15			0.44	
Control Delay		28.7			32.4			12.2			24.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		28.7			32.4			12.2			24.7	
LOS		C			C			B			C	
Approach Delay		28.7			32.4			12.2			24.7	
Approach LOS		C			C			B			C	
Intersection Summary												
Area Type:	Other											
Cycle Length: 95												
Actuated Cycle Length: 95												
Natural Cycle: 60												
Control Type: Semi Act-Uncoord												
Maximum v/c Ratio: 0.71												
Intersection Signal Delay: 28.0						Intersection LOS: C						
Intersection Capacity Utilization 64.3%						ICU Level of Service C						
Analysis Period (min) 15												

Splits and Phases: 1: Boston Avenue & Broadway



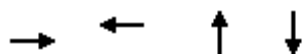
Lane Group	Ø9
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	15.0
Total Split (s)	15.0
Total Split (%)	16%
Maximum Green (s)	12.0
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Ped
Walk Time (s)	7.0
Flash Dont Walk (s)	5.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	



## Queues

## 1: Boston Avenue &amp; Broadway

05/13/2022



















Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	408	455	96	230
v/c Ratio	0.61	0.71	0.15	0.44
Control Delay	28.7	32.4	12.2	24.7
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	28.7	32.4	12.2	24.7
Queue Length 50th (ft)	195	226	19	97
Queue Length 95th (ft)	294	343	45	137
Internal Link Dist (ft)	829	554	672	455
Turn Bay Length (ft)				
Base Capacity (vph)	673	639	620	522
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.61	0.71	0.15	0.44
Intersection Summary				

# HCM Signalized Intersection Capacity Analysis

## 1: Boston Avenue & Broadway

05/13/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	334	26	32	325	67	14	27	37	111	40	29
Future Volume (vph)	7	334	26	32	325	67	14	27	37	111	40	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0			5.0			5.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		1.00			0.99			0.98			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			0.99	
Frt		0.99			0.98			0.94			0.98	
Flt Protected		1.00			1.00			0.99			0.97	
Satd. Flow (prot)		1836			1799			1699			1749	
Flt Permitted		0.99			0.95			0.94			0.77	
Satd. Flow (perm)		1821			1717			1604			1396	
Peak-hour factor, PHF	0.90	0.90	0.90	0.93	0.93	0.93	0.81	0.81	0.81	0.78	0.78	0.78
Adj. Flow (vph)	8	371	29	34	349	72	17	33	46	142	51	37
RTOR Reduction (vph)	0	3	0	0	7	0	0	29	0	0	8	0
Lane Group Flow (vph)	0	405	0	0	448	0	0	67	0	0	222	0
Confl. Peds. (#/hr)	25		20	20		25	5		9	9		5
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		35.0			35.0			35.0			35.0	
Effective Green, g (s)		35.0			35.0			35.0			35.0	
Actuated g/C Ratio		0.37			0.37			0.37			0.37	
Clearance Time (s)		5.0			5.0			5.0			5.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		670			632			590			514	
v/s Ratio Prot												
v/s Ratio Perm		0.22			0.26			0.04			0.16	
v/c Ratio		0.60			0.71			0.11			0.43	
Uniform Delay, d1		24.4			25.6			19.8			22.5	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		4.0			6.6			0.4			2.6	
Delay (s)		28.4			32.3			20.2			25.2	
Level of Service		C			C			C			C	
Approach Delay (s)		28.4			32.3			20.2			25.2	
Approach LOS		C			C			C			C	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			28.6									
HCM 2000 Volume to Capacity ratio			0.49									
Actuated Cycle Length (s)			95.0									
Intersection Capacity Utilization			64.3%									
Analysis Period (min)			15									
c Critical Lane Group												

# Lanes, Volumes, Timings

## 2: Broadway & Winchester Street & Albion Street

05/13/2022



Lane Group	EBL2	EBL	EBT	WBT	WBR	SBL	SBR	SWL	SWR	SWR2
Lane Configurations			↔	↔		↔		↔		
Traffic Volume (vph)	50	0	415	369	33	63	13	24	45	7
Future Volume (vph)	50	0	415	369	33	63	13	24	45	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor										
Frt				0.989		0.977		0.908		
Flt Protected			0.995			0.960		0.984		
Satd. Flow (prot)	0	0	1853	1842	0	1747	0	1664	0	0
Flt Permitted			0.995			0.960		0.984		
Satd. Flow (perm)	0	0	1853	1842	0	1747	0	1664	0	0
Link Speed (mph)			30	30		30		30		
Link Distance (ft)			634	407		319		294		
Travel Time (s)			14.4	9.3		7.3		6.7		
Confl. Peds. (#/hr)	16				16	14		14		16
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.64	0.64	0.69	0.69	0.69
Adj. Flow (vph)	56	0	466	415	37	98	20	35	65	10
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	0	522	452	0	118	0	110	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Left	Right	Left	Right	Left	Right	Right
Median Width(ft)			0	0		12		12		
Link Offset(ft)			0	0		0		0		
Crosswalk Width(ft)			16	16		16		16		
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	15			9	15	9	15	9	9
Sign Control			Free	Free		Stop		Stop		

### Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 72.6% ICU Level of Service C

Analysis Period (min) 15

Intersection has too many legs for HCM analysis.

# Lanes, Volumes, Timings

## 3: Cedar Street & Broadway

05/13/2022

	→	↘	↙	←	↖	↗	
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø9
Lane Configurations	↑	↗	↙	↑	↖		
Traffic Volume (vph)	347	150	194	340	63	82	
Future Volume (vph)	347	150	194	340	63	82	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)		100	150		0	0	
Storage Lanes		1	1		1	0	
Taper Length (ft)			25		25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor		0.95	0.99		0.93		
Frt		0.850			0.923		
Flt Protected			0.950		0.979		
Satd. Flow (prot)	1863	1583	1770	1863	1597	0	
Flt Permitted			0.210		0.979		
Satd. Flow (perm)	1863	1500	388	1863	1565	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		118			62		
Link Speed (mph)	30			30	30		
Link Distance (ft)	407			1066	639		
Travel Time (s)	9.3			24.2	14.5		
Confl. Peds. (#/hr)		19	19		16	25	
Peak Hour Factor	0.85	0.85	0.83	0.83	0.92	0.92	
Adj. Flow (vph)	408	176	234	410	68	89	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	408	176	234	410	157	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	12			12	12		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)		9	15		15	9	
Number of Detectors	2	1	1	2	1		
Detector Template	Thru	Right	Left	Thru	Left		
Leading Detector (ft)	100	20	20	100	20		
Trailing Detector (ft)	0	0	0	0	0		
Detector 1 Position(ft)	0	0	0	0	0		
Detector 1 Size(ft)	6	20	20	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)	94			94			
Detector 2 Size(ft)	6			6			
Detector 2 Type	Cl+Ex			Cl+Ex			
Detector 2 Channel							
Detector 2 Extend (s)	0.0			0.0			
Turn Type	NA	Perm	pm+pt	NA	Prot		

# Lanes, Volumes, Timings

## 3: Cedar Street & Broadway

05/13/2022

	→	↘	↙	←	↖	↗	
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø9
Protected Phases	4		3	8	2		9
Permitted Phases		4	8				
Detector Phase	4	4	3	8	2		
Switch Phase							
Minimum Initial (s)	3.0	3.0	6.0	6.0	16.0		5.0
Minimum Split (s)	9.0	9.0	12.0	12.0	22.0		22.0
Total Split (s)	32.0	32.0	16.0	48.0	22.0		22.0
Total Split (%)	34.8%	34.8%	17.4%	52.2%	23.9%		24%
Maximum Green (s)	26.0	26.0	10.0	42.0	16.0		19.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0
Recall Mode	None	None	None	Max	None		Ped
Walk Time (s)							7.0
Flash Dont Walk (s)							12.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	26.2	26.2	42.0	42.0	16.0		
Actuated g/C Ratio	0.28	0.28	0.46	0.46	0.17		
v/c Ratio	0.77	0.35	0.72	0.48	0.48		
Control Delay	41.7	11.8	30.3	19.8	26.1		
Queue Delay	0.0	0.0	0.0	0.0	0.0		
Total Delay	41.7	11.8	30.3	19.8	26.1		
LOS	D	B	C	B	C		
Approach Delay	32.7			23.6	26.1		
Approach LOS	C			C	C		

### Intersection Summary

Area Type: Other

Cycle Length: 92

Actuated Cycle Length: 92

Natural Cycle: 80

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 27.7

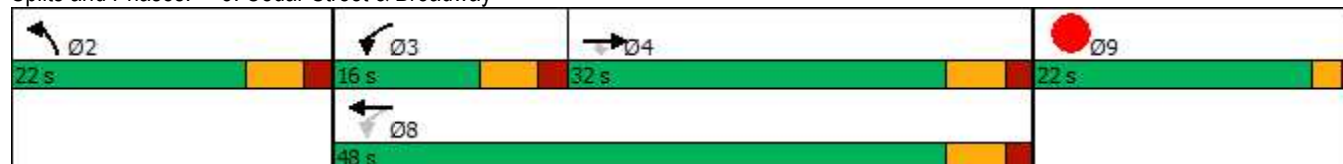
Intersection LOS: C

Intersection Capacity Utilization 57.3%

ICU Level of Service B

Analysis Period (min) 15

### Splits and Phases: 3: Cedar Street & Broadway



## Queues

## 3: Cedar Street &amp; Broadway

05/13/2022



Lane Group	EBT	EBR	WBL	WBT	NBL
Lane Group Flow (vph)	408	176	234	410	157
v/c Ratio	0.77	0.35	0.72	0.48	0.48
Control Delay	41.7	11.8	30.3	19.8	26.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	41.7	11.8	30.3	19.8	26.1
Queue Length 50th (ft)	218	25	82	161	49
Queue Length 95th (ft)	304	69	122	216	110
Internal Link Dist (ft)	327			986	559
Turn Bay Length (ft)		100	150		
Base Capacity (vph)	529	510	327	850	328
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.77	0.35	0.72	0.48	0.48
Intersection Summary					

# HCM Signalized Intersection Capacity Analysis

## 3: Cedar Street & Broadway

















05/13/2022

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	347	150	194	340	63	82
Future Volume (vph)	347	150	194	340	63	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	0.95	1.00	1.00	0.95	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	0.92	
Flt Protected	1.00	1.00	0.95	1.00	0.98	
Satd. Flow (prot)	1863	1500	1767	1863	1597	
Flt Permitted	1.00	1.00	0.21	1.00	0.98	
Satd. Flow (perm)	1863	1500	390	1863	1597	
Peak-hour factor, PHF	0.85	0.85	0.83	0.83	0.92	0.92
Adj. Flow (vph)	408	176	234	410	68	89
RTOR Reduction (vph)	0	84	0	0	51	0
Lane Group Flow (vph)	408	92	234	410	106	0
Confl. Peds. (#/hr)		19	19		16	25
Turn Type	NA	Perm	pm+pt	NA	Prot	
Protected Phases	4		3	8	2	
Permitted Phases		4	8			
Actuated Green, G (s)	26.2	26.2	42.0	42.0	16.0	
Effective Green, g (s)	26.2	26.2	42.0	42.0	16.0	
Actuated g/C Ratio	0.28	0.28	0.46	0.46	0.17	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	530	427	324	850	277	
v/s Ratio Prot	0.22		c0.08	0.22	c0.07	
v/s Ratio Perm		0.06	c0.25			
v/c Ratio	0.77	0.21	0.72	0.48	0.38	
Uniform Delay, d1	30.1	25.1	18.3	17.4	33.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	6.7	0.3	7.7	2.0	0.9	
Delay (s)	36.8	25.3	26.1	19.4	34.5	
Level of Service	D	C	C	B	C	
Approach Delay (s)	33.3			21.8	34.5	
Approach LOS	C			C	C	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			28.1		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.48			
Actuated Cycle Length (s)			92.0		Sum of lost time (s)	21.0
Intersection Capacity Utilization			57.3%		ICU Level of Service	B
Analysis Period (min)			15			
c Critical Lane Group						



Lanes, Volumes, Timings  
1: Boston Avenue & Broadway

05/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	437	48	30	257	70	13	32	36	70	49	12
Future Volume (vph)	5	437	48	30	257	70	13	32	36	70	49	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99			0.99			1.00	
Frt		0.987			0.973			0.940			0.988	
Flt Protected					0.996			0.992			0.974	
Satd. Flow (prot)	0	1827	0	0	1782	0	0	1720	0	0	1789	0
Flt Permitted		0.996			0.914			0.948			0.792	
Satd. Flow (perm)	0	1820	0	0	1633	0	0	1644	0	0	1454	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			16			43			7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		909			634			752			535	
Travel Time (s)		20.7			14.4			17.1			12.2	
Confl. Peds. (#/hr)	33		30	30		33	1		1	1		1
Peak Hour Factor	0.92	0.92	0.92	0.90	0.90	0.90	0.84	0.84	0.84	0.66	0.66	0.66
Adj. Flow (vph)	5	475	52	33	286	78	15	38	43	106	74	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	532	0	0	397	0	0	96	0	0	198	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

# Lanes, Volumes, Timings

## 1: Boston Avenue & Broadway













05/13/2022

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	






# Lanes, Volumes, Timings

## 1: Boston Avenue & Broadway

05/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Total Split (s)	35.0	35.0		35.0	35.0		35.0	35.0		35.0	35.0	
Total Split (%)	41.2%	41.2%		41.2%	41.2%		41.2%	41.2%		41.2%	41.2%	
Maximum Green (s)	30.0	30.0		30.0	30.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		Max	Max		Max	Max	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		30.0			30.0			30.0			30.0	
Actuated g/C Ratio		0.35			0.35			0.35			0.35	
v/c Ratio		0.82			0.68			0.16			0.38	
Control Delay		37.4			29.3			12.2			22.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		37.4			29.3			12.2			22.5	
LOS		D			C			B			C	
Approach Delay		37.4			29.3			12.2			22.5	
Approach LOS		D			C			B			C	
Intersection Summary												
Area Type:	Other											
Cycle Length: 85												
Actuated Cycle Length: 85												
Natural Cycle: 60												
Control Type: Semi Act-Uncoord												
Maximum v/c Ratio: 0.82												
Intersection Signal Delay: 30.4						Intersection LOS: C						
Intersection Capacity Utilization 60.5%						ICU Level of Service B						
Analysis Period (min) 15												

Splits and Phases: 1: Boston Avenue & Broadway

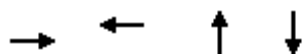
 Ø2	 Ø4	 Ø9
35 s	35 s	15 s
 Ø6	 Ø8	
35 s	35 s	

Lane Group	Ø9
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	15.0
Total Split (s)	15.0
Total Split (%)	18%
Maximum Green (s)	12.0
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Ped
Walk Time (s)	7.0
Flash Dont Walk (s)	5.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

## Queues

## 1: Boston Avenue &amp; Broadway

05/13/2022



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	532	397	96	198
v/c Ratio	0.82	0.68	0.16	0.38
Control Delay	37.4	29.3	12.2	22.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	37.4	29.3	12.2	22.5
Queue Length 50th (ft)	252	171	19	75
Queue Length 95th (ft)	#424	272	46	90
Internal Link Dist (ft)	829	554	672	455
Turn Bay Length (ft)				
Base Capacity (vph)	646	586	608	517
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.82	0.68	0.16	0.38

















## Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

# HCM Signalized Intersection Capacity Analysis

## 1: Boston Avenue & Broadway

05/13/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	437	48	30	257	70	13	32	36	70	49	12
Future Volume (vph)	5	437	48	30	257	70	13	32	36	70	49	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0			5.0			5.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		0.99			0.99			0.99			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.99			0.97			0.94			0.99	
Flt Protected		1.00			1.00			0.99			0.97	
Satd. Flow (prot)		1826			1780			1720			1787	
Flt Permitted		1.00			0.91			0.95			0.79	
Satd. Flow (perm)		1820			1633			1644			1453	
Peak-hour factor, PHF	0.92	0.92	0.92	0.90	0.90	0.90	0.84	0.84	0.84	0.66	0.66	0.66
Adj. Flow (vph)	5	475	52	33	286	78	15	38	43	106	74	18
RTOR Reduction (vph)	0	5	0	0	10	0	0	28	0	0	5	0
Lane Group Flow (vph)	0	527	0	0	387	0	0	68	0	0	193	0
Confl. Peds. (#/hr)	33		30	30		33	1		1	1		1
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		30.0			30.0			30.0			30.0	
Effective Green, g (s)		30.0			30.0			30.0			30.0	
Actuated g/C Ratio		0.35			0.35			0.35			0.35	
Clearance Time (s)		5.0			5.0			5.0			5.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		642			576			580			512	
v/s Ratio Prot												
v/s Ratio Perm		c0.29			0.24			0.04			c0.13	
v/c Ratio		0.82			0.67			0.12			0.38	
Uniform Delay, d1		25.1			23.3			18.6			20.5	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		11.3			6.1			0.4			2.1	
Delay (s)		36.4			29.4			19.0			22.7	
Level of Service		D			C			B			C	
Approach Delay (s)		36.4			29.4			19.0			22.7	
Approach LOS		D			C			B			C	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			30.5									
HCM 2000 Volume to Capacity ratio			0.50									
Actuated Cycle Length (s)			85.0									
Intersection Capacity Utilization			60.5%									
Analysis Period (min)			15									
c Critical Lane Group												

# Lanes, Volumes, Timings

## 2: Broadway & Winchester Street & Albion Street

05/13/2022



Lane Group	EBL2	EBL	EBT	WBT	WBR	SBL	SBR	SWL	SWR	SWR2
Lane Configurations										
Traffic Volume (vph)	118	0	421	319	59	54	8	9	30	6
Future Volume (vph)	118	0	421	319	59	54	8	9	30	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor										
Frt				0.979		0.983		0.893		
Flt Protected			0.989			0.958		0.990		
Satd. Flow (prot)	0	0	1842	1824	0	1754	0	1647	0	0
Flt Permitted			0.989			0.958		0.990		
Satd. Flow (perm)	0	0	1842	1824	0	1754	0	1647	0	0
Link Speed (mph)			30	30		30		30		
Link Distance (ft)			634	407		319		294		
Travel Time (s)			14.4	9.3		7.3		6.7		
Confl. Peds. (#/hr)	25				25	13		13		25
Peak Hour Factor	0.95	0.95	0.95	0.82	0.82	0.80	0.80	0.71	0.71	0.71
Adj. Flow (vph)	124	0	443	389	72	68	10	13	42	8
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	0	567	461	0	78	0	63	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Left	Right	Left	Right	Left	Right	Right
Median Width(ft)			0	0		12		12		
Link Offset(ft)			0	0		0		0		
Crosswalk Width(ft)			16	16		16		16		
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	15			9	15	9	15	9	9
Sign Control			Free	Free		Stop		Stop		

### Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 75.8% ICU Level of Service D

Analysis Period (min) 15

Intersection has too many legs for HCM analysis.



# Lanes, Volumes, Timings

## 3: Cedar Street & Broadway

05/13/2022

	→	↘	↙	←	↖	↗	
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø9
Lane Configurations	↑	↑	↘	↑	↘		
Traffic Volume (vph)	356	126	178	281	94	97	
Future Volume (vph)	356	126	178	281	94	97	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)		100	150		0	0	
Storage Lanes		1	1		1	0	
Taper Length (ft)			25		25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor		0.93	0.98		0.93		
Frt		0.850			0.932		
Flt Protected			0.950		0.976		
Satd. Flow (prot)	1863	1583	1770	1863	1626	0	
Flt Permitted			0.426		0.976		
Satd. Flow (perm)	1863	1467	779	1863	1573	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		64			27		
Link Speed (mph)	30			30	30		
Link Distance (ft)	407			1066	639		
Travel Time (s)	9.3			24.2	14.5		
Confl. Peds. (#/hr)		43	43		24	22	
Peak Hour Factor	0.98	0.98	0.86	0.86	0.92	0.92	
Adj. Flow (vph)	363	129	207	327	102	105	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	363	129	207	327	207	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	12			12	12		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)		9	15		15	9	
Number of Detectors	2	1	1	2	1		
Detector Template	Thru	Right	Left	Thru	Left		
Leading Detector (ft)	100	20	20	100	20		
Trailing Detector (ft)	0	0	0	0	0		
Detector 1 Position(ft)	0	0	0	0	0		
Detector 1 Size(ft)	6	20	20	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)	94			94			
Detector 2 Size(ft)	6			6			
Detector 2 Type	Cl+Ex			Cl+Ex			
Detector 2 Channel							
Detector 2 Extend (s)	0.0			0.0			
Turn Type	NA	Perm	pm+pt	NA	Prot		

# Lanes, Volumes, Timings

## 3: Cedar Street & Broadway

05/13/2022

	→	↘	↙	←	↖	↗	
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø9
Protected Phases	4		3	8	2		9
Permitted Phases		4	8				
Detector Phase	4	4	3	8	2		
Switch Phase							
Minimum Initial (s)	3.0	3.0	6.0	6.0	16.0		5.0
Minimum Split (s)	9.0	9.0	12.0	12.0	22.0		22.0
Total Split (s)	71.0	71.0	36.0	107.0	36.0		22.0
Total Split (%)	43.0%	43.0%	21.8%	64.8%	21.8%		13%
Maximum Green (s)	65.0	65.0	30.0	101.0	30.0		19.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0
Recall Mode	None	None	None	Max	None		Ped
Walk Time (s)							7.0
Flash Dont Walk (s)							12.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	81.9	81.9	101.1	101.1	22.8		
Actuated g/C Ratio	0.52	0.52	0.64	0.64	0.14		
v/c Ratio	0.38	0.16	0.36	0.27	0.80		
Control Delay	25.6	11.9	14.1	13.7	79.5		
Queue Delay	0.0	0.0	0.0	0.0	0.0		
Total Delay	25.6	11.9	14.1	13.7	79.5		
LOS	C	B	B	B	E		
Approach Delay	22.0			13.9	79.5		
Approach LOS	C			B	E		

### Intersection Summary

Area Type: Other

Cycle Length: 165

Actuated Cycle Length: 158

Natural Cycle: 80

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 28.1

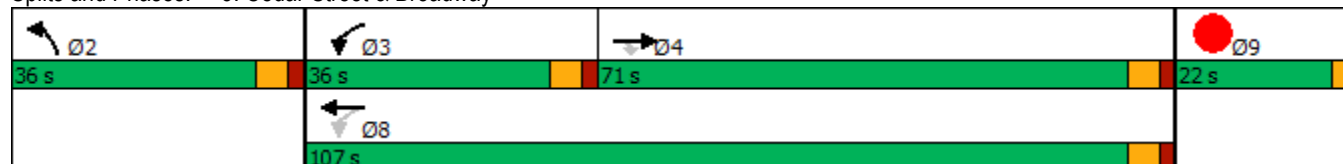
Intersection LOS: C

Intersection Capacity Utilization 56.9%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: Cedar Street & Broadway



## Queues

## 3: Cedar Street &amp; Broadway

05/13/2022



Lane Group	EBT	EBR	WBL	WBT	NBL
Lane Group Flow (vph)	363	129	207	327	207
v/c Ratio	0.38	0.16	0.36	0.27	0.80
Control Delay	25.6	11.9	14.1	13.7	79.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	25.6	11.9	14.1	13.7	79.5
Queue Length 50th (ft)	219	33	83	140	184
Queue Length 95th (ft)	347	82	130	206	280
Internal Link Dist (ft)	327			986	559
Turn Bay Length (ft)		100	150		
Base Capacity (vph)	965	791	687	1192	330
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.38	0.16	0.30	0.27	0.63
Intersection Summary					

# HCM Signalized Intersection Capacity Analysis

















## 3: Cedar Street & Broadway

05/13/2022

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	356	126	178	281	94	97
Future Volume (vph)	356	126	178	281	94	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	0.94	1.00	1.00	0.95	
Flpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	0.93	
Flt Protected	1.00	1.00	0.95	1.00	0.98	
Satd. Flow (prot)	1863	1487	1757	1863	1612	
Flt Permitted	1.00	1.00	0.43	1.00	0.98	
Satd. Flow (perm)	1863	1487	787	1863	1612	
Peak-hour factor, PHF	0.98	0.98	0.86	0.86	0.92	0.92
Adj. Flow (vph)	363	129	207	327	102	105
RTOR Reduction (vph)	0	31	0	0	23	0
Lane Group Flow (vph)	363	98	207	327	184	0
Confl. Peds. (#/hr)		43	43		24	22
Turn Type	NA	Perm	pm+pt	NA	Prot	
Protected Phases	4		3	8	2	
Permitted Phases		4	8			
Actuated Green, G (s)	81.9	81.9	101.1	101.1	22.8	
Effective Green, g (s)	81.9	81.9	101.1	101.1	22.8	
Actuated g/C Ratio	0.52	0.52	0.64	0.64	0.14	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	966	771	584	1192	232	
v/s Ratio Prot	c0.19		c0.03	0.18	c0.11	
v/s Ratio Perm		0.07	0.20			
v/c Ratio	0.38	0.13	0.35	0.27	0.79	
Uniform Delay, d1	22.7	19.6	13.0	12.4	65.3	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.2	0.1	0.4	0.6	16.7	
Delay (s)	23.0	19.7	13.4	13.0	82.0	
Level of Service	C	B	B	B	F	
Approach Delay (s)	22.1			13.1	82.0	
Approach LOS	C			B	F	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			28.3		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.39			
Actuated Cycle Length (s)			157.9		Sum of lost time (s)	21.0
Intersection Capacity Utilization			56.9%		ICU Level of Service	B
Analysis Period (min)			15			
c Critical Lane Group						

Lanes, Volumes, Timings  
1: Boston Avenue & Broadway

05/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	357	66	35	268	82	14	28	55	81	43	28
Future Volume (vph)	12	357	66	35	268	82	14	28	55	81	43	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.98			0.99			1.00	
Frt		0.980			0.971			0.924			0.975	
Flt Protected		0.999			0.995			0.993			0.974	
Satd. Flow (prot)	0	1807	0	0	1775	0	0	1689	0	0	1762	0
Flt Permitted		0.984			0.906			0.948			0.796	
Satd. Flow (perm)	0	1779	0	0	1613	0	0	1612	0	0	1439	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			18			66			15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		909			634			752			535	
Travel Time (s)		20.7			14.4			17.1			12.2	
Confl. Peds. (#/hr)	33		30	30		33	1		1	1		1
Peak Hour Factor	0.90	0.90	0.90	0.86	0.86	0.86	0.83	0.83	0.83	0.71	0.71	0.71
Adj. Flow (vph)	13	397	73	41	312	95	17	34	66	114	61	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	483	0	0	448	0	0	117	0	0	214	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

# Lanes, Volumes, Timings













## 1: Boston Avenue & Broadway

05/13/2022






Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	

Lanes, Volumes, Timings  
1: Boston Avenue & Broadway

05/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Total Split (s)	35.0	35.0		35.0	35.0		35.0	35.0		35.0	35.0	
Total Split (%)	41.2%	41.2%		41.2%	41.2%		41.2%	41.2%		41.2%	41.2%	
Maximum Green (s)	30.0	30.0		30.0	30.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		Max	Max		Max	Max	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		30.0			30.0			30.0			30.0	
Actuated g/C Ratio		0.35			0.35			0.35			0.35	
v/c Ratio		0.76			0.77			0.19			0.41	
Control Delay		33.0			34.3			10.3			22.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		33.0			34.3			10.3			22.3	
LOS		C			C			B			C	
Approach Delay		33.0			34.3			10.3			22.3	
Approach LOS		C			C			B			C	
Intersection Summary												
Area Type:	Other											
Cycle Length: 85												
Actuated Cycle Length: 85												
Natural Cycle: 60												
Control Type: Semi Act-Uncoord												
Maximum v/c Ratio: 0.77												
Intersection Signal Delay: 29.5				Intersection LOS: C								
Intersection Capacity Utilization 60.3%				ICU Level of Service B								
Analysis Period (min) 15												

Splits and Phases: 1: Boston Avenue & Broadway

 Ø2	 Ø4	 Ø9
35 s	35 s	15 s
 Ø6	 Ø8	
35 s	35 s	

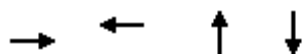
Lane Group	Ø9
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	15.0
Total Split (s)	15.0
Total Split (%)	18%
Maximum Green (s)	12.0
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Ped
Walk Time (s)	7.0
Flash Dont Walk (s)	5.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	



## Queues

## 1: Boston Avenue &amp; Broadway

05/13/2022



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	483	448	117	214
v/c Ratio	0.76	0.77	0.19	0.41
Control Delay	33.0	34.3	10.3	22.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	33.0	34.3	10.3	22.3
Queue Length 50th (ft)	219	202	18	79
Queue Length 95th (ft)	#348	#299	47	103
Internal Link Dist (ft)	829	554	672	455
Turn Bay Length (ft)				
Base Capacity (vph)	635	580	611	517
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.76	0.77	0.19	0.41

















## Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

# HCM Signalized Intersection Capacity Analysis

## 1: Boston Avenue & Broadway

05/13/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	357	66	35	268	82	14	28	55	81	43	28
Future Volume (vph)	12	357	66	35	268	82	14	28	55	81	43	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0			5.0			5.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		0.99			0.99			0.99			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.98			0.97			0.92			0.98	
Flt Protected		1.00			1.00			0.99			0.97	
Satd. Flow (prot)		1804			1773			1688			1762	
Flt Permitted		0.98			0.91			0.95			0.80	
Satd. Flow (perm)		1779			1615			1611			1440	
Peak-hour factor, PHF	0.90	0.90	0.90	0.86	0.86	0.86	0.83	0.83	0.83	0.71	0.71	0.71
Adj. Flow (vph)	13	397	73	41	312	95	17	34	66	114	61	39
RTOR Reduction (vph)	0	8	0	0	12	0	0	43	0	0	10	0
Lane Group Flow (vph)	0	475	0	0	436	0	0	74	0	0	204	0
Confl. Peds. (#/hr)	33		30	30		33	1		1	1		1
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		30.0			30.0			30.0			30.0	
Effective Green, g (s)		30.0			30.0			30.0			30.0	
Actuated g/C Ratio		0.35			0.35			0.35			0.35	
Clearance Time (s)		5.0			5.0			5.0			5.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		627			570			568			508	
v/s Ratio Prot												
v/s Ratio Perm		0.27			c0.27			0.05			c0.14	
v/c Ratio		0.76			0.77			0.13			0.40	
Uniform Delay, d1		24.3			24.4			18.7			20.7	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		8.3			9.5			0.5			2.4	
Delay (s)		32.6			33.8			19.1			23.1	
Level of Service		C			C			B			C	
Approach Delay (s)		32.6			33.8			19.1			23.1	
Approach LOS		C			C			B			C	
<b>Intersection Summary</b>												
HCM 2000 Control Delay		30.2			HCM 2000 Level of Service			C				
HCM 2000 Volume to Capacity ratio		0.49										
Actuated Cycle Length (s)		85.0			Sum of lost time (s)			13.0				
Intersection Capacity Utilization		60.3%			ICU Level of Service			B				
Analysis Period (min)		15										
c Critical Lane Group												

# Lanes, Volumes, Timings

## 2: Broadway & Winchester Street & Albion Street

05/13/2022



Lane Group	EBL2	EBL	EBT	WBT	WBR	SBL	SBR	SWL	SWR	SWR2
Lane Configurations										
Traffic Volume (vph)	89	0	419	343	30	61	13	14	38	6
Future Volume (vph)	89	0	419	343	30	61	13	14	38	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor										
Frt				0.989		0.976		0.897		
Flt Protected			0.991			0.960		0.988		
Satd. Flow (prot)	0	0	1846	1842	0	1745	0	1651	0	0
Flt Permitted			0.991			0.960		0.988		
Satd. Flow (perm)	0	0	1846	1842	0	1745	0	1651	0	0
Link Speed (mph)			30	30		30		30		
Link Distance (ft)			634	407		319		294		
Travel Time (s)			14.4	9.3		7.3		6.7		
Confl. Peds. (#/hr)	37				37	19		19		37
Peak Hour Factor	0.94	0.94	0.94	0.84	0.84	0.68	0.68	0.81	0.81	0.81
Adj. Flow (vph)	95	0	446	408	36	90	19	17	47	7
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	0	541	444	0	109	0	71	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Left	Right	Left	Right	Left	Right	Right
Median Width(ft)			0	0		12		12		
Link Offset(ft)			0	0		0		0		
Crosswalk Width(ft)			16	16		16		16		
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	15			9	15	9	15	9	9
Sign Control			Free	Free		Stop		Stop		

### Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 75.8% ICU Level of Service D

Analysis Period (min) 15

Intersection has too many legs for HCM analysis.

# Lanes, Volumes, Timings

## 3: Cedar Street & Broadway

05/13/2022

	→	↘	↙	←	↖	↗	
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø9
Lane Configurations	↑	↗	↙	↑	↖		
Traffic Volume (vph)	341	124	150	303	68	106	
Future Volume (vph)	341	124	150	303	68	106	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)		100	150		0	0	
Storage Lanes		1	1		1	0	
Taper Length (ft)			25		25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor		0.93	0.98		0.96		
Frt		0.850			0.918		
Flt Protected			0.950		0.981		
Satd. Flow (prot)	1863	1583	1770	1863	1654	0	
Flt Permitted			0.407		0.981		
Satd. Flow (perm)	1863	1477	746	1863	1603	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		65			42		
Link Speed (mph)	30			30	30		
Link Distance (ft)	407			1066	639		
Travel Time (s)	9.3			24.2	14.5		
Confl. Peds. (#/hr)		38	38		29	1	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.89	0.89	
Adj. Flow (vph)	397	144	174	352	76	119	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	397	144	174	352	195	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	12			12	12		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)		9	15		15	9	
Number of Detectors	2	1	1	2	1		
Detector Template	Thru	Right	Left	Thru	Left		
Leading Detector (ft)	100	20	20	100	20		
Trailing Detector (ft)	0	0	0	0	0		
Detector 1 Position(ft)	0	0	0	0	0		
Detector 1 Size(ft)	6	20	20	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)	94			94			
Detector 2 Size(ft)	6			6			
Detector 2 Type	Cl+Ex			Cl+Ex			
Detector 2 Channel							
Detector 2 Extend (s)	0.0			0.0			
Turn Type	NA	Perm	pm+pt	NA	Prot		

# Lanes, Volumes, Timings

## 3: Cedar Street & Broadway

05/13/2022

	→	↘	↙	←	↖	↗	
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø9
Protected Phases	4		3	8	2		9
Permitted Phases		4	8				
Detector Phase	4	4	3	8	2		
Switch Phase							
Minimum Initial (s)	3.0	3.0	6.0	6.0	16.0		5.0
Minimum Split (s)	9.0	9.0	12.0	12.0	22.0		22.0
Total Split (s)	71.0	71.0	36.0	107.0	36.0		22.0
Total Split (%)	43.0%	43.0%	21.8%	64.8%	21.8%		13%
Maximum Green (s)	65.0	65.0	30.0	101.0	30.0		19.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0
Recall Mode	None	None	None	Max	None		Ped
Walk Time (s)							7.0
Flash Dont Walk (s)							12.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	83.5	83.5	101.1	101.1	20.9		
Actuated g/C Ratio	0.54	0.54	0.65	0.65	0.13		
v/c Ratio	0.40	0.18	0.31	0.29	0.76		
Control Delay	24.1	11.7	12.9	13.2	69.5		
Queue Delay	0.0	0.0	0.0	0.0	0.0		
Total Delay	24.1	11.7	12.9	13.2	69.5		
LOS	C	B	B	B	E		
Approach Delay	20.8			13.1	69.5		
Approach LOS	C			B	E		

### Intersection Summary

Area Type: Other

Cycle Length: 165

Actuated Cycle Length: 156

Natural Cycle: 80

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 25.1

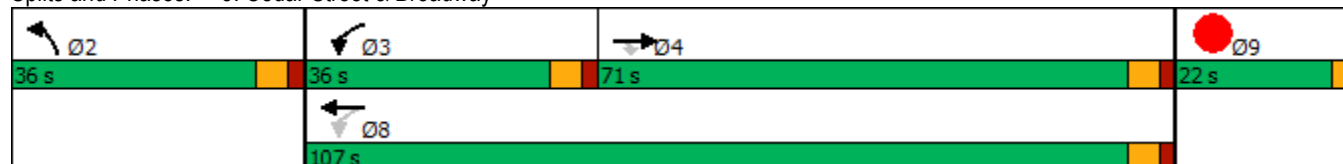
Intersection LOS: C

Intersection Capacity Utilization 54.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 3: Cedar Street & Broadway



## Queues

## 3: Cedar Street &amp; Broadway

05/13/2022



Lane Group	EBT	EBR	WBL	WBT	NBL
Lane Group Flow (vph)	397	144	174	352	195
v/c Ratio	0.40	0.18	0.31	0.29	0.76
Control Delay	24.1	11.7	12.9	13.2	69.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	24.1	11.7	12.9	13.2	69.5
Queue Length 50th (ft)	228	38	64	144	153
Queue Length 95th (ft)	349	85	109	220	242
Internal Link Dist (ft)	327			986	559
Turn Bay Length (ft)		100	150		
Base Capacity (vph)	996	820	680	1207	352
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.40	0.18	0.26	0.29	0.55
Intersection Summary					

# HCM Signalized Intersection Capacity Analysis

## 3: Cedar Street & Broadway

05/13/2022

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	341	124	150	303	68	106
Future Volume (vph)	341	124	150	303	68	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	0.95	1.00	1.00	0.99	
Flpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	0.92	
Flt Protected	1.00	1.00	0.95	1.00	0.98	
Satd. Flow (prot)	1863	1497	1760	1863	1652	
Flt Permitted	1.00	1.00	0.41	1.00	0.98	
Satd. Flow (perm)	1863	1497	754	1863	1652	
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.89	0.89
Adj. Flow (vph)	397	144	174	352	76	119
RTOR Reduction (vph)	0	30	0	0	36	0
Lane Group Flow (vph)	397	114	174	352	159	0
Confl. Peds. (#/hr)		38	38		29	1
Turn Type	NA	Perm	pm+pt	NA	Prot	
Protected Phases	4		3	8	2	
Permitted Phases		4	8			
Actuated Green, G (s)	83.5	83.5	101.1	101.1	20.9	
Effective Green, g (s)	83.5	83.5	101.1	101.1	20.9	
Actuated g/C Ratio	0.54	0.54	0.65	0.65	0.13	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	997	801	563	1207	221	
v/s Ratio Prot	c0.21		0.02	c0.19	c0.10	
v/s Ratio Perm		0.08	0.18			
v/c Ratio	0.40	0.14	0.31	0.29	0.72	
Uniform Delay, d1	21.4	18.2	12.4	11.9	64.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.3	0.1	0.3	0.6	10.6	
Delay (s)	21.7	18.3	12.7	12.5	75.3	
Level of Service	C	B	B	B	E	
Approach Delay (s)	20.8			12.6	75.3	
Approach LOS	C			B	E	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			25.8		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.39			
Actuated Cycle Length (s)			156.0		Sum of lost time (s)	21.0
Intersection Capacity Utilization			54.6%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						



## *APPENDIX F – PEDESTRIAN ANALYSIS*

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<b><i>Crosswalk Across Rogers Avenue</i></b>	
<u>Table 2A</u>	
Speed Limit (mph)	25
Width (# of Lanes)	1
<b><i>PLTS</i></b>	3

<b><i>Crosswalk Across Winchester Street</i></b>	
<u>Table 2A</u>	
Speed Limit (mph)	25
Width (# of Lanes)	2
<b><i>PLTS</i></b>	<b><i>2</i></b>

<b><i>Crosswalk Across Albion Street</i></b>	
<u>Table 2A</u>	
Speed Limit (mph)	25
Width (# of Lanes)	1
<b><i>PLTS</i></b>	<b><i>1</i></b>

<b><i>Crosswalk Across Broadway east of Winchester Street</i></b>	
<u>Table 2A</u>	
Speed Limit (mph)	25
Width (# of Lanes)	2
<b><i>PLTS</i></b>	<b><i>1</i></b>

<b><i>Crosswalk Across Franey Road</i></b>	
<u>Table 2A</u>	
Speed Limit (mph)	25
Width (# of Lanes)	2
<b><i>PLTS</i></b>	2

<i>Crosswalk Across Murdock Street</i>	
<u>Table 2A</u>	
Speed Limit (mph)	25
Width (# of Lanes)	2
<i>PLTS</i>	2